

Autosport

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Shock result in Ulster



Niki Lauda: Moving on

James Hunt column □ Three Rivers FA □ Mike Parkes tribute

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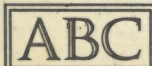
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Rufforth down—but not out?

In the weather conditions which somehow had become traditional at Rufforth, the Yorkshire airfield's final race meeting was organised by the BRSCC's capable Northern Centre last Sunday. The final Battle of Britain meeting ended an 18-year spell of continuous motor sport activity at this circuit, the last of the so-called 'temporary' type in the country.

Using a converted double-decker bus as its Race Control, and sand-filled cans to mark out the contours of the circuit, the BRSCC Northern Centre had organised popular race meetings at Rufforth in the true 'club' tradition since 1959. Rufforth race meetings frequently attracted entries—and spectators—in proportions unrelated to their status in the wider context of the national calendar.

In the long term, however, the essential 'clubbiness' of the circuit, on which its popularity so heavily relied, was one of the major contributory factors which led to its downfall. In recent years the organisers found themselves able to run fewer major national championship events, and this, in turn, created a 'vicious circle' situation, severely restricting the circuit's development.

The importance of the closure of Rufforth within the broad spectrum of British national motor racing may not seem great at first glance. After all, you may say, it was only a rather inaccessible airfield in the middle of Yorkshire. But to enthusiasts in the north-east it creates a major void. For them, the nearest circuit is now Croft, where the BRSCC Northern Centre can organise only a few race meetings a year. Even when considered with northern club meetings at Longridge and Aintree and at Ingliston in Scotland, these will not provide a full season's racing for the many northern enthusiasts, the overwhelming majority of whom rarely travel to circuits in the southern part of the country.

The number of RAC competition licence holders increases every year, and we cannot afford to see any of our circuits closing down. At present, the permanent closure of Rufforth appears inevitable, for the Ministry of Defence have resold most of the land to its former owners. Nevertheless, Frank Wright, the driving force of the BRSCC's Northern Centre who has never missed a race meeting in Rufforth's 18-year history, has some plans which may give the circuit a motor sport future.

With his customary enthusiasm, Wright has investigated every conceivable avenue since the closure was announced, and he has uncovered a tract of land in the centre of the airfield which is shortly to come up for auction. Whether the money could be found by the club—or a generous benefactor—to purchase the land has yet to be established, but the dogged determination displayed by the northern enthusiasts is a credit to the sport.

cover picture

Top: Last weekend's Ulster Rally, round 9 of the Motor/RAC championship, proved to be the scene of a major upset in form when all the British based works and works-backed Group 4 entries were soundly beaten by an almost standard Porsche Carrera. Behind the wheel was the highly experienced Derek Boyd, who received a tumultuous reception from enthusiasts in Ulster. Our picture shows another 'man of the rally' Chris Sclater on his way to fifth place. Report: page 18. Photo: Collin Taylor Productions.

Bottom: Niki Lauda, now almost assured of the 1977 World Championship title, has announced his intention to quit the Ferrari team, and is almost certain to be on the move to Martini-Brabham. The new Niki: page 32.

next week

Will Niki Lauda clinch the title which eluded him in 1976 when he faces the Italian fans at Monza? Read Nigel Roebuck's full report of the Italian Grand Prix—More ShellSport International racing from Thruxton—Formula 3 action from Brands Hatch—Private Ear—Preview of the country's major saloon car racing event, the Access Tourist Trophy at Silverstone—The background to Formula Super Vee*

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

F1 1978: who moves?

Nilsson to Shadow? F1 Ralt for Jones? Villeneuve to Ferrari?

When was there ever a silly season like this one? Niki Lauda's departure from Ferrari has precipitated a multitude of rumours about next year. By the law of averages, about 90 per cent of them will come to nothing, of course, but still they make interesting reading.

Quite obviously, the biggest question mark hangs over Ferrari. Carlos Reutemann, it seems, is almost certain to stay with the Italian team. But who drives the other car? As many as six names have been suggested, those of Peterson, Fittipaldi, Scheckter, Villeneuve, Arnoux, and Cheever. The latter, it is believed, already has some sort of deal with Ferrari, but it is thought that this could be primarily for Formula 2 where Ferrari intend to make a big effort with their engines next year), with a few Formula 1 races thrown in. As to the other drivers, we believe that Peterson can be discounted, that Fittipaldi has re-signed for the Copersucar outfit, and that Scheckter will stay with Wolf. Having said that, Jody was apparently seen at Maranello last Saturday... Come to that, Gilles Villeneuve was there last week!

At mid-season, Mario Andretti told us that he was definitely staying with John Player Team Lotus. Since then, however, he has had four blow-ups in our races. After the French GP, Mario had 32 points against Lauda's 33. Niki now has 63, and Mario hasn't moved. It is no secret that the recent unreliability of his engines has brought Mario close to despair. A move to Ferrari would appeal to him, primarily because of the strength of the flat-12 engines. He is in no way disenchanted with Lotus, mind you, and always stresses his contentment with the car and his working relationship with Colin Chapman. For his reason, despite the fact that he has been offered a Ferrari contract, we think he'll stay where he is.

Gunnar Nilsson, on the other hand, could well be on the move. Indeed, we hear that he came very close indeed to signing a Shadow contract a few days ago, and certainly the Northampton team is keen to sign him. While he has earned everything he knows from Andretti, Gunnar is a little tired of being a number two driver. Nothing will be decided until after Monza, but Nilsson at Shadow looks a good bet for 1978.

Another rumoured Shadow driver next year is Ronnie Peterson. Alan Rees and Pete Kerr have long been fans of the Swede—indeed he very nearly went to Shadow at the beginning of 1975. There is even a story doing the rounds which suggests that Ronnie will go back to March for a third spell with him, this being a two-car/one driver operation. But we find this difficult to believe.

Parmalet have been much in the news recently as rumoured sponsors of the Brabham team. Negotiations are currently in progress, we are told, and there is yet a further story which suggests that, should their attempts to 'get' Brabham fail, they could go on to sponsor Ensign—a two-car team of Clay Regazzoni and Riccardo Patrese.

McLaren's line-up, we believe, is James Hunt and Patrick Tambay. So what happens to Jochen Mass? The logical answer is the German ATS team, but there is a problem here. ATS are to receive financial help from Ford Germany, so the story goes, and Jochen wishes to continue in the Porsche sports

car team... Unless these problems are solved, Stuck looks a more likely bet for ATS.

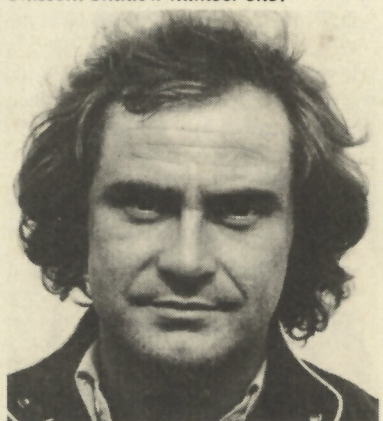
No one yet knows the identity of the second Tyrrell driver, but Gilles Villeneuve's name has been mentioned, as has that of Didier Pironi. The latter's Martini F2 team-mate, René Arnoux, will be driving the new F1 Martini, of course.

Despite various dark rumours, it is thought that Ligier will carry on next

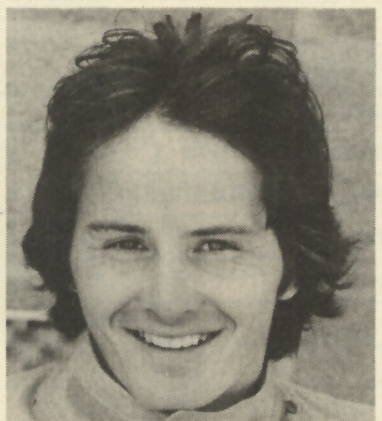
year, and that Jacques Laffite will stay where he is.

What else is doing the rounds at present? The name of Alan Jones has been mentioned in connection with an F1 Ralt, sponsored by Teddy Yip and run by Sid Taylor. (This project was mooted at the beginning of the year, before Alan went to Shadow). There is talk of Ian Scheckter at Hesketh and Keke Rosberg at Surtees. There is even talk of Rupert Keegan at Lotus...

Nilsson: Shadow number one?



Villeneuve: Ferrari number two?



Giacomelli—now a McLaren at Monza

Despite very strong rumours that Bruno Giacomelli would make his Formula 1 debut at Monza in a Brabham-Alfa, we now learn that the young Italian is to appear there in a McLaren!

Giacomelli has a personal contract with Marlboro in Italy, and it seems that the company was very keen that he should drive something in the Italian Grand Prix. Throughout the year, of

course, Bruno has driven for March in F2, but is was only logical that he should make his F1 debut in a Marlboro-sponsored team. Hence, McLaren it is.

"We're happy to give him a run," said Teddy Mayer on Monday, "but at present, it's strictly a one-off deal. He'll drive M23/8, the car Hunt drove last year."

Rotary sue Stanley

When the Stanley-BRM P207 Formula 1 car last failed to qualify (at Zandvoort), all sign of the team's involvement with its Rotary Watches sponsor had been removed from the car—as indeed was the case at Hockenheim.

Last week, Moise Dreyfuss, the company which markets Rotary Watches in this country, issued AUTOSPORT with a statement concerning the current position of Rotary and Stanley-BRM. The statement reads as follows:

"We regret to announce that Moise Dreyfuss has terminated its sponsorship agreement with Stanley-BRM Ltd. Proceedings have been commenced in the High Court against Stanley-BRM Ltd and Mr Louis Stanley, claiming damages for misrepresentation, the breaking of a contract and negligence, including the return of the sponsorship monies advanced to Stanley-BRM Ltd on the strength of statements made in 1976 about the Stanley-BRM P207 car. Stanley-BRM Ltd has itself issued a

writ against Moise Dreyfuss which will be vigorously defended."

Simon Rogers, of Moise Dreyfuss, told us that he personally was very sorry about the way things had gone. "It's impossible for me to say very much because the whole matter is *sub judice* at the moment, but I'm very sad. Since we became involved with motor racing, I personally have fallen in love with it. We liked it very much as a sport, and we met a lot of nice people."

Would they continue in racing, as sponsors of some other team? "I think that, for the moment, we'll lick our wounds. I think it very possible that we will come back into it one day, but not for several years."

What a great shame. But what else, really, can you expect? The exposure of the name 'Rotary' on the Stanley-BRM P207 to the world's race-going public has been confined to one race—the Brazilian Grand Prix in January, where the vehicle covered precisely one lap before expiring.



Leoni—F1 chance at Monza.

Leoni in Durex TS19

Italian F2 comingman Lamberto Leoni will drive the Durex Surtees TS19 at Monza on Sunday. The car's previous occupant, Vern Schuppan, has returned to the States, and will not drive the car again.

While looking for a replacement, John Surtees was keen to find an Italian driver for Monza. Commercially, such a move made obvious sense. When Leoni's name was mentioned, John contacted him, found he was available (ie, had no conflicting contractual ties), and invited him over to England for a test.

Leoni drove the car at Brands last week. "It had a pretty tired engine in it at the time", said Pete Briggs, "and there was torrential rain all day on Friday. But it's fair to say we were pretty impressed. It was very slippery, but a spin at Druids on his third lap was the only mistake he made all day. The following day, he had 15 laps in the car during a 'free' session when the track was full of Imps and things, and he got down to a very good time very quickly. Yes, we were impressed."

The young Italian came to prominence, of course, when he won the Misano F2 race a few weeks ago, driving the Trivellato Chevron-Ferrari. Last week provided his first run in an F1 car, and also his first sight of Brands Hatch, so his efforts are all the more praiseworthy.

● A late change to the Monza line-up is that Brian Henton will once again race the Boro rather than his own March. Henton's performance with the Boro (*née* Ensign) at Zandvoort was one of the surprises of the race.

● From Italy we learn that Niki Lauda's transfer has been raising questions in Parliament (the Italian one, we hasten to add!). Luigi Preti, an MP and former Minister of Finance, wanted to know if it were true that Lauda is to be paid three million lire (approximately £2000) per day by state-owned Alfa Romeo next year! If so, it was scandalous... etc. In their defence, we are told that Alfa Romeo issued a statement to the effect that they were not involved in Lauda's financial arrangements. That was all down to Bernie... And still there is no official confirmation of the deal!

● Having found the DN4 uncompetitively heavy, Shadow have built up a CanAm version of the DN6 F5000 car raced successfully by Jackie Oliver last year. Alan Jones will drive it in the last two rounds of this year's championship.

USAC in England —it could happen!

"... And coming down to Woodcote for the first time, it's Johnny Rutherford in front, from Al Unser, Sneva, Johncock... but, what's this, wait a minute, here comes A. J. Foyt down the inside, picking them off under braking... the Coyote's in front!"

A pipedream? How many of you have idly wondered at the prospect of 800bhp, narrow-tyred, turbocharged USAC cars in Britain? You have? Well, so have we. Often.

Now, it seems, there is a distinct possibility that the pipedream will become reality. The first road race for USAC Championship cars in a long time was run at Mosport Park a couple of months ago, and was adjudged a huge success. There are now moves afoot to increase the number of road races in the USAC schedule for next year. Mosport definitely want to run another, and there is every chance that similar races will run at Watkins Glen and Riverside. As well as those, USAC is keen to break its boundaries and go overseas. Four circuits have been mentioned, these being Interlagos, Hockenheim and... Brands Hatch and Silverstone! At Ontario, it was being said that a likely date for the two British races was October 1978, after the end of the American races. The foreign rounds, however, would be part of the USAC Championship, making it the more certain that all the leading runners would come over the water.

USAC cars have, of course, visited Europe before. In 1957 and 1958, Monza played host to them in a couple of weird races around the celebrated banked 'bowl'. They were very quick races... In 1958, Luigi Musso's Ferrari took the pole at 175mph! But the

intention of the Two Worlds Trophy, as the race was known, was to bring about a head-to-head confrontation between USAC cars and European cars. There was no contest. The gulf between Grand Prix cars and USAC cars was infinitely wider in those days, and on a track which might have been designed for them, the Americans simply annihilated the Europeans and their modified F1 machines. The frighteningly brave Musso alone provided some brief opposition.

The prospect of modern USAC cars thundering down to Stowe, for instance, is thoroughly exhilarating, and we can only hope that the idea comes to fruition. The problem at Mosport, said Al Unser recently, was that his rear wheels were spinning all along the straight...

USAC orders for Cosworth

Cosworth Engineering is to build 20 turbocharged DFX engines for USAC consumption next year. Although DFX engines have been used successfully in the States for some time, these will be the first examples actually to be built at Northampton. Previous DFXs have been built by the teams using them—Parnelli, McLaren, Penske, etc.

Seven teams have ordered them, including Dan Gurney's All American Racers (previously committed to Offenhauser) and a further batch will be built later. Delivery of the first 20 is scheduled for January-March 1978.

McGuire's accident

Although we understand that no official accident report has yet been submitted to the RAC, it is now believed that the failure of a locating pin from the brake pedal assembly was the cause of Brian McGuire's fatal accident at Brands Hatch on August Bank Holiday Monday.

We are grateful to an eye-witness who telephoned us having read last week's Editorial comment on the accident to provide us with further details. He reports that Brian's McGuire-DFV first left the track at a point 62ft beyond the marshals at Post 20 at Stirlings, and that the centre of impact of the car on the armco barrier was 90ft beyond the Post. It hit first with its right front wheel, slewed across to hit the barrier broadside, and flipped upside down.

The first reports we received, which we published in last week's *Pit & Paddock*, suggested that the car did not travel far after initial impact. However, our informant tells us that this was not the case: in fact, at a point 145ft from Post 20, the car (now flying upside down) removed three branches from a bush on the bank. The poor fire marshals who were hit were standing (as per the regulations) at a point 165ft from Post 20; the car struck them, and came to rest another 13ft from the marshals' post, having travelled a total of 88ft from the point of initial impact with the barrier.

It came to rest upside down and facing the way it had come, with the three marshals beneath. One of the three trapped men, Barry Hopkins, crawled out fairly quickly, having escaped with a severely broken wrist,

but the other two were trapped for much longer. As reported last week, John Thorpe later died, and we understand that the third victim, Phillip Williams, is still seriously ill in hospital with head injuries.

As far as circuit safety is concerned, last week's Editorial did not perhaps emphasise that we are worried about the efficacy of the safety requirements set by the CSI Circuit Safety Committee, rather than the standards maintained by the Brands Hatch operators themselves; there is no suggestion that the Kent circuit does not meet the current CSI requirements. Brands Hatch was awarded a three-year licence by the CSI in January 1976 and, as part of the annual inspection scheme, it was again inspected by the CSI's Circuit Inspector, Basil Tye, in January this year. Before the Race of Champions last March, it was also inspected by Robert Langford for the GPDA.

After the accident, the RAC Steward at the meeting informed Mr Tye that no criticism could be directed towards the circuit or the organising club (BRSCC), and that the handling of the incident was satisfactory. Nevertheless, John Webb of Motor Circuit Developments invited Mr Tye to make another inspection of the track, with particular attention to the area in which the accident occurred, in case there might be something, within the framework of the current CSI regulations, which needs to be done. We understand that Mr Tye is confident that all regulations have been met, but that he has in fact agreed to take another look.



Andretti—will he stay?

Mario talks of future

In America, Mario Andretti has been talking of his F1 future. In an interview with a leading American weekly, Mario's remarks give the impression that he definitely intends to stay with John Player Team Lotus.

Recently we revealed that Gunnar Nilsson had been testing a 'special' Lotus 77 at Snetterton, the car being equipped with the team's new Getrac-built gearbox. Andretti is obviously impressed with this new unit. "It's not an automatic, really. It still uses a clutch, has the same shift pattern, and doesn't use an automatic converter. The big advantage of the new transmission is that it allows powershifts, will accept up to seven forward gears (although we probably won't need that many), has a stronger box and is much lighter—around 40lb lighter than the Hewland transmission we are using now."

The new transmission was designed by Tony Rudd of Lotus, and has been patented. It owes its lightness, apparently, not to the materials employed in its manufacture, but to the simplicity of the design. "The box itself is a lot simpler and lighter than the Hewland, and without many of the complicated shifting forks and so on. It's constructed mainly from aluminium."

Despite the fact that the new system can handle up to seven forward speeds, Mario would rather stay with five, as he has throughout this season. The Getrac would be used in the race cars, he said, as soon as the team felt it was sufficiently reliable, but there was no question of using it this year.

Mosport safety check —Lakeshore in 1978

On behalf of the CSI's Safety Committee, Basil Tye will carry out a formal inspection of Mosport Park on September 23. Should the latest safety measures prove not to be satisfactory, the race will not take place. Last year, of course, there was considerable criticism of the circuit by many of the F1 drivers, and a lot of demands were made. Our American Editor reports that, at the recent six-hour G5 race, drivers' reactions to the latest modifications, new barriers and so on, were not exactly favourable. So we wait...

Next year, however, the problem is unlikely to arise, for it seems virtually certain that the 1978 Canadian Grand Prix will be run at Lakeshore Raceway, the road circuit proposed for Toronto, currently the fastest-growing city in

European G1 series?

We understand that agreement is near between the national motor racing bodies of many European countries to standardise the technical regulations for Group 1 touring cars, and that further plans include the establishment of the much-rumoured European championship for G1 cars.

Since those countries including G1 on their race schedules went their separate ways as far as the detail regulations are concerned, the variations have caused enormous problems when, for example, British teams have travelled to France and Belgium to participate in rounds of those national championships. However, the concern expressed by the competitors seems to have made its mark, for the national bodies of Britain, France, Holland, Belgium, Germany, Austria, Italy and some Scandinavian countries have been discussing the problem at length in recent weeks.

The good news for British G1 teams is that apparently the basis for the revised 'European' formula will be the existing British G1 regulations.

Once all the above countries comply with these regulations, there seems to be a possibility that a really good touring car series might emerge. The plan as we understand it is to establish a championship based on a series of events held in support of the World Championship Grands Prix in the countries concerned. How that would affect national championships, such as our own Tricentrol series, is not yet known.

Daly Beams

Irishman Derek Daly, who drives the Derek McMahon Racing F3 Chevron B38, is to be sponsored for the season's remaining five races by Jim Beam Whisky.

Daly, who ironically is never seen with anything stronger than orange juice in his hand, struck a one-off deal with the Austrian side of this American company for the European F3 race which supported the Austrian GP. Following his win at the Osterreichring, he is to receive support from Jim Beam's Austrian budget.

North America. A press release issued last week gives details of a proposed Thanksgiving Festival Weekend for next year. The whole deal is to be called The Grand Prix Festival of Toronto, with the GP itself the main event in a three-day 'spectacular' which seems to involve every kind of entertainment known to man. We'll release more details when we have them. In the meantime, one point strikes us: the date proposed is September 9, traditionally the weekend reserved for Monza and the Italian GP.

● The CSI has confirmed the cancellation of the European F2 Championship round at Salzburgring, scheduled originally for September 18.

Appeal to the CSI for more G6 money

Paul Watson of Sportscars International has put a question to the CSI concerning the funding of next year's European Sports Car Championship for Group 6 cars. By the end of September, eight rounds will have been held in this year's world status series, of which, says Watson, "Only those events in France (Dijon and Paul Ricard) have paid competitors anything like a sensible amount towards travel expenses, although Estoril were forced through lack of entries to 'double-up' at the last minute."

Watson has asked the CSI to consider formulating a standard scale of travel expenses which would bring Group 6 racing into line with other recognised classes of International racing such as Formula 1 and F2, even if the current lack of popularity of G6 racing would inevitably mean that the sports car teams and drivers would have to accept very considerably reduced scales by comparison.

At present Sportscars International represents a majority of British competitors engaged in WSC racing, and Watson says that his experience this year in negotiating travel expenses for his clients "has reached rock-bottom". With 3-litre G6 racing now down to the works Alfa-Romeos, Jorg Obermoser's Fojos and a handful of elderly Porsche 908s and Lolas, the backbone of sports car racing now comes from the 2-litre section, and of these more than half of the competitive cars and drivers available are Italian.

This situation, according to Watson has caused several organisers and promoters to capitalise on the lack of competitor bargaining power: "During current negotiations with the Automobile Club of Bologna, we have reached an all-time low, not a single lire having been offered to any of the seven British teams interested in taking part in their event. While the AC Bologna deny that they are trying to get away with a 'cheap race', the real fault would seem to lie with the CSI, who have for decades willingly ratified sports car races within a World or European championship without protecting the competitors by ensuring that funds are available at least to contribute towards travel expenses from points A to B.

"Sportscars International believe that if an organiser accepts to have his race included within a CSI recognised championship, then in so doing he must also commit himself to a minimum fund of travel expenses and prize money. In these days of heavy commercial involvement in sport, every team accepts that it is his responsibility to ensure that the money is there to run the team; but that does not mean that the organiser escapes responsibility for certain aspects of competitor finance, bearing in mind that it is the exception not the rule that sees competitors sharing in the financial success or disaster of a race meeting. If organiser—such as the AC Bologna or the OASC in Austria (who last year refused expenses, and look like repeating the trick this year at the Salzburgring) decline to assist competitors, then they should withdraw from the championship, cancel their race, or go ahead on a non-championship basis.

"The situation that exists in sports car racing is once again typical of the kind of situation that continually exists in all classes of racing below Formula 1 and, to a certain extent, F2. Bernie Ecclestone would never let such a situation occur in the Formula One circus—labour would be immediately with-

drawn—nor should it be allowed to happen in any other formula. Sports car racing is admittedly very weak at present; but this is no reason why, having accepted that this form of racing shall continue, teams and drivers should be exploited by organisers looking for a 'cheap race'.

From the British standpoint, both Sportscars International and Motor Race Consultants have said that they would be pleased to get together with the CSI and European organisers to ensure a fair and reasonable basic scale for 1978. It remains to be seen whether or not the CSI are prepared to intervene by giving consideration to Watson's request.



The World Championship of Makes event, held at Mosport on August 21, also qualified as a round of the SCCA's TransAm series. It resulted in a disputed victory for the modified Porsche 934 of Peter Gregg. After the race, Ludwig Heimrath (above), who finished second on the race with another 934, protested the legality of Gregg's car, which has now been upheld by CASC. Gregg is now to appeal to the FIA, so the results remain provisional.

Purley accident report

Peter Jowitt, the RAC's expert Accident Commissioner, has completed his investigation into the causes of the appalling accident which befell poor David Purley during qualifying for the John Player British Grand Prix. Jowitt concludes that the accident—which he describes as 'the most severe known accident'—was caused by a jammed throttle slide, and found that the actual cause of this was very unusual.

Jowitt's full report reads as follows:

1. Towards the end of the pre-selection practice session for the British Grand Prix, the Lec Formula 1 car driven by David Purley was involved in a major accident. The car cut across the apex of the corner at Becketts, ran across the infield, recrossed the track, went through five catch fences, and hit the earth bank-backed sleeper fence at very high speed, in an almost head-on impact. The chassis of the car was virtually destroyed, complete destruction going back as far as two feet from the seat bulkhead.
2. An immediate inspection of the car showed the following evidence:
The front tyres were not flattened, but the rubber indicated that they had been travelling at an angle to the direction in which they were directed. The tyres were all inflated except the front left, which wheel had considerable distortion due to the impact. The throttle slide was in the wide-open position.
The tachometer was stopped at 6000rpm.
The car was in 5th gear.
The brake reservoirs were badly damaged, but still held some fluid. The brake pedal linkage, although distorted, was intact, with all pins and pivots in position.
The steering linkage anchorage to the left front wheel was broken, due to impact, but the steering was otherwise intact, and the rack was operable.
3. The driver was still trapped in the wreckage at this point, and he was heard to mumble that 'the brakes had gone spongy'. His six point harness was intact, and had to be cut to release him. It should be noted that releasing the driver was a task done with extreme care and professionalism, and the marshals and medical staff cannot be praised too highly for their part in the operation.
4. Away from the accident scene, an examination was made of the rubber marks left by the car. These were from the front tyres, and showed a

gentle right curve from the left hand side of the track entering the corner, across the track, across the infield kerb, across the infield, across the far infield kerb, across the track, and on to the grass. The total length of rubber marks was 155yds, with the right hand track being slightly shorter than the left. The right hand track showed the wavering edge sometime seen when a tyre deflates and loses wall stability, but the braking from this tyre had been so hard that it had plucked stones from the rather poor tarmac covering the infield of the corner, so that any idea that the tyre had deflated could be discounted, a fact further confirmed by the examination of the car.

5. The tachometer was of the chronometric type, and would indicate the speed of the engine at the split second before it stopped. 6000rpm in 5th gear would give an impact speed of approximately 110mph, and the severity of the damage to the chassis would tend to confirm this. The braking marks indicate a braking effort of about 1.5g, and working back over the 155yds of the braking distance, this would give a speed at the start of braking of 180mph, which is manifestly impossible at this part of the circuit. The inference is that the car was being driven on by its engine whilst the brakes were hard on, almost certainly due to the throttle slide sticking. There is some confirmatory evidence for this possibility.
6. Earlier in the day, a pipe in the fuel injection system had spilled fuel, which caused a small fire on top of the engine. This had been doused by dry powder extinguisher, and I per-

Purley—stuck throttle.



sonally observed the very diligent efforts made by the mechanics to clean the engine afterwards, using air hoses and a vacuum cleaner. When the air slides were stripped after the accident, the small rollers were found to have flats on them, and traces of a hard, white, cement-like deposit were found. This was shown by subsequent experiment to be the dry powder extinguisher, which had combined with the gasoline present to make this hard deposit, a thing never before noted.

7. Additionally, another driver, Mike Wilds, was standing on the infield at Becketts Corner, and he describes the car as coming across the infield with a lot of right lock on the steering, and with a lot of engine noise, indicating to him that there was more power coming from the engine than one could reasonably expect at this point.
8. The inference must therefore be that although the throttle slide was found to be free after the impact, a throttle jam, very probably due to the unexpected combination of dry powder and gasoline, and despite very thorough cleaning, was the cause of this accident. I feel that the attention of competitors must be drawn to this very dangerous potential accident cause.
9. All the safety measures appeared to have worked well. The driver's helmet had been scraped quite severely by the catch fences, but there was no evidence that any damage had been done by the poles. The accident was an extremely severe one, and it seems probable that the speed knocked off by the fences was crucial to the driver's survival. The harness was not destroyed, and the mountings were not strained. No fuel was spilled, and the foot-box, although severely displaced, stayed reasonably intact. To David Purley, the record of having survived the most severe known accident now passes. Had the safety measures not worked, there is little doubt that he would not have survived.
10. The main lesson to be learned from this accident is that unexpected factors, such as the combination of dry powder and gasoline, can still undo the most carefully thought out survival measures but we are at least improving.

David Purley, of course, was severely injured in the accident, and at present he is on a long road to recovery in Midhurst Hospital in Sussex.

Briefly...

A very exciting rumour from Ontario suggests that work is currently in progress on a Brabham-Alfa Romeo or USAC racing. We were unable to check this story with Brabhams at the beginning of the week, everyone having left for Monza. If the rumour is true—and we believe it to be so—then who will drive the car? After a visit to Indianapolis this year, John Watson said he had no interest in driving there, and Niki Lauda is unlikely to be willing to miss F1 development and testing time. An American regular USAC driver looks to be the best bet.

Lola are said to be building a new USAC car for next year, to be run by Jim Hall. The driver may well be Al Unser.

At Ontario, the word was strong that Bobby Unser is to return to Dan Burney's works Eagle team for next season. The car is expected to have a Cosworth DFX engine, and it is thought that the sponsor may be Teddy Pip.

Shadow are definitely going USAC next year. The old DN5 F1 cars have been taken over to the States and are being modified to USAC specification. The cars will be Cosworth DFX-powered, and Pancho Carter may drive one of them.

At Michigan, on September 17, the first race in this year's IROC championship will be run. The 12 drivers will gain run Chevrolet Camaros, all tested by George Follmer, and this year's cars are more like pure NASCAR stockers than in previous years. Drivers already signed include A. J. Foyt, Tom Sneva, Johnny Rutherford, Danny Ongais, Al Unser, Richard Petty, Cale Yarborough, Darrell Waltrip and Benny Parsons. The European drivers have yet to sign. Roger Penske apparently turned down James Hunt's financial demands, and would like to have Jody Scheckter, Mario Andretti and Niki Lauda.

Ron Frost, the Director of the forthcoming Peter Stuyvesant-sponsored Formula Pacific series in New Zealand between January 2 and 29 next, telephoned to put us right on a point raised in our preview piece in last week's issue (Racecard). Mr Frost was at pains to point out that it is definitely not the organisers' intention to seed only two New Zealand drivers, as we inferred. In fact, although some foreign drivers would be seeded as we described, the number of local drivers thus treated would be somewhere between six and 12.

Bill Dryden, for many years a staunch supporter of the Scottish special saloon scene with various Vauxhalls, is down to share the BMW Racing with Castrol 530i at the RAC Tourist Trophy on September 18, alongside regular pilot Tom Walkinshaw and the exuberant Barrie Williams. Dryden and Williams may have to do most of the driving, as Tom is also scheduled to drive the Gösler Beer-sponsored Alpina CSL Group 2 car with Dieter Quester.

John Hine, who is of course vastly experienced in both sports and saloon car racing, drives the second Gordon Spice Group Capri at Silverstone with the Baked Bean himself, Ian Bracey.

Another recruit from sports racing cars at the TT should be the Altrincham jeweller, John Lepp, who is down to drive the Mario Deliotti-entered Alfetta GTV with its usual driver Derek Lawrence. Lepp's last drive in a saloon car was at this meeting last year, when he tried his hand in an Alfassud.

Perhaps the most interesting entry at the TT, apart from the Jaguars, is that for Tony Dron and Jim Crawford in one of Leyland Switzerland's Dolomite Sprints. Jim has been living abroad for the past few months to oversee the development of the cars; the other one is to be shared by the experienced Swiss Paul Keller and Jean-Claude Bering.

Renault Elf have entered the TT with one of the fast Renault Alpine 5s for an interesting combination of drivers. They are Mike Wilds, who has driven in F1, G8, F3 and saloons in recent years; Doug Bassett, ex-FF, F3 and currently Renault 5 Challenge driver; and former British Saloon Car Champion Bill McGovern. It will be very interesting to see whether McGovern has lost any of his old flare, for as recently as 1974 he was all but invincible with his superbly-prepared Bevan Imps.

Are you a fan of Niki Lauda or George Ward? And would you like your enthusiasm for either of these two men to benefit the Springfield Boys Club? Dave Brodie has had some PVC stickers made up, bearing the following legends: *Niki Lauda is Bionic*, *Niki Lauda Rules—OK?*, and—our favourite—*George Ward is Bionic*. These sell for £1 each, and proceeds will go to the Springfield Boys Club, for which Brodie is hopeful that the scheme will raise enough cash for a new minibus. The stickers can be obtained by sending the cash and an 8in SAE to: c/o Dave Brodie, 109A High Street, Rickmansworth, Herts.

Brambilla cruises home in Imola G6

A surprisingly decent crowd in excess of 15,000 turned out at Imola last Sunday to witness Vittorio Brambilla scoring another hollow victory for Alfa Romeo in the World Sports Car Championship for Group 6 cars.

Qualifying took place on Saturday, and resulted in a familiar sight on the front row of the grid: Brambilla on the pole, with team-mate Arturo Merzario alongside with the other works/Autodelta 33SC12 Alfa Romeo. The two Italians continued the duel which has injected at least some interest in the Group 6 series, Merzario spinning wildly in the first session, but ultimately having to do with a second fastest time of 1m 43.35s; Vitt's pole was achieved in 1:41.73. Third fastest was the 2-litre Osella-BMW of Roberto Marazzi (1:45.97), and fourth fastest the similar car of the consistently quick Giorgio Francia (1:46.54). Guy Edwards drove the quasi-works Lola T296 at this meeting, and wound up fifth quickest at 1:47.65.

These five started the 50-lap (250km) race in grid order, with the two Alfas of Brambilla and Merzario pulling clear of the 2-litre cars. The order remained unchanged until the 12th lap, when Edwards retired the Ultramar/Rizla Lola when it lost its fuel pressure, and

Merzario spun when the Alfa's left front shock absorber gave out; the damage was sufficient to put Art out of the race, too.

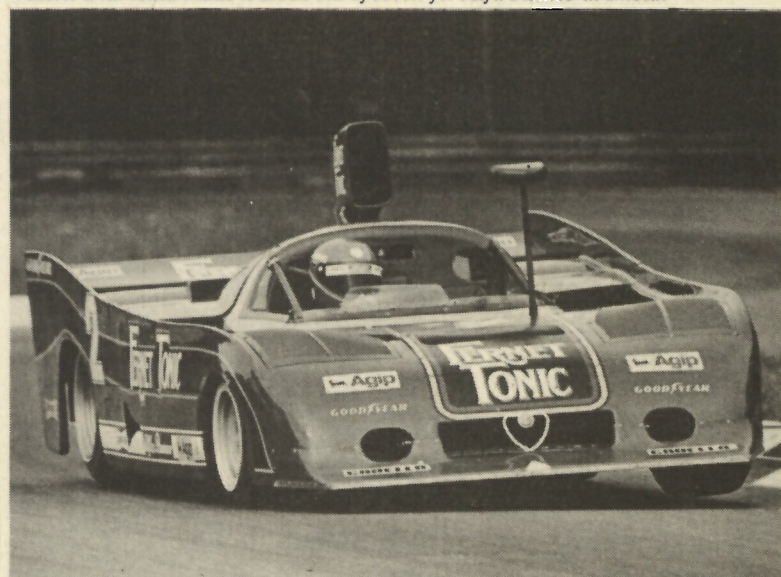
At 20 laps, only Marazzi and Francia had not been lapped by Brambilla, and the race had become boringly processional. Francia relieved some of the tedium when he passed Marazzi for second place on the 22nd lap, but any hope that these two Osella drivers might put some life into the race were dashed when Marazzi dropped out ten laps later when a water pipe fractured and the BMW engine overheated.

Vittorio ran out an easy winner at 103.82mph, with Francia in another second place for the Osella marque, one lap in arrears. Lella Lombardi drove another Osella PA5 into third place, three laps down on the winner. Merzario set the fastest race lap before his retirement, at 1:43.4 (108.10mph).

The efforts of the Osella 2-litre car drivers, and in particular Giorgio Francia, have secured the runner-up spot in the World Sports Car Championship for the Italian marque:

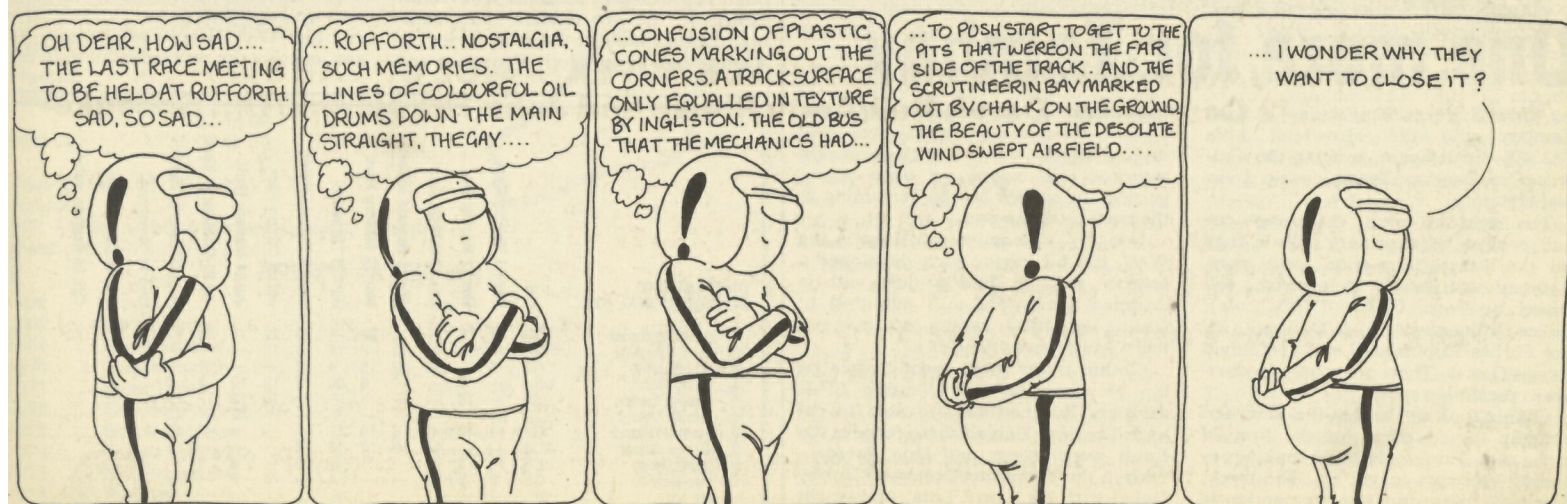
World Sports Car Championship (after seven rounds): 1, Alfa Romeo, 140pts; 2, Osella, 73; 3, Chevron, 41; 4, Lola, 38; 5, Sauber, 31; 6, Toj, 17; 7, AMS, 14; 8, McLaren, 13; etc.

Vittorio Brambilla made it seven out of seven for Alfa Romeo at Imola.



catchpole

by Barry Foley



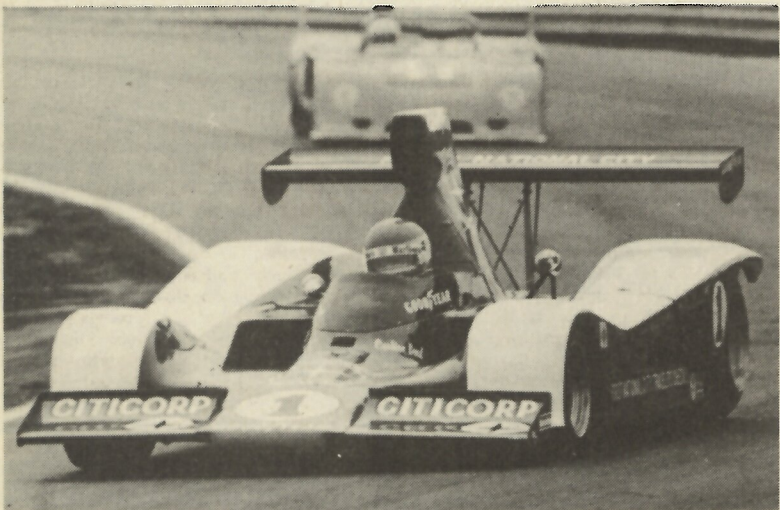
Sneva clinches 1977 USAC crown

Tom Sneva's Penske McLaren-DFX M24 finished third in last Sunday's California 500, the young ex-teacher thereby assuring himself of the 1977 Citicorp USAC Championship.

The race was won by Al Unser's Parnelli-DFX from A. J. Foyt's Coyote-Foyt. It was a race characterised by tyre problems: supposedly identical tyres were proving not to have the same dimensions, and this caused a crop of handling difficulties.

Johnny Rutherford's works McLaren-DFX M24 started from the pole, the Texan having qualified at 195.11mph. His speed was actually bettered by Danny Ongais's Parnelli-DFX, but the Hawaiian missed out on the first

Tom Sneva—USAC king!



Patrick Tambay virtually assured himself of the CanAm title at Trois Rivières.

One more for Tambay

At Trois Rivières last Sunday, Patrick Tambay and the Haas/Hall Lola T333CS did it again, making the Citicorp Cup CanAm Championship a virtual certainty.

The tortuous, round-the-houses circuit proved, as expected, a little tight for the 5-litre, ultra-wide sports cars. Tambay was fastest in practice, followed by Peter Gethin (VDS Lola), Gilles Villeneuve (Wolf-Dallara), Elliot Forbes-Robinson (Lola) and David Briggs (Lola). There were only 16 starters in the 60-lap race.

Gethin took the lead at the start, and actually stayed there for the first 24 laps, with Tambay initially making repeated attempts to get by. The track, however, was proving tremendously hard on brakes, and Patrick dropped

day of qualifying when an engine failed him, and had to set his time on the second day. He started from row seven.

Ongais was on brilliant form in the race. From the seventh row of a 3-3-3 grid, he moved up immediately, taking the lead on the 14th lap! Throughout the event, Danny was comfortably the fastest man on the track, but he had all kinds of problems, including overshooting his pit (which lost him time) and having to make an extra stop to change a punctured rear tyre. On one occasion, he pulled back a whole lap on the leaders. . . . But his luck was out. With 30 laps to go he ran out of fuel, and was finally classified eighth, eight laps behind.

Mario Andretti, second fastest in qualifying, finished fourth in Roger Penske's other McLaren M24, after an eventful race in which he overshot his pit, lost a lot of time on a later tyre stop and eventually ran out of fuel with two laps left. . . .

Pole-sitter Rutherford retired from third place after 46 laps when his DFX blew up, a fate which also befell Wally Dallenbach's Sinmast Wildcat. The latter's team-mate, Gordie Johncock, had even worse luck, hitting the wall at turn one when leading the race with only five laps to go!

So, despite fluctuating oil pressure, Unser came home for the win. Behind Foyt, Sneva and Andretti came Bobby Olivero (Lightning), Vern Schuppan (Lightning), Larry Dickson (Eagle) and the luckless Ongais. Full report next week.

back when he felt the pedal going soft. Gethin, meanwhile, rushed away, still driving hard. When Tambay's brakes returned, he closed up once more, getting by on lap 24 and remaining at the front until the end.

Initially, Villeneuve ran third in the Wolf, but his engine soon developed a misfire and he finally quit with a dropped valve. He also admitted to feeling very tired, having just driven in the Atlantic race (page 14).

Gethin threw away second place on lap 46 when he spun, letting EF-R through, but neither was able to get near Tambay. Behind these three at the finish were Briggs and Don Breidenbach in the Tropicana Lolas and Bobby Rahal with his 2-litre Lola. Only eight cars finished.



David Hobbs on his way to victory in the glorious McLaren BMW 320i.

Hobbs BMW rules at Atlanta IMSA

Following his fine drive in the USAC Championship race at Ontario on Sunday, Danny Ongais took off immediately for Atlanta, Georgia, where he took part in Monday's latest round of the Camel GT IMSA series at the wheel of Ted Field's Interscope Racing Porsche 934. Having missed the first day's qualifying, the Hawaiian started the race in 11th place on the grid, but worked his way through to third place before an 'off' damaged his car's nose section. Danny recovered to finish fourth, but no one was about to take

this race away from David Hobbs and the McLaren Racing BMW 320i turbo. Hobbs qualified the car on the pole and won rather easily despite the fact that Al Holbert led the first nine laps with his Chevrolet Monza, and Hurle Haywood then led for a couple of laps with his Porsche 934. Hobbs then took over, and pulled away during the remaining 29 laps to win by 9½secs from Holbert, with Haywood third.

One lap behind, John Paul (Porsche) and Carl Schafer (Camaro) were fifth and sixth.

Darlington to David

Back in the winner's circle after a long absence comes NASCAR Grand National superspeedway ace Dave Pearson, who took the Wood Brothers Purolator Mercury to a narrow victory in the Southern 500 which was run last Monday. The venue for the Southern 500 is the spiritual home of NASCAR, the classic 1.33-mile oval at Darlington, the first superspeedway in the States.

On pole for the 367-lap race—yet again—was Darrell Waltrip in the DiGard Racing Chevrolet, who had Benny Parsons alongside in DeWitt Racing's similar car. Waltrip did most of the leading, dicing up at the front with championship leader Cale Yarborough in the Junior Johnson Chevrolet. However, the two leaders had a coming-together later in the race, dropping Yarborough in the Holly Farms car and

Waltrip in the Gatorade machine to eventual fifth and sixth place finishes respectively.

This incident left the lead disputed by Pearson (looking for his first Grand National victory since the opening round at Riverside, 21 races before) and Donnie Allison with Hoss Ellington's Native Tan Chevrolet. Pearson held on to win by 2½secs. Budd Baker drove the Norris Industries Ford Torino into third place, one lap down while Richard Petty's STP Dodge was fourth, with Dave Marcis driving relief for the ailing King Richard. The consistent rookie Ricky Rudd brought his Chevrolet into seventh place. Pearson was well up after his front-row start, but ran into Dick Brooks's Truxmore Torino, causing the retirement of both cars

SHELLSPORT INTERNATIONAL (GB)		Net	Mar 13 Mallory Park	Mar 27 Snetterton	Apr 08 Oulton Park	Apr 11 Brands Hatch	May 22 Mallory Park	Jun 06 Thruxton	Jun 26 Brands Hatch	Jul 08 Oulton Park	Jul 24 Mallory Park	Jul 31 Donington Park	Aug 29 Brands Hatch	Sep 11 Thruxton	Oct 02 Snetterton	Oct 16 Brands Hatch	Total points
1.	Tony Trimmer	GB	12	8	—	2	22	—	20	22	15	22	17	—	—	—	140
2.	Guy Edwards	GB	—	22	—	12	8	15	15	—	—	—	—	—	—	—	87
3.	Val Musetti	GB	8	—	12	22	15	4	12	—	—	12	—	—	—	—	85
4.	Tony Rouff	USA	—	6	—	—	6	20	10	12	10	2	6	—	—	—	72
5.	Divina Galica	GB	—	15	—	—	—	—	—	10	12	17	14	—	—	—	68
6.	Emilio Villota	E	22	—	—	—	—	—	—	—	22	—	—	—	—	—	64
7.	Keith Holland	GB	15	10	—	6	10	12	—	—	—	—	10	—	—	—	63
8.	Bruce Allison	AUS	—	—	15	15	12	3	2	—	—	—	—	—	—	—	47
9.	Tom Belso	DK	10	12	—	—	1	—	6	—	8	8	—	—	—	—	45
10.	Alon Lawler	GB	6	3	—	—	—	4	—	6	6	—	2	—	—	—	27
etc																	

Scheckter takes ZA title again

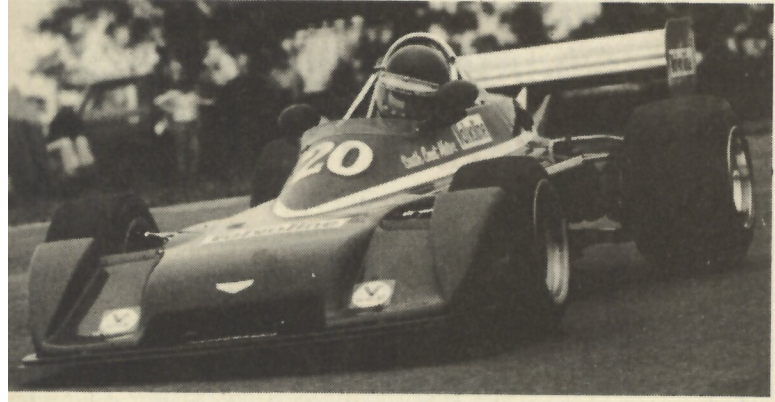
Ian Scheckter clinched the Philips South African Formula Atlantic championship title last Sunday when he took his Lexington March 77B to victory in the latest round, held at Pietermaritzburg. The March Formula 1 driver left his rivals to sort themselves out for the runner-up spot, which is contested by Tony Martin, Roy Klomfass and Nols Nieman.

On this occasion, Martin qualified his Bic/South Coast Motors Chevron on the pole (at 1m 4.40s), with Dave Charlton second fastest with the Lucky Strike March 76B on 1:4.45. Scheckter (1:4.50) shared the second row with Klomfass in the Gunston-sponsored Tony Martin started from pole, but couldn't stay with Scheckter in the race.

March 77B (1:4.55), and Nieman in the Benson & Hedges 77B and Bobby Scott (Sportsman Lager 77B) lined up behind.

Klomfass's title hopes virtually ended on the line, for the Gunston March would not start on the grid and also had a faulty clutch, so Roy started the race two laps behind. Charlton made a poor start, and Martin was unchallenged as he took the lead from the pole. Scheckter led the chase, followed by Scott, Charlton, Nieman, John Gibb and Mike Domingo.

Charlton passed Scott for third place on the second lap, and Gibb passed Nieman shortly afterwards. Then, on



GP preview

Another GP win for Laffite's Ligier?

F1 WORLD CHAMPIONSHIP 14 ITALIAN GP

Monza.
3.604 miles.
Lap record: Ronnie Peterson (F1 March-Ford 761),
1m 41.30s, 128.08mph.

BROADCASTING

Saturday 17.30 Radio 2
Sunday 17.00 Radio 2
19.00 Radio 2

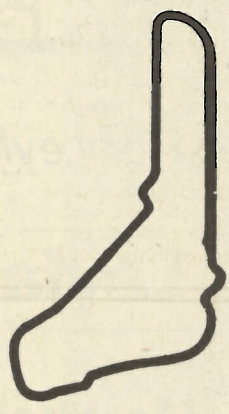
TIMETABLE

Practice
Friday 10.00-11.30
13.00-14.00
Saturday 10.00-11.30
13.00-14.00
Race (52 laps, 187.40 miles)
Sunday 15.30

(NB. All Monza times are approximately one hour ahead of British Summer Time).

PREVIOUS RESULTS

Year	Driver	Nat	Car	Time
1968	Denny Hulme	NZ	McLaren-Ford M7A	145.41mph
1969	Jackie Stewart	GB	Matra-Ford MS80	146.97mph
1970	Clay Regazzoni	CH	Ferrari 312B	147.08mph
1971	Peter Gethin	GB	BRMP160	150.75mph
1972	Emerson Fittipaldi	BR	JPS-Ford 72	131.61mph
1973	Ronnie Peterson	S	JPS-Ford 72	132.63mph
1974	Ronnie Peterson	S	JPS-Ford 72	135.10mph
1975	Clay Regazzoni	CH	Ferrari 312T	135.48mph
1976	Ronnie Peterson	S	March-Ford 761	124.12mph



the sixth lap, Scheckter took the lead from Martin under braking at the end of the pits straight, and the reigning champion was gone for the afternoon. Ian, Martin and Charlton soon became well strung out in the leading three places, but there was a close battle for fourth spot between Scott, Gibb, Nieman and Len Booysen. On the 20th lap, Nieman retired when his cam belt failed, and Scott and Gibb dropped Booysen, dicing hard but with the upper hand always Scott's.

By the end of the 42-lap race, Scheckter had maintained 3secs on Martin, who was 13secs ahead of Charlton. Scott held Gibb at bay to the chequered flag, the pair 17secs down on the Lucky Strike driver, and about 10secs in front of sixth man Booysen. Klomfass went well after his delayed start, but could make no impression on the leaders and was classified eighth.

● George Dyer, who qualified his Porsche 934 fifth at Atlanta but retired with gearbox problems, now has it all to do if he is to mount a challenge for the Camel GT IMSA title during the final two races of the series:

Camel GT IMSA Championship (after 13 rounds): 1, Al Holbert, 137pts; 2, Hurley Haywood, 125; 3, George Dyer, 112; 4, Danny Ongais, 73; 5, David Hobbs, 70; etc.

● The competitiveness of the 3-litre class in the Tricentrol British Saloon Car Championship is now really showing in the drivers' points table, for although the Ford Capris lead in the manufacturers' chart, Capri drivers are falling even farther behind:

Tricentrol British Saloon Car Championship (after 10 rounds): 1, Bernard Unett, 45pts; 2, Tony Dron, 43; 3, Richard Lloyd, 34; 4, Jeff Allam, 25; 5, Gerry Marshall, 24; 6, Richard Longman, 20; 7, Chris Craft and Gordon Spice, 19; 9, Stuart Graham, 18; 10, Peter Hillard, 17; etc. **Manufacturers:** 1, Ford Capri, 48pts; 2, Chrysler Avenger, 45; 3, Triumph Dolomite Sprint, 43; 4, Volkswagen Golf GTI, 34; 5, Vauxhall Magnum, 33; 6, Leyland Mini 1275GT, 28; etc.

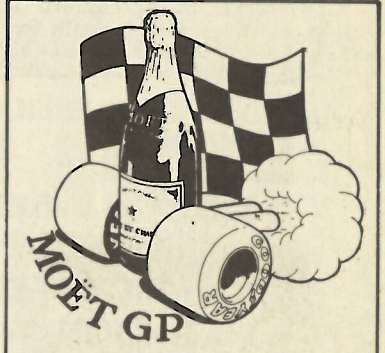
● In her 2-litre sports car race at Fuji last weekend, Divina Galica finished honourable seventh in old March.

● Tony Trimmer, the ShellSport International series leader, is now within 16 points of James Hunt in the chase for the Tarmac British Racing Championship title, and is seeking International status drives in an effort to close the gap:

Tarmac British Racing Championship (after August 27/28): 1, James Hunt, 158pts; 2, Tony Trimmer, 142; 3, Alan Jones, 124; 4, Peter Gethin, 101; 5, Guy Edwards, 87; 6, Val Musetti, 85; etc.

● Fastest laps in the Dutch Grand Prix at Zandvoort were as follows:

Lauda, 1m 19.99s; Laffite, 1:20.02; Reutemann, 1:20.61; Fittipaldi and Nilsson, 1:20.96; Brambilla, 1:21.17; Andretti, 1:21.34; Tambay, 1:21.54; Hunt and J. Scheckter, 1:21.74; Jabouille, 1:21.77; Peterson, 1:22.02; Jones, 1:22.08; Regazzoni, 1:22.10; Depailler, 1:22.21; Binder, 1:22.57; Stuck, 1:22.58; Henton, 1:22.71; Lunger, 1:22.94; Patrese, 1:23.27; I. Scheckter, 1:23.40; Keegan, 1:23.61; Ribeiro, 1:23.99.



Don't forget this weekend's round of the Moët et Chandon competition. Who will win at Monza? If you think you have the answer, send a postcard immediately to AUTOSPORT Editorial, Haymarket Publishing Ltd, 76 Dean Street, London W1A 1BU.

Despite the fact that the manner of his leaving Ferrari could hardly have been less underhand, Niki Lauda is assured of a rough reception at Monza this weekend. Now virtually certain to win the World Championship for both himself and Ferrari, the Austrian will be regarded as a traitor throughout Italy. It is unlikely to worry him, despite the fact that the team's pre-eminent position in Grand Prix racing has been achieved largely through his efforts. Backing up Lauda, as usual, will be Carlos Reutemann, celebrating his first anniversary with Ferrari.

It now seems that only two Brabham-Alfas will be run at Monza, crewed by John Watson and Hans Stuck. John should be right up at the front, but Stuck's form is so unpredictable that no such forecast can be made on his behalf. But Monza should suit the cars well—last year the late Carlos Pace was quicker than any of the Ferraris in practice.

Fastest of all during qualifying in 1976 was Jacques Laffite's Ligier-Matra, and the car's form in Holland suggests that the French car could be a serious contender for victory on Sunday. Jody Scheckter, currently second in the point standings, will drive the lone Wolf, miserably uncompetitive at Zandvoort but very quick at Hockenheim, like Monza a very fast circuit.

James Hunt and Jochen Mass drive the works McLaren M26s as usual. James's title hopes have evaporated now, of course, but a win at Monza would give him tremendous satisfaction after all the hassles of last year's race. At the time of writing, there was a distinct possibility that the team's M23 would be run at Monza for the brilliant young Bruno Giacomelli. For news of this and other late changes, see *Pit & Paddock*.

Monza may prove not to be the JPS

78's cup of tea. As Silverstone and Hockenheim showed, the cars are less at home on ultra-quick circuits than at tracks where handling and traction are of primary importance. Nonetheless, it would be unwise to rule out Mario Andretti and Gunnar Nilsson. Uppermost in the minds of both will surely be engine reliability, lamentable in the recent past.

Alan Jones and Riccardo Patrese will be there for Shadow, and Vittorio Brambilla's latest (his fourth!) teammate at Surtees will be the Italian F2 driver, Lamberto Leoni, who scored that excellent win at Misano a few weeks ago. Ronnie Peterson, who won the race last year, and Patrick Depailler drive, as usual, for Ken Tyrrell, whose P34 six-wheelers were highly competitive at Monza in 1976.

Monza hero Clay Regazzoni, second last year for Ferrari, will handle the works Ensign, with Patrick Tambay in the Teddy Yip/Sid Taylor car, and Emerson Fittipaldi drives his Copersucar. It seems almost inconceivable that March won this race only 12 months ago, but win they did. On Sunday, the works cars are for Ian Scheckter and Alex Ribeiro, and other Marches will be in the hands of Patrick Neve, Arturo Merzario and possibly Brian Henton. The three Heskeths will be out once again for Rupert Keegan, Hector Rebaque and Ian Ashley. There are private McLaren M23s for Brett Lunger and Emilio Villota. Jean-Pierre Jarier and Hans Binder drive the ATS Penske PC4s.

And, last of all, we have the Renault RS01 for Jean-Pierre Jabouille, who drove so impressively at Zandvoort with the turbocharged car.

Curiously, Niki Lauda has never yet won at Monza. Sunday could change all that, but Niki will be driving with points in mind. Don't overlook Laffite.

Just



James

"It was a clear-cut case of Mario trying to overtake when the manoeuvre was not possible. . . ."

It's just not our year. Between me and John Watson, British drivers have been leading twelve grands prix this season (we both led in Argentina, France and Britain) and have collected the terrific total of one win. I hope that fortunes will change before too long but I'm afraid it's too late for this year.

My retirement from Sunday's race has already received a certain amount of news coverage and comment. As far as I was concerned it was a clear-cut case of Mario trying to overtake when the manoeuvre was not possible and the inevitable accident happened. Unfortunately, accidents are one of the hazards of motor racing and the guilty party almost always knows who he is. That is why the thing that upset me more than anything about the whole incident was the way in which it was reported in the press. When I was interviewed after I came back to the pits I gave my version of what happened and asked those who had seen it to make up their own minds and those who had not seen it to watch it on the televised replay. Mario, on the other hand, talked about it prodigiously and this seemed to imply to the press that the whole thing was my fault. That, at least, is how it appeared in most of the newspapers on Monday morning. If they actually did see the incident either live or on television and still drew the conclusion that I was to blame, then I have to say that they know less about motor racing than I know about writing.

On my way to Holland for the Grand Prix I went to England for the opening of a new Vauxhall showroom in Coventry and then on to Scotland for a couple of golf matches. On the way to the dealership we stopped for breakfast at a transport cafe owned by a gentleman of Italian origin called Alex. He was extremely talkative and informed us that although he had never been very sporting he would undoubtedly have been World Cycling Champion had he put his mind to it. It took us quite a time to get away and we were only allowed to leave after he had given each of us his autograph.

The golf in Scotland was the annual Variety Club Charity Match and the BBC2 Pro-Celebrity televised series. I didn't play very well in the charity match but everything came together for the nine televised holes. I have a feeling that when the series is shown on television next year

I may be accused of having rather a dodgy handicap.

After the race on Sunday I celebrated my birthday with all my family and friends who had made the cross-channel trip to Zandvoort. Luckily my mechanics did not have to rush back to England so they could come to the party at the camp site as well, so we had a very good evening. Our only problem was one of spectators who simply would not go away and we had to employ devious methods to disperse him eventually.

The following morning I flew from Amsterdam via Norwich to Teesside to spend the day at a race meeting at Croft for Texaco who were sponsoring the meeting. Unfortunately my visit had to be cut short because my schedule had to be changed in order to catch flights affected by the various go-slows in the UK, France and Spain. As it was, Texaco arranged for a private plane to take me home and I eventually got to bed at 5.30 the following morning.

I apologise that because the timetable had to be altered at short notice I didn't get the chance to meet as many people as I would have liked.

During the week of the Italian Grand Prix I am taking part in the Swiss heat of the Superstars. The interesting thing about this heat is that there will inevitably be a racing drivers' competition within the main tournament because both Jochen Mass and Jacques Laffite from Grand Prix racing and Antonio Zanini the Spanish rally driver are taking part. I know Jochen and Jacques are very fit and I expect Zanini is as well, so competition should be very fierce.

And then to Monza. In view of what happened there last year I would dearly love to win in front of the Italian crowd. I doubt if the M26 will be super-competitive there with all the chicanes and I expect the Lotuses and 12-cylinder cars will be at the front after qualify-

"I would dearly love to win in front of the Italian crowd. . . ."

ing. However, the only thing I can salvage out of this year is a couple of wins to get into good shape for another go at the championship in 1978.



Below: James's Marlboro-McLaren will no longer be wearing number 1 after Fuji. Above: James, plus fans, at the Battle of Britain Croft meeting the day after Zandvoort.



Mike Parkes

The sad death of Mike Parkes robs motor sport of one of the most talented men in its history. For Parkes, killed in a road accident near Turin last week, was not only a formidable racing driver but also a superbly talented engineer.

Mike Parkes was born in Surrey in 1931, the son of a man who later became Chairman and Managing Director of Alvis Ltd. Educated at Haileybury—at the same time as Stirling Moss—Parkes joined Rootes in 1949, where he remained until 1962, playing a prominent part in the development of several cars, including the Hillman Imp. When he left the British company, it was to take up an appointment with Ferrari.

Mike first drifted into motor racing in 1952, driving an old MG in vintage events. He raced a variety of elderly cars, including a Frazer-Nash, for several years, finally becoming involved in modern racing in 1957, when he bought a Lotus 11 sports car from Colin Chapman. After becoming a close friend of Tommy Sopwith,

Mike was invited to drive for the Equipe Endeavour team, and anyone who ever saw him race a 3.8 Jaguar will remember those days with great affection. Usually, he was the fastest Jaguar driver, and that at a time when people such as Graham Hill, Roy Salvadori and Jack Sears were regular saloon car competitors.

In 1961, however, he was invited to drive the Maranello Concessionaires Ferrari 250GT in British events, and at that point his driving career took a definite upward turn. At Goodwood and Snetterton, early in the season, Mike defeated Rob Walker's similar Ferrari, driven by no less than Stirling Moss. It did not go unnoticed at Maranello. Parkes turned up at the Le Mans test weekend in April that year, to drive a works Sunbeam, and was somewhat surprised when Tavoni, the Ferrari team manager, asked him if he would like to try the works 250GT. Mike had not been expecting to drive that day and was clad in collar and tie, grey flannels and ordinary shoes. Nonetheless he

accepted the offer and put in several laps with the car. A few minutes later, he left the Ferrari pit in complete uproar. He had lapped the car several seconds faster than its regular drivers. . . . The offer of a works drive at Le Mans soon followed, and Parkes assumed that he would be put in the GT car. In fact, he partnered Willy Mairesse in one of the 3-litre Testa Rossa prototypes, and they finished a splendid second to team-mates Phil Hill and Olivier Gendebien. It was the start of a long association with Ferrari.

Parkes drove occasionally for the Italian team in 1962, and also had his first F1 outing, at Mallory Park, where he drove a Bowmaker Cooper to fourth place. Perhaps his most memorable day that year, however, was at the rain-soaked Bank Holiday Brands meeting, in those days of considerable international importance. In appalling conditions, Mike began the day with a win in the saloon car race, driving Sopwith's Jaguar. This was followed by victory in the GT race, driving the Maranello Concessionaires Ferrari 250GTO. And finally, in the main race of the day, the Guards Trophy, he left everyone behind with a Ferrari 246P. At the end of the year, he joined Ferrari full time, as both sports car driver and engineer.

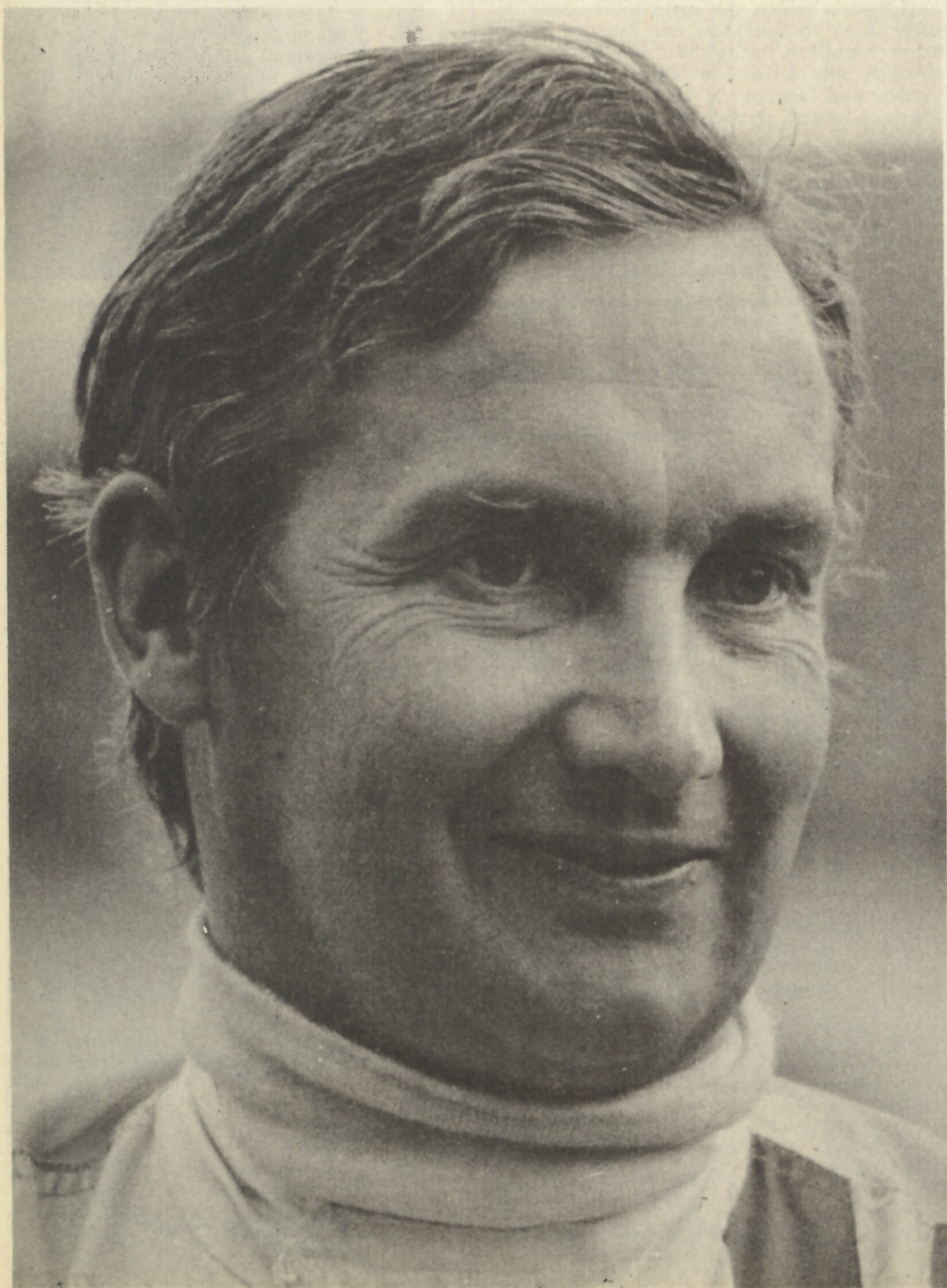
There was considerable success over the next two or three years, including victory in the Sebring 12 Hours, the Monza 1000kms, the Spa 1000kms. But in 1966, at half-season, Parkes was pitched into the F1 team when John Surtees left. It was no easy matter to fit Mike into a Ferrari, for the Englishman was 6ft 4in in height, and considerable cockpit modification were necessary to accommodate him. At the French Grand Prix at Reims, he made his debut and finished a remarkable second to Jack Brabham. Two months later, after taking the pole, Parkes took second place in the Italian Grand Prix, right behind team-mate Scarfiotti.

Mike thoroughly enjoyed life in Italy, and looked forward to 1967 with considerable optimism. With Amon, Bandini and Scarfiotti, he was a contracted driver with Ferrari, this involving both F1 and sports cars. With Scarfiotti he finished second at Daytona, Monza and Le Mans, driving the glorious P4. And in April he conclusively won the *Daily Express* Trophy at Silverstone, leaving the rest behind.

Then came Spa, one of Parkes's favourite circuits and a place at which he had always shone. Lying well up on the first lap, Mike's Ferrari was following Stewart's BRM H16, the British car's oil breather pipe giving out copiously, as it was wont to do. On a very fast turn the Ferrari went into a long slide on the oil and somersaulted, the driver being dragged along underneath before finally being thrown clear. Miraculously, Parkes was still alive, but he had suffered terrible leg injuries which kept him in hospital for over a year. His F1 career was over.

When Parkes returned to racing, he did not immediately return to driving, concentrating instead on developing and running the 312 sports cars, driven in 1969 by Amon, Rodriguez, Andretti and others. Mike, however, badly wanted to drive himself, and when Enzo Ferrari refused to agree—unwilling to risk a supremely good engineer—Parkes decided to leave. For a couple of years after, he drove Ferrari 512 sports cars for Scuderia Filipinetti before retiring for good in 1971.

Since then, Parkes had remained in Italy, living at his Modena flat. In recent years, he had been in charge of the development programme of the Lancia Stratos rally cars, a very considerable part of these cars' success being due to his excellence as an engineer. His death at 46, will come as a severe blow to Lancia, and indeed it has to all those who knew him. Parkes had, it seems, recently been talking of returning to England after all those years in Italy, but sadly that will now never be. To his family and friends and to all who knew this most pleasant of men, we offer our deepest sympathies.



Danger to marshals

Following your *Editorial* comment last week on 'The McGuire Tragedy' I feel I must write to you, as brother of Phillip Williams and great friend of John Thorpe (two of the fire marshals who were hit by the McGuire car, one of whom—John—later died). I could not agree more with the comments you made, especially with regard to the positioning of certain marshals posts at Brands Hatch. I have always thought that some of these are positioned rather peculiarly, to say the least.

The main point which I feel should be raised and which has not been advanced nearly enough in the past is that being a track marshal is *always* dangerous. I only hope that this accident will bring it home to those marshals who tend not to realise how fast a racing car travels, and the distance one can cover in the blink of an eye. I must also add at this point that I feel I am a little qualified to comment about the whole affair as I myself drive a Special Saloon car and have driven many times at Brands Hatch. I have also acted as a track marshal in the past.

Needless to say, I shall now be giving up motor racing myself, but I will always feel that it is a very great and worthwhile sport.

WHITSTABLE, KENT

TREVOR WILLIAMS

Llareggub

Once again I find myself writing with reference to 'the thoughts of Brown'. Perhaps John and others including Mr Lailey (August 11) might like to consider the following relevant extracts from the regulations for the 1977 West Cork Rally which was promoted by my club, Cork MC, last March. To me, at least, it seems far less complicated than John Brown's Llareggub system and another plus point—it's been proved to work!

ARTICLE 21: Organised servicing will be prohibited in restricted areas, which will be denoted by a vertical line in the Road Book. Only one service car per competing car will be permitted.

ARTICLE 28: At controls the times will be taken as the last half minute recorded, seconds being ignored. Competitors will start in numerical order at 30-second intervals. Controls will open 5 minutes before the due time of the first car and will close 15 minutes after the schedule time of the last car, extended, if necessary, in the case of official delay.

ARTICLE 30: A Competitors Time Card will specify the Due Time at each control and Special Stage Start of Car 0.

ARTICLE 33: The Organiser may establish observation points anywhere without giving competitors notice, to observe any or all of the following:

- (a) Driving manners and/or compliance with the Highway Code.
- (b) Vehicle Noise.
- (c) Average speed in accordance with regulation.

ARTICLE 34: SPECIAL SECTIONS: A time recording point will be located shortly after the finish sign and competitors must stop (in the order they passed the finish sign) at this point.

ARTICLE 35: Each special section will be open to each competitor 5 minutes before his due time until 15 minutes after his due time.

ARTICLE 36: PENALTIES:

- (a) Each second or part thereof taken on a Special Stage—1sec
- (b) Each minute longer than the time allowed between any Control and the following Control—10sec
- (c) Jumping the start of a Special Stage or failing to attempt a Special Stage when instructed—each occasion—20sec
- (d) Each occasion on which a competitors average speed exceeds 40mph over a distance of not less than 10 miles (3rd offence entails exclusion)—3min

- (e) Absence of a recorded time at a Control, recording a time more than 15min behind Schedule Time at any Control—exclusion.

Incidentally, the 'flag across the windscreen' system was used for Stage Starts on the West Cork Rally and despite initial apprehension on the part of both organisers and competitors it was eventually agreed to be a fair and uncomplicated system. Even if, as Mr Lailey suggests, the navigator uses a second stopwatch to give his driver a 'private' countdown very few pilots would drop the clutch without having a full view of what they were aiming at. Many top-class drivers including Billy Coleman, Dessie McCartney, Brian Nelson, Peter Thompson and Bernard Banning sampled the system without adverse comment and even Martin Holmes, who was reporting on the event for *AUTOSPORT*, for once agreed with J.B.

Irish jokes seem to be in short supply where Rally organisation is concerned—perhaps because we are so far ahead it's embarrassing?

ROSE HILL, CO. CORK. RICHARD O'ROURKE

Poor marshalling

I feel I must take you to task on a couple of points on your Dutch Grand Prix report.

The first thing is that, although no oil flag was displayed at the entry to Tarzan, the marshals at the exit were desperately trying to attract the attention of their colleagues by waving their oil-flag at them—to no avail however. I fully agree with you that the Tyrrell should and indeed could have been moved.

The other point is that the marshals on the entry to Hunzerug were almost falling out of their post to give Binder a blue flag which he ignored. When he did help himself past, the cheer from the crowd was amazing—one feels they would have appreciated Roman Gladiators?

We felt the standard of marshalling was generally poor, though. In one incident the day before, a Golf went off into the fences at Tarzan and although the driver was slow to get out (and in fact could not get out of his door and had to exit through the passenger door), not one marshal moved.

LONDON, SW3

FRANK MENDL

Not their fault

Having just read your report of the Dutch Grand Prix, I felt I must come to the defence of the marshals at Zandvoort. While not wishing to minimise the dangers of the lack of oil flags and the even more abhorrent situation of leaving a parked car just off line, the lack of cement dust on the oil may well not have been their responsibility.

I was a course/fire marshal for all four days of this year's John Player Grand Prix, and at Silverstone we were instructed not to put cement down on oil under any circumstances. This instruction was given by the FICA, who were afraid of getting the dust in the inlet trumpets of the cars. We were told that any oil would soon be dispersed by the wide tyres.

Just another case of conditions to suit the cars?

SANDERSTEAD, SURREY

S. P. ROTHBERG

Processional racers

May 1 through the columns of your splendid journal thank our wonderful world champion for his much needed comments following Mario Andretti's disgusting outburst of overtaking (shiver) during the recent Dutch Grand Prix. Obviously this is a practice that must cease once and for all before anyone gets the foolhardy and dangerous idea that by using this underhand method they might actually win a Grand Prix; you never know it might even provoke an uncontrolled spate of *RACING* (shivers again)

something we could well do without.

I would also like to express my disappointment at James's non-appearance for practice at this year's Romsey Town Carnival, an event that never ceases to thrill us with a really fine procession. We can only hope our hero's entry will materialise next year and he score another popular victory.

Anyway, thank you *AUTOSPORT* for a consistently fine publication, and thank you Colin Chapman for the pleasure your team has given us, and no doubt will continue to give us, over the years. If Mario stays put we will have something of a rarity these days, a *REAL* World Champion who is a *REAL* racing driver.

ROMSEY, HANTS

K. C. PHILLIPS

Karts

I feel that I must write to thank you for your excellent article on kart racing (September 1).

For far too long, the sport has been laughed at by many people, the majority of whom have never seen a kart race. The meetings usually have a friendly family atmosphere, the racing is always close and exciting (unlike many other forms of motor sport) and, as stated in the report, a high speed competitive racing outfit can be put together at a relatively low price. As the cost of full scale motor racing continues to escalate, I feel that karting can give many potential champions the chance to show their skill if they cannot afford to buy a racing car, trailer, etc.

The sport, however, must have more publicity, such as this article and the recent showing of the 100cc British Championships on *ITV's Sportsworld*. At this year's World Cup event at Morecambe (June 5/6), despite poor weather, the attendance was 15,431. If there had have been some pre-race publicity, this figure might have been doubled.

Thank you for your past (and future?) karting coverage.

MARK ADKINS.

Farewell, Niki

It is with deep regret that I, and I suspect all other Ferrari Fanatics, mourn the departure of our beloved team leader hero, Niki. Four years at Maranello and three championships (albeit 1976 only morally)! Perhaps now that the dynamic, magnificent partnership is over, all the other drivers teams will have a real chance at the 1978 titles. Good luck for his replacement, who has a real job ahead of him.

PENKRIDGE, STAFFS

R. A. KNIGHT

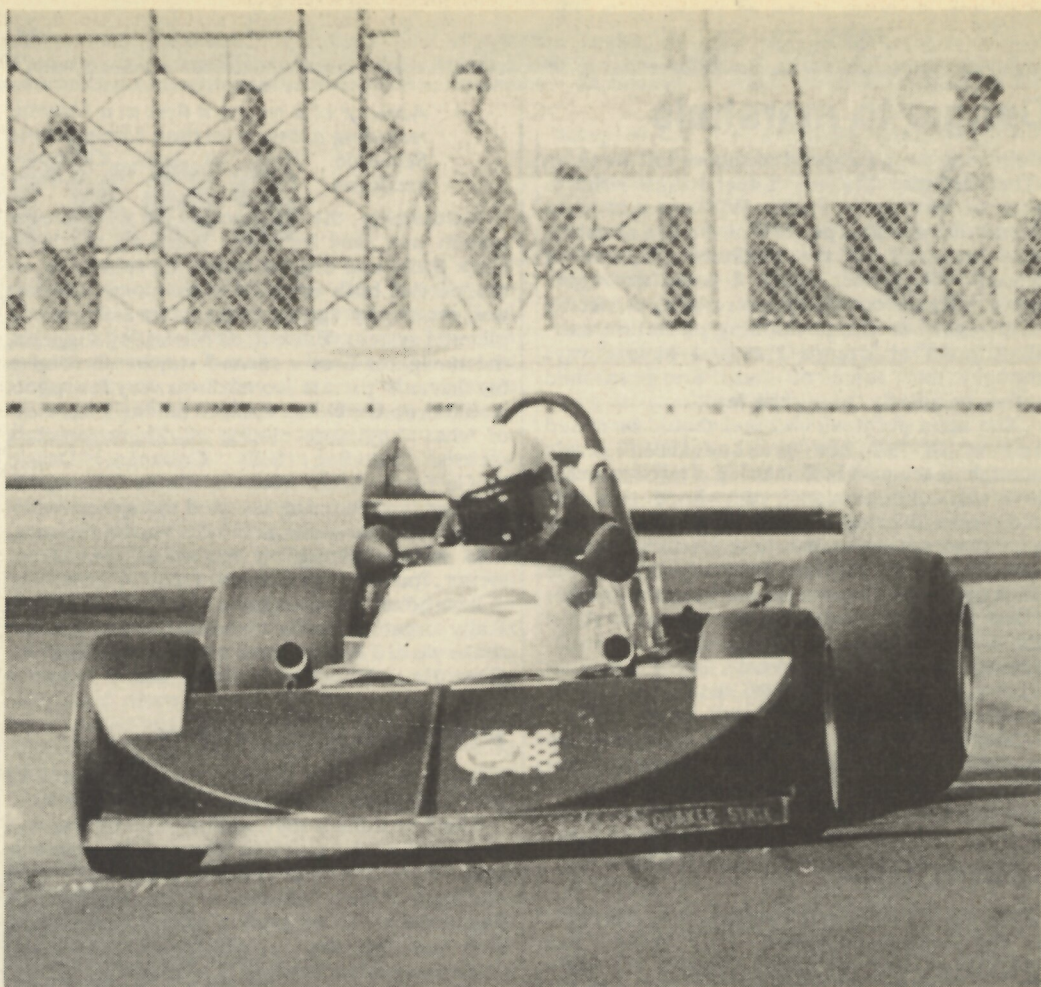
Then as now?

AUTOSPORT (September 5, 1952) celebrated a remarkable British achievement with its sixth green cover. This accolade was awarded to Lt. Col. 'Goldie' Gardner who broke five International speed records and set up 16 new records in the American national category with his remarkable supercharged MG TD. The successful attack on the records was staged at the Bonneville Salt Flats in Utah. The highest speed recorded was when Gardner took the car to a new American flying kilometre record at an astounding 202.14mph with an engine of only 1250cc. Another outstanding British achievement was John Cooper's record-breaking Formula 3 win at the Grenzlandring circuit in Germany when he took his streamlined Cooper Norton to victory at an average speed of 102.64mph. Cooper thus became the first British driver of a British car to win a post-war race at over 100mph. Also reported in that issue was Ken Wharton's RAC Hill-climb Championship-clinching victory at Shelsley Walsh—his second successive title win.

As the chequered flag fell, there was nothing to do but shake one's head in disbelief. What a race it had been! Last year, the Grand Prix Molson Trois Rivières was a storybook event as the local hero Gilles Villeneuve crushed the invading Europeans in a masterful display of driving ability. But this year, it was a battle right from the start, and it didn't end until a scant few feet from the finish, when the nose of Price Cobb's March inched its way in front of Howdy Holmes's similar 77B. That's the way they finished, with Cobb in front by about 18 inches, right arm thrust in the air in a victory salute.

It had been a race full of the unexpected: pace cars, spins, lead changes and many mistakes on the part of all the front-running drivers. The combination of the tempo of the event and the lack of room for error on the scenic street circuit left many cars with bent wheels, and a few drivers with damaged machines. But if the race will be remembered for anything, it will be for the superb performance of three young Americans: Price Cobb, Howdy Holmes and Kevin Cogan. Mixing it with the likes of Villeneuve, Patrick Depailler and Jacques Laffite, the three acquitted themselves admirably, never giving an inch. If there was an opportunity to get by, they would try it, and if they missed—well, they would get going again and try once more as soon as they could catch up.

Behind the two leaders, Patrick Depailler defeated Villeneuve for third place. Earlier, each had an opportunity to lead, but it was not to be their day.



Price Cobb took a remarkably narrow victory over Howdy Holmes.

Cobb wins a thriller

Price Cobb conquers Howdy Holmes at Trois Rivières in fantastic last-ditch effort—Depailler and Villeneuve dice for third place—Laffite sixth after late-race collision—Report: CHRIS WADDELL.

Usually the race through the exhibition grounds of Trois Rivières comes at the end of the Canadian summer of racing, and attracts the best local cars and drivers plus a few European imports. But, with the Canadian championship still to be decided in Quebec City in a fortnight, one or two of the top Labatt series competitors decided to give this race, sponsored by Labatt's brewing rival Molson, a miss.

The man the crowd wanted to see, however, was there. He had dominated the race in 1976, and Gilles Villeneuve looked set to do it again in 1977, finally ending up qualifying almost a full second ahead of everyone else.

Throughout practice, the Direct Film crew experimented with a nose that had a hole cut in the splitter, hoping to improve the airflow under the nose of the March-BDN by taking it out through the holes cut in the top of the nose just ahead of the front bulkhead. It all came from an incident at the St Felicien race, when a rock broke part of the splitter, and Villeneuve liked the way the car handled with the revised aerodynamics! Whether it was purely psychological was something that for the moment remained unanswered. The race morning warm-up was the place where it would be decided, as he broke the trick nose in an off-course trip late in the final qualifying session.

Villeneuve was spectacular everywhere, sweeping through the tight corners and under the archway in long opposite-lock slides with his foot hard on the throttle. His effort was made all the more commendable by the fact that parts of the circuit had been repaved, which seemed to make it difficult to get traction exiting some of the corners. Also the tyres he used were harder than 1976 rubber. Then there was the question of traffic, which made it difficult to get enough clear space for a quick time. Canadian series Ford-Cosworth BDN engines were not compulsory for this event, which brought out some drivers who had older BDAs; to say that they were a nuisance on occasion understated the problem.

But it wasn't traffic that caused Patrick Depailler initial problems, as he found his first experience behind the wheel of a Chevron initially a less than joyful occasion. Depailler, along with Jacques Laf-

fite, had been brought in to join Keke Rosberg in Fred Opert's B39s, sponsored this weekend by the Ramada Inns hotel chain. The problem was the same old one of getting the car to turn into corners. It works well on fast circuits, but when it gets to a stop-and-go sort of track like Trois Rivières, the problems start.

Depailler looked far happier the second day of practice, when the wide-track front suspension had been mounted on his car. He was then able to get the B39 balanced nicely, with a bit of understeer entering the corners which smoothly transferred to oversteer under power at the exit. But even so, that would only last for a few laps before something, perhaps tyre temperatures, upset the balance. However, he got on the front row, although he was worried about being down on power having had the unpleasant experience of watching Villeneuve motor past him on the straight during the final session. A post-practice motor change thus took place, gaining Depailler 300 revs.

It wasn't an easy practice by any means for Price Cobb, as his crew had a new tweak to try, but spent most of the time repairing suspension. Attempts to make a cockpit adjuster for the rear roll bar work were abandoned when Cobb found he preferred driving the car with no rear bar at all. Later it all became elementary, as he slid into a concrete wall after hitting brake fluid which another car had left on the track after an accident. The right rear upright, some suspension bits and the trick bar had to be replaced. Earlier, the right front upright had broken without Cobb contacting the wall or other immovable object. Through all this, Price remained calm except for anger at track marshals who hadn't signalled the brake fluid or oil laid at the same turn at the end of the first straight later in the day.

Despite limping around the paddock before the start of the first session, Keke Rosberg soon got going in his first drive since his St Felicien accident. Putting his Chevron into fourth spot on the grid, he seemed pleased, an engine change after the first day being the only mechanical alterations to the car. Had the team had the narrow rear suspension they might well have tried it, but it was unavailable as the only set they had was destroyed at St Felicien.

Right behind Rosberg was the third Opert team car driven by Jacques Laffite. Like his team-mates, he had one engine change during practice and had the suspension widened at the front. As with Depailler, he found the situation improved after the alterations.

Sixth spot went to the first of the two Douglas Shierson Racing entries, the black March driven by Howdy Holmes. He was in the same form that saw him take pole at Westwood earlier in the year, driving well right from the start. Mounting new tyres near the end of the first day's session might have made him faster, but, as it was, the officials apparently missed a quick time in the final session which could have boosted Holmes as high as third on the grid. After sorting out the last couple of corners, where he spun about half a dozen times on the second day, he was ready for the race. Earlier he had broken the wing when he backed into the wall after a spin in the second corner, but that was the only damage the car suffered.

Farther back than he should have been was former champion Bill Brack in the other Shierson 77B, backed by STP. For some reason Brack just cannot get it together at Trois Rivières. Things weren't helped when he went off on some cement dust in the first session, wrinkling the tub of one of his cars. There had been an oil flag at the spot, but Brack hadn't found it slippery. Then, the next time he arrived on the scene, cement dust had been laid, and the marshal had removed the oil flag; Brack shot under the archway and into the wall. After trying the spare, Brack chose to return to the repaired car for the race.

Again not far off the pace was Chip Mead in eighth place in Pierre Phillips's Ralt. Going about things in a businesslike manner, the whole team works well, shaving tenths off with each session, the general result seeing Mead in the top ten at the end of practice at most events.

Right behind Mead was another Ralt driven by Kevin Cogan. Mechanic Dave White had been busy at the team's California shop since the last Labatt race, and had fabricated a new front suspension which widened the car's track by 4ins. This, combined with a wing mounted on the nose, allowed the car to

point into the slow corners much more easily.

Veteran Canadian Bruce Jensen completed the top ten with this now all-white B29 Chevron, in his best qualifying effort of the year. Advice on setting up the car from Allan McCall seemed to have helped Jensen a lot, but Allan had his own troubles, for his best driver David Oxtan was back in 15th with the now-ageing Tui. They tried a larger tab on the rear wing, but perhaps the car is finally starting to show its age after superb service for many years.

Also back in the field were Gregg Young, in 12th spot with an Opert B39, and young American Jeff Wood, with his own March 77B. Young thought his engine was down on power as he was pulling less revs than any of the members of his team, despite running a flatter wing. Wood, meanwhile, had his own troubles, spinning at one point and knocking the nose off his car, and leaving the brake fluid on the circuit which subsequently caused Cobb's demise. Another time he ran out of fuel on the circuit and then, once towed back, had the gear linkage break. These dramas meant that practice had ended before he had the chance to show the form that had seen him qualify fifth at St Felicien.

The grid might have looked a bit different had Tom Gloy and Bobby Rahal been on the scene, but both chose to pass up this \$30,000 race, preferring to save equipment for the \$50,000 Quebec event and the shot at the Canadian title.

QUALIFIERS

Gilles Villeneuve	March-Morris Ford BDN 77B	1:04.488
Patrick Depailler	Chevron-Titan Ford BDN B39	1:05.478
Price Cobb	March-Stimola Ford BDA 77B	1:05.563
Keke Rosberg	Chevron-Titan Ford BDA B39	1:05.664
Jacques Laffite	Chevron-Titan Ford BDA B39	1:05.793
Howdy Holmes	March-Race Shop Ford BDA 77B	1:05.917
Bill Brack	March-Nicholson Ford BDA 77B	1:06.177
Chip Mead	Ralt-Willis Ford BDA RT1	1:06.368
Kevin Cogan	Ralt-Willis Ford BDN RT1	1:06.533
Bruce Jensen	March-Hart Ford BDA B29	1:06.709
Craig Hill	Ralt-Titan Ford BDN	1:06.792
Gregg Young	Chevron-Titan Ford BDA B39	1:06.805
John Coopers	Ralt-Willis Ford BDA RT1	1:07.056
Marcel Talbot	March-Hine Ford BDA 77B	1:07.111
David Oxtan	Tui-Nicholson Ford BDN BH2	1:07.161
Brad Abbott	March-Stimola Ford BDA 77B	1:07.227
Jeff Wood	March-Jennings Ford BDA 77B	1:07.254
Don McKnight	Lola-Hart Ford BDA T460	1:07.551
R. J. Nelkin	March-Stimola Ford BDA 77B	1:07.584
Rick Bell	Chevron-Hart Ford BDA B34	1:07.696
Cliff Hansen	March-Willis Ford BDA 76B	1:07.722
Gilles Leger	Ralt-Hart Ford BDA RT1	1:07.777
John Gloviak	Brabham-Hart Ford BDA BT35	1:08.991
Hugh Cree	Chevron-Hart Ford BDA B29	1:09.470
William Kneeland	Chevron-Hart Ford BDA B34	1:10.041
Cliff Dawson	Brabham-Hart Ford BDA BT38	1:11.156

*Did not start

RACE

Following the race morning warm up, the attitude of the two front row qualifiers had changed dramatically. While Depailler was now much more enthusiastic, telling mechanic Howard Moore that the new engine "was like the difference between Formula 1 and Formula 2", Villeneuve, whose team had also installed a new motor after practice, was not nearly as enthralled. It seemed that the newest engine was down a couple of hundred revs on the straight, and that, combined with some handling problems, saw his mechanics adjusting the back flap of the wing just prior to the race start.

Disorder in the field meant that one extra pace lap (which would count in the overall race distance) was required. Then they were off with Rosberg making a demon move down the outside of team-mate Depailler. Villeneuve stuck to a tight line at the first corner with his Atlantic rival, Rosberg, challenging on the outside. He might just have made it, too, but as Villeneuve slid wide on the exit, his left rear wheel touched Rosberg's right front. In an instant, the Finn was into the wall, fortunately staying right there rather than bouncing back into the thundering herd that was the rest of the field. Had he made it past Villeneuve he would have been a hero, but walking back to the pits all he could do was shrug his shoulders.

Perhaps the incident with Rosberg distracted Villeneuve for a moment, for he came past completing that second lap behind Depailler. Cobb was third, followed by Holmes, who was displaced in the following lap by both Laffite and Cogan. Then came Brack, Mead and Craig Hill (whose Ralt had made a very good start from 11th spot).

It was very close stuff for the leaders, as Depailler would build a second over Villeneuve, and then the Canadian would gain it back, once again to almost sit on the tail of the red Chevron. Meanwhile, sliding right along with the two leaders was Cobb, glued to Villeneuve's wing, waiting for him to make the slightest mistake.

Surprisingly, however, Cogan was closing the distance to Laffite. The young Californian was driving very well, and by the start of the eighth lap was right behind the Frenchman. The battle was at the same time bringing them closer to the leading trio, while, behind Cogan, team-mates Holmes and Brack were running nose to tail, and also helping each other to move towards Depailler. Soon it was almost one long

train for the top seven spots.

It was great stuff to watch as, lap after lap, they all slid through the first corner and past the old police station in one long stream. There was trouble on the horizon, as soon they would be into backmarkers. That happened on lap 16.

Exiting the first corner, Depailler and Villeneuve came upon the elderly Brabham of John Gloviak. Depailler tried to pass on the right, but Gloviak only saw Villeneuve on his left, and motioned him through, pulling to the right side of the track. At the last possible second, he saw Depailler, and locked up his brakes. Contact was avoided, but Villeneuve now had the inside line for the second corner and, although Depailler battled hard, it was Villeneuve first through the arch and on to the back straight.

On the same lap, Cogan had tried to outbrake Laffite by shooting down the inside at the end of the straight. Laffite saw it coming and, in a smart move edged Cogan to the inside of the track, until he was so preoccupied with trying to pass that he missed his braking point. Having learned a quick lesson, the Ralt driver resumed in seventh place behind Brack but in front of Hill.

Villeneuve quickly pulled out a second on Depailler as they lapped slower cars, and then suddenly came an intermission which allowed everyone a moment to contemplate the incidents of the early part of the race. Mauro Lanaro had hit the wall exiting the archway in his modified March, and the pace car was called out to lead the field while marshals cleaned up the mess. All the cars queued up behind it, and round and round they went for four laps; then they did two on their own in single file before the starter was satisfied and let them loose for Act Two.

On the restart, Cogan made a neat move diving down the inside of Brack at the first corner, and almost made it past Holmes as well. As it was, Holmes and Cogan were promoted to fourth and fifth behind Cobb as Laffite spun, dropping to seventh at the tail of the group, behind Brack.

Next to go was Depailler, who dropped to fifth on the 34th lap. A slower car had laid oil around much of the circuit, which caused many drivers real moments as they came very close to concrete retaining walls.

Laffite had been behind Brack, who was suffering as his clutch was disappearing rapidly. On lap 39, the Frenchman moved past to take sixth, and seven laps later Brack went off at the end of the straight. He got the car stopped before hitting anything but, without a clutch, lost a lot of time getting the March into gear and under way again.

It was all set for a rousing conclusion, but no one was ready for the sort of finish the race had in store.

On the leader's 50th lap, David Oxtan, who had been running eighth, slid a bit wide coming under the arch and nicked the tyre wall which sat in front of the concrete retaining wall. Right behind him was Gregg Young, having his best race of the year in the fourth Opert Chevron B39. There was nothing he could do to avoid hitting Oxtan, and so suddenly the circuit was partially blocked at a blind corner.

What to do? The answer was not long in coming, as out popped the pace car. With Visions of NASCAR-like finishes running through everyone's minds, it led the race cars around for five laps. Then it was one more by themselves, and it would be a four-lap sprint to the finish, with no lapped cars between the leaders. They were all there, nose-to-tail for the showdown.

And what a showdown it was, Villeneuve, very conscious that his engine was not the equal of Cobb or Holmes, was not quite as sharp as second placed Cobb on the restart. But neither was as swift as Holmes, who made a brilliant move into the first corner to slip inside Cobb, leaving the assembled photographers cheering.

But, oh no, on the exit, Villeneuve gave the wall a

solid clout with the left rear wheel, which upset the car enough to allow Holmes through for the lead. Then, at the second corner, Villeneuve was a touch wide at the exit, just tickling the wall, but that allowed Cobb to use his superior acceleration to grab second place in the run to the arch.

Villeneuve was right behind Cobb as the two drivers slid wide, throwing up clouds of dust completing that 56th lap. As quickly as they were off the track, they were back on, and suddenly Laffite found he had nowhere to go. Villeneuve was right in front of him. The right front fibreglass of the Chevron broke against Villeneuve's left rear wheel and wing side-plate, which left Laffite to drive the final few laps with smoke pouring off the right front wheel as the tyre was gradually carved away by the bodywork.

Things were more serious for Villeneuve, as in the contact he had spun, dropping to fourth behind Depailler. It would now be a two-car race to the finish, with Holmes barely holding on to the lead. Each driver was obviously keyed up, and there were plenty of mistakes, but Holmes seemed to be able to be getting the better of it.

Then, suddenly, it was the start of the last lap, with the two cars nose to tail. Cobb tried to sweep wide entering the first turn, and pass on the outside, but it was no go. However, the manoeuvre gave him the inside line going into the second corner. He took advantage of it, and scraped through, taking first place in the short burst to the archway. He had the lead, but it was only momentary, as he missed top gear on the straight leaving the arch.

It only took an instant before the car was in gear, but that was all Holmes needed to slip past and build almost a four-car lengths advantage as they headed for the corner exiting the second straight. Cobb had made his mistake, and now Holmes seemed to have it, only to run wide leaving that corner, losing three of the four car lengths advantage he had built up.

This couldn't go on much longer, for the final lap was almost over. Holmes stayed tight through the right-hand hairpin, and then went wide on the exit to keep Cobb from slipping down the inside heading for the right-left final series of bends. Seeing this, Cobb thought perhaps he could repeat the move that got him the lead at the start of the final lap. Staying outside for the first part, he was hard on the throttle, again moving to the outside at the left-hander, lifting only momentarily as it looked as if Holmes might get out of shape. Then it was a flag race, and the brown March beat the black one by the length of the fibreglass nose. What a finish!

There was another good one right behind the leaders, as three seconds later Depailler just held off Villeneuve, who had been trying absolutely everything he knew to get past.

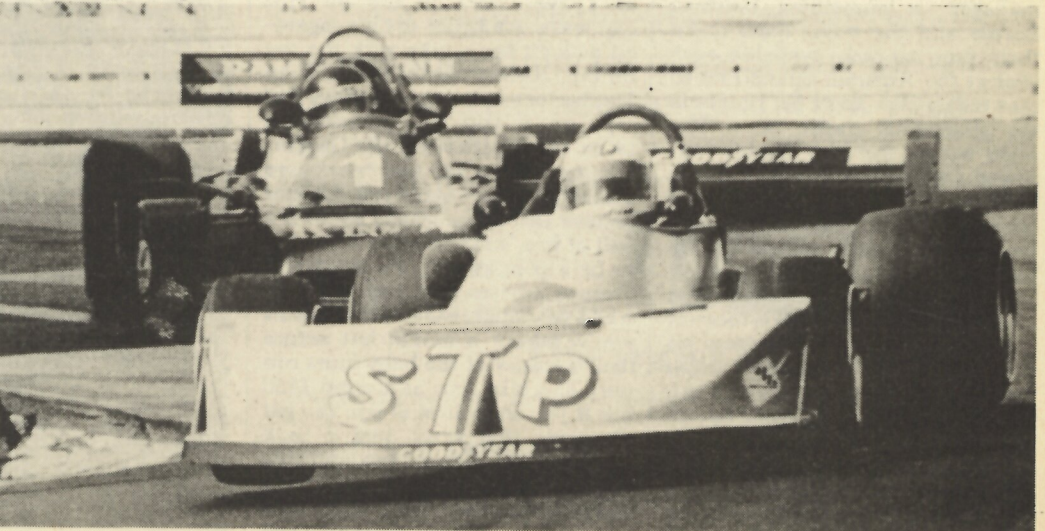
Into fifth place in a very good, steady drive came Hill's Ralt, ahead of the smoking Laffite and Cogan, who, like Villeneuve, had hit the first turn wall in the final restart; with the left side suspension substantially rearranged, he cruised around "just trying to stay close to Laffite and trying to keep everyone else behind me from getting past."

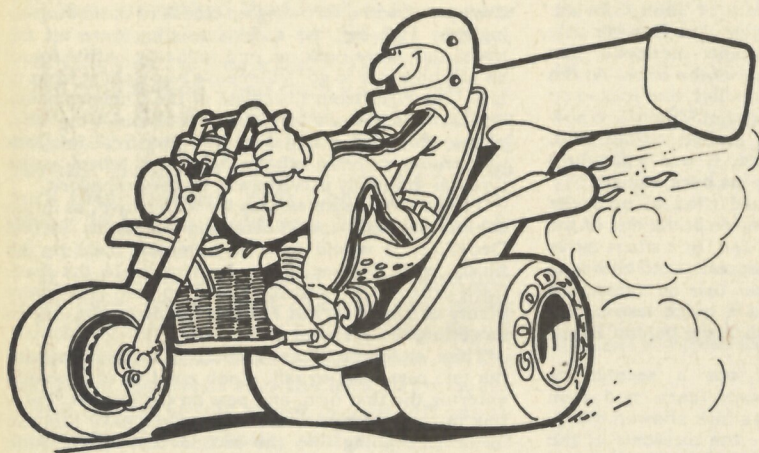
Completing the top ten were Mead, who ran well behind Hill until losing all his brakes, Jensen and Cliff Hansen, whose crew had done yeoman work to build a spare car after Hansen's 77B had been written off in a practice shut.

Grand Prix Molson Trois Rivières Trois Rivières, Canada, September 4 60 laps—80 miles

1. Price Cobb (March-Stimola 77B), 1h 12m 38.017s;
2. Howdy Holmes (March-Race Shop 77B), 1h 12m 38.018s;
3. Patrick Depailler (Chevron-Titan B39), 1h 12m 41.890s;
4. Gilles Villeneuve (March-Morris 77B), 1h 12m 41.891s;
5. Craig Hill (Ralt-Titan RT1), 1h 12m 47.247s;
6. Jacques Laffite (Chevron-Titan B39), 1h 12m 53.494s;
7. Kevin Cogan (Ralt-Willis RT1), 1h 12m 53.887s; 8. Chip Mead (Ralt-Willis RT1), 1h 12m 54.081s; 9. Bruce Jensen (Chevron-Hart B29), 1h 12m 54.914s; 10. Cliff Hansen (March-Willis 76B), 1h 12m 55.536s.

Jacques Laffite's Opert Chevron hounds Bill Brack's STP March.





Only in the dry.

Peter Warr is like me—a fair weather motorcyclist. If it isn't compulsory to dress for a blizzard every time you go for a ride, I can't see why I shouldn't enjoy being a fairweather rider—and drive when it looks inclement which seems to be most of this summer. Anyway, Peter Warr has an XS750 Yamaha which he bought at the start of the season (unloading some of Walter's bread perhaps?) and he says it's the best Japanese bike he's ever owned. "It isn't a big Kawasaki in the performance department but everything it does, it does well." The XS750 has been getting rave write-ups in the bike books as a smooth triple cylinder dohc machine with shaft drive and a price tag around £1400. Peter confesses that he rides the Yamaha to the Reading race shop "but if it's raining in the evening, I phone my wife and have her come and collect me." Warr also has a TL125 Honda trials bike and his 9-year-old son has an XR75, Honda's miniature scrambler. Bikes are big around the Wolf shop. Designer Harvey Postlethwaite blows his cobwebs away on a Z900 Kawasaki, and bounces around rough country on a 250 Montesa.

Punch and go

Herbie Blash can get himself into trouble on 50cc so maybe Niki can give him some pointers when he switches to the Martini-Brabham team where Herbie is F1 team manager or something between Bernie and the boys. Puch make their racy mopeds available each year at the Austrian Grand Prix so that the drivers don't get caught in the ginormous traffic jams. The night before the race Herbie borrowed a Puch and set off to ride to his hotel but it was late and the crowds all over the roads were becoming less than completely sober. So cutting a lengthy story short, Herbie runs into this drunk, pitches off the Puch, and is then set upon by the irate Austrian and his mates. Being on the small side (so that Bernie can talk down to him), Herbie called the cops while he still had teeth, and the Law broke up the scuffle. Then they asked a ruffled Herbie for his paperwork for the Puch. Which of course he didn't have because the bikes were

on loan to the drivers and he obviously wasn't Watson or Stuck. So having summoned the Law for his protection, Herbie was then hauled off by It for being illegally in charge of a motorcycle. . . .

Classic Honda

Before they become extinct you should rush out and buy yourself a Honda CB400F2 which is another way of saying a 400cc 4-cylinder Honda. In their infinite oriental wisdom Honda have decided to replace the 400/4 with a twin that is reportedly every bit as exciting as a plate of cold porridge. Dealers I've spoken with are aghast because they expect the riders—their customers—to be aghast as well. Keith Greene, who runs the superbike scene at Hexagon of Highgate, reckons the 400/4 will become an instant classic and advises grabbing one a bit sharpish while dealers still have them in stock. Which must be a recommendation because Hexagon aren't Honda dealers! Horace Rye of the Rye motorcycle emporium in Fulham says the 400/4 was their best-selling "big" bike. They could shift 200 a year but he's not hopeful of such a turnaround with the new 400 twin. The earlier 500 was "a dead loss" says Mr Rye and he implies that he thinks the new 400 will be every bit as successful.

If you're long on enthusiasm for bikes but a bit short on experience—like me—the 400/4 has got to be worth a hard look. It's smaller than a Superbike but it has all the refinements—electric start, silky little motor across the frame—and as much performance as I ever want to use on HM highways. At 375lbs dry it's regarded as light for a bike with the ton on tap. Racing photographer John Dunbar commutes on his 400/4 and says on a trip with Caterham's latest Lotus Seven, the performances 'tween car and bike were amazingly close. And you'd better believe that a Caterham Seven is a ball of fire, so the Honda 400/4 has to be a goer as well. Prices? Keith Greene advises that you buy new while you still can—and that means you've about a month left before dealer stocks of the baby fours run out. The bike lists at around £860 but if you shop around you can get discounts that could peg it back another £100. Greene recommends a new bike because you're talking about £750 new if you shop right but to get a low mileage used

machine you're in for at least £650. Or quarter of a 1275 GT Mini. Puts bikes in perspective again, doesn't it? Mind you, it's a lot harder to fall off a Mini and they are drier when it rains.

Niki's 550/4

Niki Lauda, world champion apparent, is another recent convert to motorcycling and like everything else he does, Niki doesn't do it by halves. He bought himself a Honda 550/4 three months ago and since then he's done 3000 kilometres which is pretty good when you think that Niki is a fairly busy lad most weekends. He's got a set of leathers now and thinks nothing of a 300km ride in an afternoon for no other reason than the exhilaration of getting to grips with a new dimension in motoring. You don't really hop in a car and drive off aimlessly, do you? There's no fun in that. But you can treat a motorcycle like an iron horse and go for rides on it for sheer enjoyment rather than actually having to go anywhere before you saddle up. "The 550 isn't too heavy," says Niki, "but it's got power enough to be fun. . . ."

Dave's Trail Park

Stunt rider Dave Taylor, the guy who rides round race tracks on the back wheel of various modded Yamahas, isn't nearly the screwball you might imagine him to be from watching his antics. He's quite a cool customer, actually, with the whole stunt business fairly well weighed up. Sponsorship from Champion, bikes from Yamaha and now tyres from Michelin who plan to use major ads showing Dave out over the bars on his big bike with the punchline "Would you stick your neck out at 100mph?" Taylor does road safety

Stunt rider Dave Taylor in action with his Yamaha. It doesn't have to be that difficult! Taylor plans to establish special off-road Trial Bike Parks in Britain where you can take your own bike and get away from it all, or borrow one of Taylor's bikes and take lessons from the master.



and bike education demonstration at schools around the country where he isn't stunting, and he has plans for a Trail Bike Park near Brand Hatch. His idea is to create a trail riding course to which you can bring your own bike and get lessons, or you can hire one of Taylor's machines to see if trail riding is really what you want to do. If it means getting the kids off the streets (to say nothing of the fields and woods and bridle paths) then the road safety people and the local authorities are all for Dave's Trail Park. If he can get the all-important Planning Permission for the first Trail Park, he'd like to establish others throughout the country.

On and on . . .

Leyland racer Tony Dron phoned me the other day with this incredibly drawn-out story which started out with his ownership and enjoyment of a 550/4 Honda. Then there is a knock on the door of his flat and on the mat is a detective who would like to inspect the Honda. Something about an accident involving the previous owner. When the bike has been looked at, Dron invites the 'tec in, who looks around the flat at all the motor racing pictures and trophies and says "Ahh. Thought it was the same Dron. Has Gerry Marshall given you the champagne yet? You should know (I didn't either) that Marshall bet Dron a magnus of champers for everytime Dron Dolomite beat his Vauxhall and (according to Dron) the Dolomite has won nearly everything so Gerry ever got around to paying off the bet, Dron could soak his lank limbs in a bath of the fizzy stuff. "And so you see," said Dron, finally coming to the point, "I can honestly say that I had the fun round at my flat asking when Gerry Marshall was going to give me the champagne. . . ."

Bored Kwaka

Neil Corner has sold his Laverda saying he didn't like the way handled, and has replaced it with Rickman-Kawasaki which means frame from the Rickman comparison (because the Kawasaki apparently isn't much in the handling department, either), fitted with a Z90 Kwaka motor bored out to 1015cc with all sorts of special tuning. "It's out to stage 2½," says Corner. "Nearly racing trim. . . ." Just the thing for rounding up his vintage cars.

Buy at Vitt's

Roy Reader, a mechanic with the Marlboro-McLaren team has bought Jochen Mass's 1964 700 Moto Guzzi before the ink was even dry on the page of the last Kickstart column. He's waiting to get to Monza where the Brambil brothers run a Moto Guzzi dealership. On his shopping list he wants to get the original headlight and handle bars, plus later model carburettors which will make the crossways Vee-twin idle better and run sweeter at low revs.

Local man makes good

Derek Boyd's reliable but near standard Porsche Carrera triumphs over top RAC series contenders—Brookes and Airikkala delayed by minor troubles—Mikkola's Toyota suffers crown wheel failure—McRae's new Vauxhall Magnum takes Group One—Report: ANN BRADSHAW—Photography: COLIN TAYLOR PRODUCTIONS.

The sun, it seems, always shines on the righteous and certainly Derek Boyd, the winner of last weekend's *Belfast Telegraph* Ulster Rally, had every reason to feel righteous as he drove his Porsche Carrera into the sunny Ulster port of Larne last Saturday afternoon. He had achieved a feat which no local driver had been expected to manage—beaten all the regular *Motor/*

Derek Boyd with beard—it has been shaved off recently so perhaps the example of John Watson is a sensible one to follow?

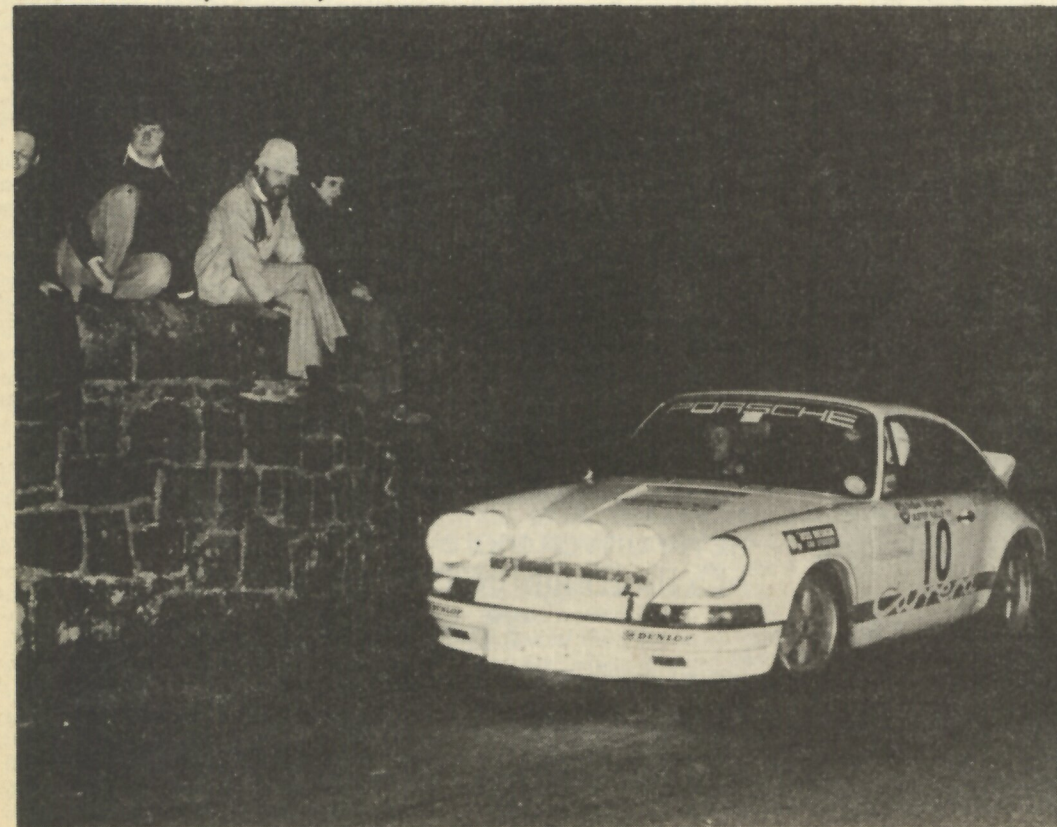


MOTOR/RAC CHAMPIONSHIP

ULSTER RALLY

9

Derek at the wheel of his virtually standard Carrera . . .



RAC championship competitors on what must be one of the UK's toughest rallies. More to his credit than just the win itself was the way in which he did it—he literally took 'the bull by the horns,' steering his 'shopping car' Porsche into a 37 second lead after just 10 stages and holding onto it right to the end, by which time his winning margin had increased to 3 minutes 11 seconds.

Derek (hopefully) will not be offended if we say that no one had even vaguely considered him as a possible winner. That his near standard 2.7 litre car is quick cannot be denied. On its last outing in Donegal Derek finished third; but then he did not have the likes of Pentti Airikkala, Russell Brookes, Hannu Mikkola, Chris Sclater, John Taylor et al to contend with.

These men went to Ulster to gain points or satisfy commitments on the RAC championship, which after the weekend shows Russell Brookes leading Pentti Airikkala by 11 points. There was much at stake in this game. But Derek, an ex-Formula Ford champion from the '60s, was not playing about any more than his adversaries. On his way to victory he set five fastest times and was rarely ever out of the top six fastest on stages. True, he never looked fast—if a driver manages to conduct a Porsche in the same the way as Escorts, Chevettes etc can be thrown around, then he is usually destined for a short career—but facts are facts, and Derek won the rally, the others did *not* lose it.

While Derek was on his way to victory, so was Group One hero of the weekend, Jim McRae. On this event last year he clinched Group One, and with grim deter-

mination did just the same over the weekend. As he arrived at scrutineering he was heard to remark, "I am just taking them their cup back for a few hours, so that they can return it to me on Saturday!" He was absolutely right as his brand new Vauxhall Magnum, which he drives with such stylish abandon, relegated Ireland's Group One king, Bertie Fisher in his RS2000, into second place. Bertie was regularly to be seen during the morning halt attempting to bribe English journalists to take Jim back to Scotland!

"I did not like the night, but today was okay." This was how Pentti Airikkala summed up the rally on Saturday night after a frustrating drive with persistent minor problems that had, nevertheless, been rewarded with third place overall for the Chevette. Although Pentti's view of the event must have been coloured by his misfortunes in the darkness, one can sympathise with him for disliking the first hours of the event. Between the start in the Antrim Forum at 7pm and the first main time control at 10.30pm competing cars had covered 42 stage miles. Then, up to the breakfast halt at Coleraine at 4.30 on Saturday morning, there were another 82 competitive miles. In just nine hours therefore, crews had completed 125 stage miles and were still only halfway through the event! This in fact is a rally which, to use the age old cliché, 'sorts out the men from the boys.' It consists of 250 stage miles within a 490 mile route, and covers at least twice the distance of other national rallies.

The Ulster Rally must rank as one of the best on this year's crowded calendar. The stages were very well chosen with a wide variety ranging from one to 14 miles in length. There was something to suit everyone's taste and the route had been so selected that competitors were never subjected to long tedious road sections, which are so often the kiss of death on events that might otherwise be well received. The organisation was in the hands of no less than three motor clubs, Larne, Mid Antrim and North Ulster, and altogether 24 clubs from the Association of Northern Ireland Car Clubs assisted Clerk of the Course, Roy Sloan, in putting on a generally excellent rally. However, the arrowing was criticised by several drivers and co-drivers, particular mention being made of the Irish tradition of arrowing being placed on junctions without prior warning. The fine and generally dry weather undoubtedly saved many from serious accidents which could have occurred as a result of this oversight.

Just a quick glance at some of the drivers on Saturday morning really told what starting an event at night does for them. Their grey and ashen faces, bloodshot eyes peered dully at results that showed it had been one 'helluva' night. It nearly brought back memories of the Gulf London! Despite spending most of Friday afternoon in bed, most drivers were exhausted by the morning—it's all a matter of what one is used to.



Brian Nelson's spectacularly fast Carrera scrabbles round a square left junction. He never really came to terms with the opposition.

ENTRY

Eight down and five to go was the way the *Motor*/RAC championship was standing before the rally, and current leader Russell Brookes in the Andrews Heat RS1800 was naturally as determined as ever. Pentti Airikkala and DTV had similar feelings. This was where the hard battle was expected to be, and both men arrived with cars suitably modified in tarmac specification.

Russell's car was his new RS1800 as first seen on the Burmah. He had fitted compression front struts, which in fact caused him problems during the event when they became worn, making the car rather unstable, and once more he had a five speed ZF gearbox with triple plate clutch, rather than the single plate type.

The Vauxhall camp also had relatively new machinery with Pentti's Chevette only having done the Jim Clark and Burmah and Chris Sclater's the Burmah only. Pentti, who in the absence of a still injured Colin Francis had local expert Terry Harryman sitting beside him, was running his car with 'Group Four' suspension, while Chris and Martin Holmes had what Chris describes as the 'group anything' suspension. Chris had also had his car weighed just prior to the event and despite many lightweight panels had found it to be 1050kgs (nearly 21cwt). Basically, the cars had simply been lowered and fitted with hard springs etc since the Burmah.

Hannu Mikkola/Arne Hertz were in attendance with their Team Toyota Celica, which had given them an excellent win on the Burmah. It seems that following a clutch failure on the 1000 Lakes they were not taking any chances, so there was some feverish work going on in the Neville Johnston workshops changing the clutch on Thursday night.

Highest seeded local man was Brian Nelson at number five in his Tuca Carpet Tiles 3-litre Porsche Carrera. Brian had not driven the car since Donegal, but in the meantime had fitted a new crown wheel and pinion from the Porsche factory. With Brian's increasing confidence in the car now that it is right hand drive, he was expected to be the one local driver who might show international visitors the way round.

Andy Dawson non-started due to pressure of work "I am soon going to have to decide whether I want to be a full time rally driver or a full time garage owner," was Andy's comment on Thursday. There were only three RS1800s in the top ten, the other two being for Nigel Rockey/Peter Scott and John Taylor/Phil Short. Nigel was driving the ex-Norman Harvey car for the second time but had it set up too low, and suffered from the propshaft rubbing against the transmission tunnel for the whole event. John Taylor brought his one year old car, last used on the Jim Clark, fitted with ZF box with a single plate clutch. He was not sporting any of the 'trick' equipment from Boreham but was trying out a further variation on clutch types following the problems that Ari Vatanen had suffered on the 1000 Lakes.

There was a trio of local 2.7 litre Porsche Carreras at nine, ten and 11 for Sean Campbell/Damien Campbell, Derek Boyd/Rodney Cole and Ken Shields/Trevor Hughes. In a country where these beasts have been at the forefront of private entrant rallying for so long, it was a little surprising to see only four in the top 30.

Group One promised to be especially exciting on this event with Jim McRae/David Brown and Graham Elsmore/Stuart Harrold appearing with brand new cars. David Brown spent three hours kicking his heels at scrutineering while Jim personally put the finishing touches to his new Magnum. Although the car was built to exactly the same specification as the old, it had been fitted with the newly homologated dual circuit braking system. Jim was worried that its ride height was too high, but remarked with typical stoicism "a few good yumps should soon put that right."

Graham's new Thomas motors RS2000 was also set-up for tarmac and he was hoping to repeat the fine performances he put up on the circuit.

Again in the new car division was Ronnie McCartney in a 2-litre Avenger built by Derek McMahon's garage to replace his RS2000 (the latter in fact being out on the event at 57 being driven by brother Dessie).

One slightly incongruous sight in the top 30 was the Ron Neely/Neil Fitzsimmons Mini at 25. The Speers

Cars of Armagh sponsored car is driven at amazing speeds by the carefree Ron. The present bodysell is only six months old and houses a very quick 1399cc engine, which took Ron to tenth on the rally last year, after lying fifth for much of the event. The driver is a self-confessed Leyland fan and is hoping to be the proud owner of a rally TR7 by the end of the year, which he will be building himself with his very limited resources and hopes to debut on the 1978 Galway.

RALLY

Just as a warning not to expect good weather for the duration of the rally, the heavens opened twice during Friday afternoon, lashing the Antrim coast with some very unpleasant rain. Then, as if by way of apology, the sun would appear from behind the clouds, blue sky would spread across the horizon and the possibility of a dry event suddenly seemed not unreasonable. By the time of the 7pm start all seemed set for a fine night. The late evening sun shone brightly as Pentti rushed off the line at the start of SS1, Lyle Hill, something which left several Northern Ireland rally fans in love with the little car.

The first stage is normally used by competitors for testing their cars to make sure that all those hours spent lying in pools of grease and oil are not for nothing. But for John Taylor it only took two miles to realise that he had not cured his mysterious and total lack of brakes. John, who is not exactly without technical knowledge, was for once completely mystified by his RS1800's unco-operative behaviour. There was apparently no obvious cause or cure, so when his right foot went abruptly down to the floor on the brake pedal, he knew he was in for an exciting event. Chris Sclater spun on a square right hand bend which upset him momentarily but for his co-driver Martin Holmes, this was the start of what must have been a nightmare rally. Martin was dreadfully ill for about three quarters of the event and by the early hours of Saturday morning resembled nothing more than a washed-out rag doll as he was mercilessly buffeted around in the car. With his co-driver *hors de combat* Chris, despite professing to feel rather lonely and a

continued

little lost without Martin's help, set about giving himself a crash course in rally co-driving and coped magnificently under very difficult conditions. Thankfully Martin was losing his grey complexion by this time and Chris was able to finish the event doing the job he arrived to do—driving.

The real fun and games started to happen on SS4: Nut Hill when countless drivers hit a patch of gravel on the racing line into a corner which launched them into the scenery. The Group One brigade suffered worst with Elsmore and three gallant spectators taking four minutes to get his wheel out of a ditch, while Malcolm Wilson dropped 30 seconds on his excursion. Other notables to make detours on this stage were Fisher, Rockey and Mikkola, with Sclater having to run seven of the 14 miles on a puncture.

As if Chris had not got enough to worry about with his incumbent passenger, he managed to overshoot a junction on stage five, Cherry Hill. His car narrowly missed a house before ploughing through the back garden and fence, eventually coming to a premature halt when he finally knocked over a tree! Chris counted himself a very lucky man, he had hit the tree squarely between the head and spotlights thus doing no serious damage whatsoever.

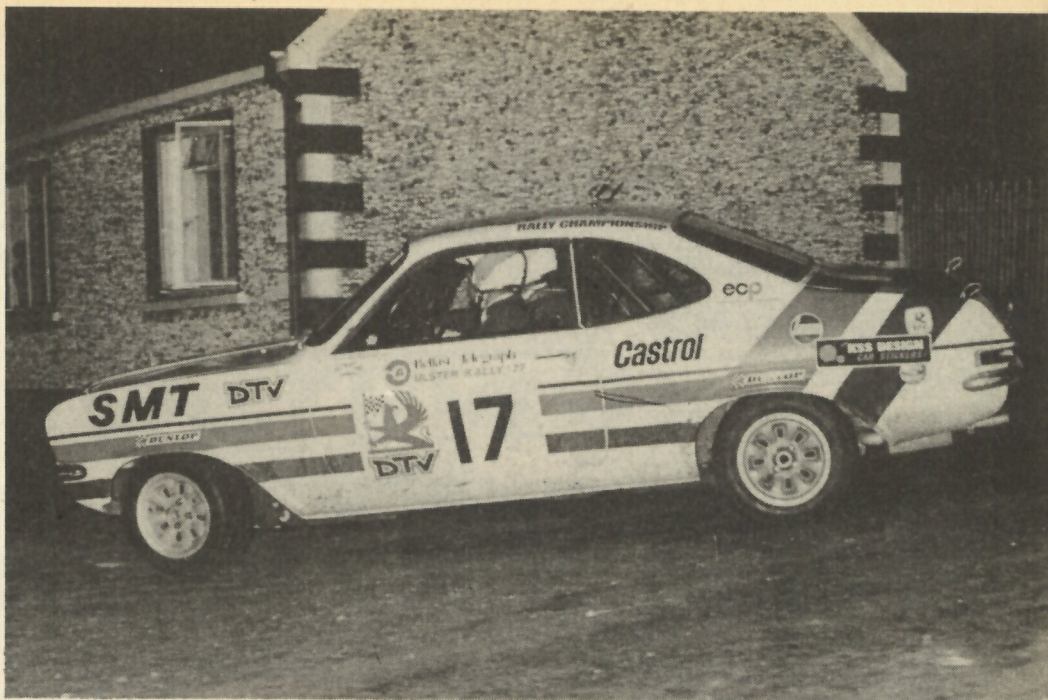
Pentti Airikkala also struck trouble here when his rev limiter refused to function at the correct rpm. It had caused trouble before the event, but the DTV mechanics thought they had found the fault. However, the offending unit was finally disconnected and ignored for the remainder of the event.

By the end of SS7 the identity of the rally leader came as no surprise—it was Russell—though his advantage over Hannu Mikkola was a slim 16 seconds. The real surprise of the event was now emerging however, for in third place was Derek Boyd in the same Carrera which brother Adrian had used on this event last year. Jim McRae had by now staked an early claim to Group One supremacy, and was lying ninth overall; already 49 seconds ahead of second man in the class, Bertie Fisher.

With darkness having set-in, a clear bright moon and stars helped to guide Chris Sclater and others. The cars were now heading north towards the infamous Antrim Plateau. It was on this journey north, in fact at SS8, where Russell lost his lead following a drive of six miles through Lady Hill with a puncture. So when the cars emerged from SS10, Knockagh, and crept wearily into Saturday morning it was Derek Boyd who had forged ahead by 47 seconds, with Hannu in second place and Russell third. Airikkala and Sclater had dropped as low as 10th and 11th respectively, but were now sternly working their way back up the field.

Just before midnight on stage nine, Carnanee, Malcolm Wilson rolled his RS2000 dramatically and both he and John Davies were very lucky to survive unscathed. The car was approaching a square left junction at high speed after a very long downhill straight. Malcolm hit the brakes and lost control about 30 yards before the corner, and the car slid wildly across the road before rolling over into a ditch, facing the way it had come. There were some spectators available to get the car back on its wheels, but many precious minutes were lost, apart from the extensive damage which might mean the long-suffering car will be a non-starter on the Manx.

Pentti Airikkala was critically delayed by minor troubles including punctures, a faulty rev limiter which cut in persistently at 7000 rpm, a mystery petrol supply problem and a damaged gearbox.



As he did on this event last year, Jim McRae dominated Group One in his new car.

The route then took the competitors through one of the very popular village stages in Glenoe. One man in particular expected to do well here, as it was only a few miles from his home, Ronnie McCartney. But Ronnie only distinguished himself for slamming the rear end of his car into a set of garage doors which then disintegrated on impact revealing a tractor sitting peacefully inside. A rather sad owner was heard to remark: "I only painted the doors the other day so that the drivers could see them." This in fact was the first of three stages to be scrubbed; this one following problems with watches.

After stage 13, Tamnabrack, DTV mechanics continued their busy night by changing Pentti's distributor, which transformed the car's performance. The Finn was then quickest on the next stage by seven seconds. Their other jobs included changing a water pump on Chris's car after stage 23, Greenmount, this being the first one they have ever changed on a rally.

As the event approached the infamous tests at Torr Head and Glendun, poor Ken Sheilds had a nasty shock, as his lights would not work properly, forcing him to drive these treacherous stages with just dipped beams. Brian Nelson had been holding station at fifth overall for several stages, and by some good fortune he was within only 100 yards of the finish at SS18, Fallylea, when his driveshaft broke. He coasted the car to the end of the test and only had to push the car a short distance to the waiting service crew for them to fix it. Brian has vivid memories of when this disaster last occurred two years ago in Donegal. Again he was lucky, but this time less fatigued with the push!

Russell's problems began in earnest on stage 14 when his throttle linkage broke. The engine just died but it did not take the driver long to locate the problem. After some very quick mechanicing they fixed the linkage with the bonnet catch pin, and set off to finish the stage. Unfortunately the bonnet was

left flapping rather alarmingly so they regretfully decided to stop once more. This time Russell arranged a Fred Karno cure with the help of a very strong bulldog clip.

As the rally advanced south again to stage 21, Drum Manor, at about 8.30am on Saturday, Derek Boyd was still well in the lead. The night stages had surprisingly claimed very few victims, but no one had really expected Derek to remain up there; an amusing conversation between a local journalist and some spectators went something like this:

Spectator: "I understand that Hannu Mikkola is leading the event?"

Journalist: "No, it's Derek Boyd."

Spectator: "I heard that on the radio but we knew that couldn't be right!"

At the precise moment that this conversation was going on Hannu Mikkola himself was sitting on the stage startline with a stripped crownwheel and pinion (shades of the Acropolis) and was very much out of the event. This final disaster had overtaken the Celica just a couple of stages after he had had the linkage fail on the fuel injection and Hannu had crawled off the stage with Arne sitting beside the engine holding it all together.

Next to go was John Taylor who retired with a broken alternator bracket. Luckily, he immediately realised what had happened and switched off before the engine was damaged. John had experienced a far from happy rally as the chronic lack of brakes had demanded the setting of a national record for gear-changes and had cost one pair of new gloves! The handling of the car had in his own words been "just magic" and he was sure that he could have got a good result. However, he was at least glad that there was not a single scratch on the car.

So weary survivors drove into the Altmor Hotel at Cappagh for a short halt at 11am, and it was still





Variations on a theme: Chris Sclater was without a limited slip differential for the majority of the event, as if he did not have problems enough. The result was several spins. Below: Russell Brookes takes a closer look at the countryside on his way to second overall.



results

Belfast Telegraph Ulster Rally Motor/RAC round 9 September 2/3

1, D. Boyd/R. Cole (Porsche Carrera) 237m 12s;
2, R. Brookes/J. Brown (RS1800) 240.23;
3, P. Airikkala/T. Harryman (Vauxhall Chevette) 240.29;
4, B. Nelson/M. Neill (Porsche Carrera) 241.08;
5, C. Sclater/M. Holmes (Vauxhall Chevette) 242.10;
6, S. Campbell/D. Campbell (Porsche Carrera) 244.52;
7, N. Rokey/P. Scott (RS1800) 245.25; 8, K. Shields/T. Hughes
(Porsche Carrera) 247.54; 9, J. McRae/D. Brown (Vauxhall Magnum)
250.54; 10, R. Cathcart/A. Frazer (RS1800) 250.55

Group One

1, J. McRae/D. Brown (Vauxhall Magnum) 250.54;
2, B. Fisher/R. Harkness (RS2000) 253.43;
3, R. McCartney/D. Smyth (Chrysler Avenger) 254.36;
4, J. Coyne/C. Farrell (Chrysler Avenger) 255.44;
5, G. Elsmore/S. Harrold (RS2000) 258.26
(127 starters—68 finishers)

Rally leaders

SS1—4: Hannu Mikkola;
SS5—7: Russell Brookes;
SS8—Hannu Mikkola;
SS9—finish: Derek Boyd.

Motor/RAC Championship: Russell Brookes 57; Pentti Airikkala 46;
Hannu Mikkola 37; Andy Dawson 37; John Taylor 29; Nigel Rokey 29;
Paul Faulkner 26; Jim McRae 25; Graham Elsmore 21; Will Sparrow
21; Chris Sclater 21.

Group One: Will Sparrow 64; Jim McRae 63; Graham Elsmore 59;
Malcolm Wilson 48.

Special Stage Times

	1	2	3	4	5	6
Brookes	17	5	3	—	—	—
Boyd	5	5	7	6	2	2
Airikkala	4	6	3	9	4	1
Mikkola	3	7	3	2	2	—
Nelson	1	3	3	9	5	3
Rokey	1	—	2	1	1	1
Taylor	1	—	1	1	1	6
Sclater	—	3	6	5	5	7
Campbell	—	—	—	1	3	6

SS1 Lyle Hill (4.2 miles)

1, Mikkola 3.49; 2, Boyd 3.50; 3, Brookes 3.54; 4—Airikkala and Nelson 3.58.

SS2 Nutt's Corner (1.0 mile)

1—Mikkola, Rokey and Taylor 0.55; 4, Sclater 0.56; 5—Airikkala, Shields and Cathcart 0.57.

SS3 Crooked Bridge (4.91 miles)

1, Brookes 5.03; 2, Mikkola 5.04; 3, Boyd 5.06 4, Sclater 5.10; 5, Taylor 5.11.

SS4 Nuthill (14.40 miles)

1, Brookes 15.04; 2, Boyd 15.23; 3, Mikkola 15.27; 4, Rokey 15.31; 5, Airikkala 15.40.

SS5 Cherry Hill (5.73 miles)

1, Brookes 6.05; 2, Mikkola 6.09; 3, Rokey 6.10; 4—Campbell, Boyd and Cathcart 6.18.

SS6 Ballinderry River (7.19 miles)

1, Brookes 7.33; 2, Boyd 7.47; 3, Rokey 7.49; 4, Mikkola 7.51; 5—Airikkala, Nelson and Campbell 7.57.

SS7 Killoreena (5.15 miles)

1, Mikkola 5.17; 2, Boyd 5.21; 3, Brookes 5.25; 4, Airikkala 5.29; 5, Nelson 5.32.

SS8 Tardree (7.42 miles)

1, Boyd 7.28; 2, Mikkola 7.29; 3, Sclater 7.37; 4, Airikkala 7.40; 5—Nelson and Campbell 7.44.

SS9 Carnesee (6.09 miles)

1, Boyd 5.29; 2, Brookes 5.38; 3, Taylor 5.51; 4, Airikkala 5.54; 5, Nelson 5.58.

SS10 Knockagh (4.63 miles)

1, Boyd 3.53; 2—Brookes and Mikkola 4.01; 4—Airikkala, Sclater and Nelson 4.08.

SS11 Craiganboy (7.42 miles)

Cancelled.

SS12 Sallagh (8.07 miles)

1, Boyd 7.30; 2, Mikkola 7.32; 3, Brookes 7.33; 4, Airikkala 7.36; 5, Sclater 7.47.

SS13 Tannabrack (8.32 miles)

1, Brookes 7.37; 2, Mikkola 7.38; 3, Boyd 7.44; 4, Airikkala 7.49; 5, Sclater 7.54.

SS14 Mare's Tail (8.31 miles)

1, Airikkala 7.12; 2, Mikkola 7.17; 3—Nelson and Boyd 7.26; 5, Sclater 7.30.

SS15 Orre Lodge (8.56 miles)

1, Boyd 7.17; 2, Brookes 7.21; 3, Mikkola 7.23; 4, Sclater 7.24; 5, Nelson 7.30.

SS16 Torr Head (12.52 miles)

1, Brookes 13.09; 2, Airikkala 13.28; 3, Boyd 13.35; 4, Nelson 13.37; 5, Mikkola 13.42.

Derek Boyd out there with a 2 minutes 36 second lead. He admitted that he had expected Pentti and Russell to catch him once daylight came, but punctures and problems had kept them at bay. With 25 stages completed and seven to go, the position was: Boyd 201m 30s; Nelson 204:06; Airikkala 204:12; Sclater 205:03; Rokey 208:20; Campbell 208:24; Brookes 209:02; Shields 211:37; Cathcart 210:42; McRae 211:37. Another 44 stage miles lay ahead.

McRae had been dominating Group One, as expected, but he had had minor problems and by the end of the event estimated he had used about seven gallons of oil on a suspected leak from a sump seal.

To add to the puncture problems of the favourites both Pentti and Russell suffered gearbox trouble in the closing stages—Pentti had lost fourth gear and Russell reverse. Then, almost in sight of the finish at the start of SS30, The Hollow, the Chevette would not come to life. Two gallons of petrol persuaded it to fire, but exactly the same thing happened again in Randalstown. Two more gallons were added but the fact that really surprised DTV was that when the service crew arrived to fill up the car to the brim, it would only take a further quarter-of-a-gallon, all very confusing.

Brian Nelson had also run into trouble with a reluctant engine but used a most unorthodox method of curing it. He opened up the injection trumpets, poured in some petrol and turned the ignition key. The resulting explosion did the job in no uncertain terms! Cars were now en route towards Larne with Nigel Rokey, as 'walking wounded' among them. He had a broken spring on the rear axle for the final stages.

However, one man very happy with his car's performance was Ron Neely. The little Mini had bobbed along the bumpy stages like a cork on the ocean and, despite one off-the-road incident during which he had managed to avoid hitting anything solid, the car was still going well and finished 15th overall in some select company.

As the almost insignificant white Porsche burbled its way through the welcoming crowd to the finish at the front of the Kings Arms Hotel in Larne, no one was more surprised at the result than Derek Boyd, this affable man who thoroughly deserved to be there in the place of honour. One of the most delighted of the revellers was his brother Adrian, who had blown the head gasket of his ageing Renault Alpine on stage three while acting as Course Car; and much later on, he seemed so settled in the bar buying rounds to toast the family success that it seems fair to assume that he was still there for 'breakfast.'

For Russell Brookes, there was a satisfying second place, a triumph over a multitude of minor ailments. With 44 stage miles remaining, Russell trailed Boyd by a massive 6m 30s (he being credited erroneously with an extra minute) and it was at this point that he put together a series of stage times which elevated him dramatically as Nelson, Airikkala and Rokey faced their various time-consuming problems; while Sclater and others suffered from road penalties. The 6m 30s gap was closed dramatically in those final stages as the RAC championship leader got into his stride. He finally left the deficit at just over three minutes, being fastest on five of the last six stages and setting no less than 17 fastest times throughout the rally.

SS17 Glendun (11.58 miles)

1, Brookes 10.07; 2, Sclater 10.13; 3, Airikkala 10.18; 4, Boyd 10.22; 5, Nelson 10.34.

SS18 Fallylea (9.10 miles)

1, Brookes 9.14; 2, Nelson 9.30; 3, Sclater 9.34; 4, Airikkala 9.36; 5—Taylor, Campbell and Boyd 9.47.

SS19 Crooketstown (8.54 miles)

1, Nelson 9.08; 2, Airikkala 9.16; 3, Sclater 9.24; 4, Taylor 9.26; 5, Boyd 9.31.

SS20 Brackagh Bridge (9.07 miles)

1, Brookes 9.39; 2, Nelson 9.47; 3, Sclater 9.51; 4, Airikkala 9.52; 5, Taylor 10.06.

SS21 Drum Manor (10.08 miles)

1, Brookes 10.25; 2, Airikkala 10.27; 3, Sclater 10.36; 4, Nelson 10.39; 5, Boyd 10.40.

SS22 Silve Divina (13.14 miles)

1, Airikkala 14.11; 2, Brookes 14.19; 3, Boyd 14.29; 4, Nelson 14.31; 5, Sclater 14.44.

SS23 Greenmount (7.38 miles)

1, Airikkala and Brookes 6.24; 3, Nelson 8.30; 4, Boyd 8.35; 5, Rokey 8.41.

SS24 Parkanaur (9.48 miles)

1, Brookes 10.44; 2, Nelson 10.51; 3, Airikkala 10.56; 4, Boyd and Shields 11.00.

SS25 Crenlome Hill (12.04 miles)

Cancelled.

SS26 Cornamaddy (7.38 miles)

1, Brookes 9.40; 2, Boyd 9.43; 3—Sclater and Nelson 9.56; 5, Shields 9.57.

SS27 Cam Lough (7.51 miles)

1, Brookes 7.19; 2, Airikkala 7.23; 3, Sclater 7.30; 4—Nelson and Boyd 9.24.

SS28 Friar's Hill (10.00 miles)

1, Brookes 9.09; 2, Sclater 9.19; 3, Airikkala 9.22; 4—Nelson and Boyd 9.24.

SS29 Silve Gallion (7.53 miles)

1, Airikkala 7.58; 2—Brookes and Sclater 8.05; 4, Nelson 7.11; 5, Campbell 7.14.

SS30 The Hollow (4.70 miles)

1, Brookes 4.43; 2, Airikkala 4.49; 3, Boyd 4.53; 4, Sclater 4.54; 5, Shields 4.56.

SS31 Churchtown (8.70)

1, Brookes 7.30; 2, Airikkala 7.35; 3, Boyd 7.39; 4, Nelson 7.40; 5, Sclater 7.45.

SS32 Antrim Castle (0.55 mile)

Cancelled.

Clark for Lindisfarne

Two new cars for San Remo—three for Corsica?



Roger Clark—back again.

Fiat's vast expenditure on the WCR trail this year is a source of constant amazement to those who watch events from the outside. However, it was not entirely unexpected now that Boreham have so effectively 'tweaked the tiger's tail' and the full wrath of the massive Italian combine is in the process of being released. In Canada the entire entourage have been *in situ* since last Sunday (the next round, the Criterium du Quebec, starts on Thursday, September 15) and while in Finland the team block-booked some 60 rooms for a lengthy stay at one of the most expensive hotels in very expensive Finland—but of course these sort of expenses must be a mere bagatelle compared with the driver retainers now being talked about for next year. The days when rally drivers command similar fees to Grand Prix stars cannot be that far away and there is no doubt that Fiat, as the parent company to Ferrari and Lancia, are keen to secure a larger slice of the competition budget for their own use. . . .

Meanwhile, Ford are continuing their, by comparison, 'low key' attack on the championship with two cars in Canada for Vatanen and Clark. The two cars are ex-Safari, and the majority of the team leave this weekend to take up temporary residence across the At-

lantic. At present two new cars are being built up at Boreham in preparation for the San Remo which starts on October 5, and these cars are being built to a specification finalised after some tarmac testing at Cadwell Park three weeks ago. The suspension will of course be along the lines of: compression front struts—single leaf rear springs etc, etc, and the cars will have opened-out arches to enable them to accommodate really wide slicks. These arches will in fact be modified 'in house' rather than the Zakspeed type.

It has now been decided to enter two cars only at San Remo—Roger Clark, who was rumoured to be joining the strength after an Italian sponsorship deal fell through, will not now be going. Instead, Roger will be competing on the Lindisfarne this year in order to get in some practice in British forests(!) and against British competitors before the RAC.

In recent years it has been standard Ford practice to enter one or more of their leading drivers on premier British nationals during the autumn in order to brush up their talents in British-style conditions. (Remember when Drew Gallacher nearly beat Makinen?) This year is, of course, no exception, but it was hoped at one time to bring Bjorn Waldegaard to the Lindisfarne. However, the FIA ruling on licences (which would have required Boreham to enlist Bjorn as a 'resident' and would also have meant that he could not have revoked a new British licence until the end of the year) scotched that plan. Nevertheless, no one is too worried. As

Peter Ashcroft remarked to us: "He's fairly adaptable!" Vatanen himself has already had plenty of practice in the UK this year and, ironically, only Roger has been conspicuous by his absence from British events lately. One imagines he won't be too overjoyed at the prospect of picking his way through Keilder as 'target man' once more!

Ford plans for Corsica are by no means finalised as yet. It is expected that the two San Remo cars will once again be used—by Vatanen and Brookes. However, a third car is currently under construction at David Sutton's workshops, which might in fact be used by Vatanen; so there is more than a hint of a third RS1800 competing on the island should certain developments materialise.

Corsica itself, which takes place on November 5/6 certainly promises to be every bit as hectic and dramatic as in previous years. The entry, of course, will be very exciting, with hordes of Fiats doing battle with Ford, Leyland and certainly Lancia, but a glance at the regulations reveals the incredible character of this year's road race. The 670kms of special stages will be linked by 490kms of 'liaison sections' on closed roads over which cars will be required to average between 80 and 100kph! A further 15kms on open road will have an average set at 70kph . . . not too much time for service! Corsica in November is a dark, foreboding and usually wet island. For rally drivers it remains one of the supreme challenges—a 24-hour road race without peer in Europe.

Marathon: The road to Singapore

Competitors on the Singapore Airline London/Sydney Marathon have now reached the land of their sponsors, and are at the moment being winned and dined by them before sailing off for the final leg of the event across Australia. The cars were due in Singapore last night, and before being presented to the populace, are being steam cleaned for the police procession to the time control at the stadium.

Positions are still the same as those at the Madras control on August 27 as at the time we went to press no information had been received from the special stages in Malaysia on Tuesday. So this means that it was still Sobieslaw Zasada's Porsche leading the two Mercedes of Tony Fowkes and Andrew Coward. The drivers spent several days in Penang waiting for the boat to arrive with their cars, then completed a 24-hour loop in Malaysia to tackle two stages at Kamuning Estate and Tanahmerah Estate. They will be staying in Singapore until Sunday when they sail for Perth where they arrive on September 17.

Since our last list of retirements up to Teheran, several more have disappeared and 51 cars caught the boat to Penang, although only 45 of these were classified. Five of the last six cars have appealed against exclusion and have been allowed to carry on to the Singapore control where their fate will be decided.

Achim Warmbold is definitely out after driveshaft failure and is now back in Germany preparing for this weekend's Sachs Baltic rally. It seems that his car failed on the Iranian border.

Other now confirmed retirements include: Todor Vassilev/Emil Milano (Escort) who got stuck in Bombay (the organisers think it is most likely that they got lost). B. Goldsbrough/Michael Coles (Holden Monaro GTS) had an accident in Afghanistan, destroying the car and putting themselves in hospital and incurring a hard time with the police. Bomsil Wadia/Adil Malgham/Sureth Nalk (Ford Cortina) finally gave up the unequal struggle with an ailing car from which the engine apparently dropped out when they reached their home in Bombay. Wayne Cantell/Graeme Gillies (AMC Jeep CJ5) went over the edge of a ravine on the Turkish/Iranian border and, although the crew are safe, the Jeep was far from well. Jack Murray/Bruce Mudd (Peugeot 504) had the steering collapse just before Athens, and Mudd had to sit on the bonnet kicking the wheel in the right direction as they drove down the town's main street. Although they carried on, they finally gave up in Bombay, where the car was abandoned before the crew flew to Penang. Phillip Young/John Corner (MG Magenta) Young was finally released from jail after an accident with a pedestrian and flew to Delhi, where he instructed Corner to drive the car. Unfortunately by the time Corner got there, Young had left four hours earlier so he abandoned it and flew to Madras to catch up with Young(?) Doubtless we will hear blow-by-blow account of these adventures in the *Daily Mail*.

Kyosti Hämäläinen in action for Ford on the 1000 Lakes. Boreham now lead the race by six points.



WCR	Monte Carlo	Sweden	Portugal	Safari	South Pacific	Acropolis	1000 Lakes	Quebec	San Remo	Corsica	RAC	Total points
1977												
Ford	16	14	16	18	16	18	18					100
Fiat	16	14	18		18	12	16					94
Opel	9	17	13			4	8					51
Toyota		10	14		9		12					45
Lancia	18			14								32
Datsun				16		14						30
Chrysler						10	14					24
Saab		18										18
Porsche	14		4									18
Mitsubishi				12	2							14
SEAT	14											14
Citroen						13						13
Alpine	10											10
Mazda				10								10
Volvo		8										8
Renault						7						7
Skoda							7					7
Peugeot				6								6
Lada		4										4



Ulster: first, the good news

Within the space of 20 hours last weekend in Ulster, the time actually spent by competitors on special stages did not fall far short of the winner's special stage penalties for the Scottish this year, which lasted for a duration of four days! Of course it is easier to make better use of tarmac than of forest allocations, but then tarmac is also a good deal faster!

The Ulster Rally was without doubt one of the very toughest in the British calendar, such was the tight road timing that almost every leading crew acquired road penalties at some point or another. Fifteen minutes of maximum lateness can be generous if the road timing is slack. This was emphatically not the case in Ulster, and the slightest problem would inevitably result in penalties.

Regrettably the rally was not an entirely smooth affair from an organisational point of view, and one of the most strident of competitor complaints concerned the arrowing of the tests themselves, which frequently omitted to provide advance warning arrows and contained arrows only on the hazard itself. If this omission had been a consistent trait, then it might not have come in for such adverse comment, but there was apparently little rhyme or reason to the process. In addition there was at least one reported but unconfirmed occasion of a special stage being opened (ie: the arrows etc being removed) before the last car had passed through; and one test designated as a 'spectator stage' had to be cancelled because of spectators! Finally there was more than a little confusion surrounding the final results when crews returned to Larne, and for some while it was very much a case of 'results by mutual agreement.'

Nevertheless the Ulster Rally is certainly a minor classic of its own, and it provided Ulster with a momentous result which enthusiasts there will not forget in a long time. In fact one can scarcely



Russell Brookes withstood a number of frustrating failures to fight through to second place—increasing his lead in the RAC series by a solitary point.

ever remember such emotional scenes at a rally finish as Derek Boyd returned to Larne amid the sounds of the town brass band etc. The Boyd family and relations seemed to be everywhere, and the general air of emotion gave proceedings a special significance.

There is in fact some reason for believing that the cancelled spectator stage occurred as a result of Ulster residents realising that they might in fact witness something really special—an Ulsterman in a very ordinary Porsche beating the might of English works technology and talent—and flooding the area in vast numbers.

In fact Derek Boyd, who is heartily tired of being disparagingly referred to as 'Adrian's brother' has been competing in motorsport almost as long as A. Boyd esq. In the early 60s he was to be seen pedalling Lotus Cortinas to great effect, and he also drove the R. E. Hamilton RS1600s in the early 70s. He has enjoyed a remarkably diverse career in motorsport, becoming Ulster Formula Ford champion and beating the likes of Damien Magee on more than one occasion. Derek has not always had the cars in which to make a name for himself however, and, unlike his brother, also seemed to suffer a multitude of accidents until lately. On one occasion in the late 60s, he managed to coax a standard 1500cc VW Beetle to the very edge of the top ten on the Circuit of Ireland; but now, with the ex-Agnew Porsche Carrera he really seems to have found the marque.

Last weekend he drove a superb rally, never becoming flustered or untidy. To be sure there was an element of

local knowledge in proceedings, but then most of the top crews had been out practising anyway, and Derek, who took the lead after nine stages, simply drove away while the expensive machinery faltered in his wake.

Second man Russell Brookes, whose car had been set up identically to that of this year's Circuit, profited dramatically from a determined morning drive through the field, but he was more than a little surprised and delighted to discover that he had finished second overall! The Andrews Heat RS1800 lost well over seven minutes on stages owing to various ills including no less than three punctures (Russell was on slicks). The throttle cable incident, which cost him three minutes, was a most unlucky affair. The two cables are set up in tandem, the lower one having less movement than the operational one, but still being able to give approximately half-throttle in the event of a primary failure. When the primary cable did fail, a cotter pin dropped out of the fork at the end of the cable arm and down onto the second cable which resulted in the ball slipping off the throttle cable at the accelerator end of the linkage. Russell also had a number of incidents including one on the very last corner of the final stage when he clipped a kerb stone and succeeded in bending the steering rack!

With only eight rounds counting out of 13 in the Motor/RAC championship, it is rapidly becoming apparent that only scores of 10 or 9 points for first or second place overall will be of any use in deciding the championship. So far this season Russell has scored three

firsts and three second places in eight starts, while his nearest rival, Pentti Airikkala has two firsts, two seconds and a third in the same number of starts.

Four rounds now remain; and it seems ever more likely that with dropped scores having to be taken into account—probably after the Manx, the issue will not be decided until after the RAC Rally.

● For some years Porsches have been the cars in which to go rallying cheaply on tarmac, and Derek Boyd proved at the weekend that under certain circumstances they can still hold their own against Escorts and Chevettes. During the event, while most people were having punctures, accidents and niggling mechanical problems, he sailed through, adding half a pint of oil to the engine and changing two rear tyres. In fact it was a good reliable rally for Porsches as all the four Carreras that started on the top 30 finished in the top eight.

● One man who seemed to thoroughly enjoy his weekend on the Ulster Rally was Terry Harryman, who was sitting beside Pentti Airikkala in the DTV Chevette. Terry is of course a vastly experienced co-driver but he still seems to have added to his store of experience. After the first few stages Pentti was a little concerned that his new co-driver was so quiet, and asked him if he was okay; to which the Irishman replied; "This is a new concept in tarmac rallying". He was also heard to remark that he had never been driven quicker in a tarmac rally and yet still not been in the lead.



The 1000 Lakes dinner and prize presentation was going well. The vast throng assembled in the Rantasipi Hotel dining room relaxed in their chairs as Pentti Airikkala rose to his feet and began a short speech. Making his remarks in Finnish, he addressed the guests, to the mystification of most of the English contingent. David Sutton was just on the point of asking Matti Johansson the meaning of Pentti's unintelligible ramblings when Matti was called up to the stage. One by one they were asked to join Airikkala: Lampinen, Makinen, Kivimaki, Vatanen, Alen. By now David was just beginning to get the picture, and finally he was requested to accept a small gift on their behalf as a token of their esteem and for his services to Finnish motorsport. The revered group represented all the Finns who have driven for Sutton over the past six or seven years. In happily accepting the honour, David suggested that perhaps they had omitted one vital line from the inscription on the plaque . . . "If you want to win, take a Finn". Needless to say amid such a partisan audience, David could hardly have phrased it better! He returned to his seat amid tumultuous applause.

Lakes under the hammer

Rallying is under attack again, this time in the Lake District. Among the proposals of the Lake District Special Planning Board's draft plan for the future of the national park, are suggestions that rallies should not be held at night, that their numbers should be limited to only nine per year and that the Board should be given power to authorise or refuse events at their discretion.

As all views on the proposals which also include new legislation concerning motor cycling, water skiing and boating, have to be with the Board by September 16, local officials of the Association of Northern Car Clubs and the Cumbria Motor Sport Group have arranged to meet the board.

The delegation from rallying included Stephen Bye, and Bill Sandham of the Association, Bill Troughear and Graham Forrester of the CMSG and a representative of the RAC Motor Sport Division.

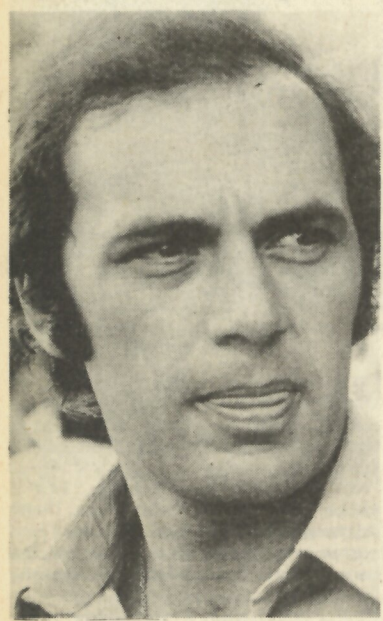
This meeting was held last Tuesday evening and we hope to have further news of the success or failure of their discussions next week.

Mr Troughear told our Midlands correspondent Derek Hill, "We are particularly concerned about their ban on night rallying and also the view that they should have sole power to decide what events take place. We shall hope to persuade them to note that rallying is a very responsible activity and that much prestige is gained for the district as a whole by the events which are held in the area, particularly the RAC Rally. Last year the Rally went through the area at night; fortunately the planning this year is for it to come through during daylight."

He went on "Not only does the area benefit from the events which are run, but it has been the breeding ground for several local lads who are now doing well at national level".

Sandro's short San Martino

Walter Rohrl 'very impressive' in Fiat Abarth 131 debut drive



Munari—busy time ahead.

Sandro Munari/Piero Sodano won a severely curtailed San Martino di Castrozza Rally in northern Italy at the weekend. The rally counted towards the World drivers title (which explains Munari's appearance) as well as the ECR (coefficient 3) and the Mitropa Cup.

The problems that have surrounded this prestigious event stem from the Italian motorsport authority's 11th hour insistence that rallies should be treated in exactly the same fashion as road races, and should thus be subject to exactly the same security and safety measures. Obviously such a proclamation puts an impossible strain on the police, and the very surprised organisers were forced to cut the route dramatically in order to be able to run it at all. After a day of discussions, the organisers and the Italian governing body of motorsport agreed on a much reduced route including only three repeated tests to make up the minimum number of stage kilometres required for inclusion in the various championships.

The rally eventually started a day late, and was run in two loops with a total of just ten stages in all—a pale comparison with previous years of this classic event run in the picturesque Dolomites. It seems that this year could well be the last for the San Martino. The list of entries, however, was if anything greater than in years past, totalling 230 cars in all. Favourites were two 24-valve Alitalia Lancia Stratos for Munari and Pregliasco; but much interest was also centred upon Walter Rohrl who debuted a works Fiat 131 Mirafiori, even though he had practised for the event in his Porsche! Rohrl had only been contacted by the Italian factory the day before the start, and he had no chance to try the car before the rally began. The car in question was itself very new and contained many features novel to works 131s, including a dry sump system first seen on Valtaharju's car on the 1000 Lakes, Bilstein struts and shock absorbers, and new injectors in the fuel injection system. Together with Rohrl's car were entered three 131s from the Jolly Club for Verini, "Tony" and Bertolo.

Opel (Italy) sent Ballestrieri, Ormezzano and Lucky in G4, G2 and G1 Kadetts respectively, while Franz Wittman entered a very old G4 Annessi Kadett since his usual car had failed to make it back from Finland in the time available. Wittman was there solely for purposes of taking points in the Mitropa Cup. A regular Spanish contender to make the start was Beny Fernandez in his Sutton-built RS1800.

On the very first stage Munari, as expected, was fastest, with Pregliasco just two seconds down and Rohrl already impressing the Italian crowds. Ballestrieri disappeared off the road, and Ormezzano broke his suspension, but Munari continued to dominate, although Rohrl really got into his stride on the second stage, his time being only two seconds down on Munari. Daniele Audetto seemed a little shocked by the speed of the German, remarking that "we have found in Rohrl a trump card towards the end of the WCR season. He is of course in our team for Canada and if Opel make things difficult for him, they may well bring about a complete break between Walter and his old



Rohrl—impressive.

team. That would simply mean that he would join us full time without waiting for 1978."

At the end of the first loop, Munari was leading followed by Pregliasco and Rohrl; Verini having been off, and lost a minute. During the second loop almost nothing changed except that Munari drove very gently to preserve his car in the very rough conditions and the number of retirements went up sharply. These included Franz Wittman who broke his suspension, while Walter Rohrl had problems with his shock absorbers. Near the close, both Walter and 'Tony' were asked to stay behind the ailing Verini, whose car had been damaged in his earlier off. The two thus drove very slowly, allowing Verini to claim maximum Italian championship points.

- CARLO CAVICCHI**
Rallye San Martino di Castrozza
 1, Munari/Sodano (Lancia Stratos) 2hrs 13m 16s;
 2, Pregliasco/Reisoli (Lancia Stratos) 2hrs 14m 06s;
 3, Verini/Scabini (Fiat 131 Abarth) 2hrs 24m 47s;
 4, Rohrl/Gelsdorf (Fiat 131 Abarth) 2hrs 27m 56s;
 5, Tony/Mannini (Fiat 131 Abarth) 2hrs 28m 01s;
 6, Fernandez/Formoso (RS1800) 2hrs 29m 48s;

Lancia: big plans for autumn

Lancia plans for the San Remo and Corsica are dramatic. At the San Remo there will be no less than four works cars entered; including Munari, Pinto, Carello and Pregliasco; while in Corsica during November Lancia will have three cars for Munari, Pinto and Carello—these latter cars are likely to be two-valve versions being tested for the '78 regulations.

Boreham are certainly being squeezed hard, and to score points on these two rallies they will have to break through a veritable wall of Lancias and Fiats! *Mamma Mia*, this could be good!

Vauxhall Chevette for Jimmy?

Vauxhall's plans for next year, like those of most other manufacturers, are either still in a state of flux, 'off the record' or both; but for this year at least there seems to be more than a vague likelihood of Jim McRae being given a Chevette to make up a three-car team with Airikkala and Sclater on the Lombard RAC Rally this year. Naturally it all depends on Jim's ability to sow up the RAC Group One championship by then. Out of nine starts, Jim has scored maximum points three times and is only one point behind Will Sparrow who must now of course drop points. Graham Elmsore is naturally still a major threat to Jim's title hopes (and Chevette drive!) as he also has three maximum scores. However, the Manx certainly favours the power of the Vauxhall, so it will be interesting to watch developments.

It is expected that SMT will continue to be closely involved with Jim's future, and in this context it is possible (especially in the absence of any suitable G1 car for next year) that we may see Jim in a Chevette run by the Scottish Vauxhall main dealers in Scotland next year.

● After a break of one year when a forest allocation was not available, the Scarborough Stages Rally, sponsored once again by Stockhill Garage of Seamer, Scarborough, is back on the calendar on 23 October. Nearly £500 in prize money is at stake on the event which is the most compact ever organised by the 62 Car Club. In a total route of 102 miles are no less than 52 miles of special stages on both forestry roads and tarmac, with duplication only of the tarmac stages. As the event provides an ideal opportunity for would-be R.A.C. Rally competitors to get 'the feel' of the Yorkshire forests once again, a great deal of interest has already been shown. Regs are available (large s.a.e. appreciated) from Mrs. F. Harrison 11 Main Street, Irton, Scarborough. Only 120 entries (at £33) are being accepted.

They're back again! Munari scored an easy victory at the weekend and the Stratos line-up for San Remo and Corsica is impressive.



Scotland: another close one?

Leading Scottish rally competitors will be out this weekend on the Rippin Structures Saltire Rally and seeded at number one on the event, which starts from St Andrews on Sunday, will be the Samsons.

The event consists of 60 stage miles over 16 stages, with the longest one being over 10 miles at the well-known Drummond Hill test. It is also a round of *The Scotsman*/Glayva championship and there should be some fierce competition between the top points scorers Allan Arneil, Jim Howden, Drew Gallacher and Charles Samson.

One novelty of the event will be a stage run into a dead end. This is due to a field of wheat which has not yet been harvested and will mean that cars will be held at the end of the stage, which will be started at 30 second intervals, and sent back in batches.

As well as the serious business of rallying, plenty of entertainment has been laid on by the St Andrews and district MC in the form of a forum on Saturday night and a 'Disco' on Sunday night. The forum will be held in St Andrews Town Hall at 7.30pm with Ian Muir as compere and Jenny Birrell, George Dean, Jim McRae and Hugh McNeill on the panel. Included with the forum will be the showing of films on the '75 and '76 RAC Rallies, and the Burmah. Tickets cost 50p and can be bought in advance from Miss Cynthia Fleming, tel: Letham 202.

The top ten entries are: 1, Charles Samson/Alec Samson (RS1800); 2, Allan Arneil/Ian Buttery (Vauxhall Magnum); 3, Jim Howden/Ian Marwick (RS1800); 4, Drew Gallacher/David McHarg (RS1600); 5, Bill Taylor/Ian McIver (RS1800); 6, John Nicol/John Leighton (RS1800); 7, Donald Heggie/George Dean (RS1800); 8, Alistair Brearley/Roger Turnbull (RS1800); 9, Murray Grierson/Jim Shannon (Datsun Violet 140J); 10, Ian Gemmell/Frew Bryden (RS2000).

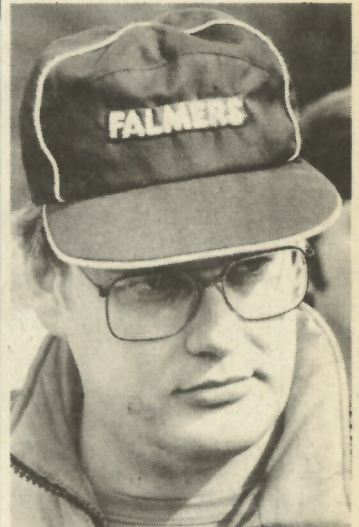
SCOTSMAN RALLY CHAMPIONSHIP DIVISION 1 Drivers Overall	Snowman	Hackie-Gandy	Bank of Scotland	Granite City	Scottish	Jim Clark	Burmah	Rippin Saltire	Autumn Stages	Lombard Border	Total Points
1. Allan Arneil	11	12	11	9*	12	9	11	11	66		
2. Jim Howden	—	13	—	12	15	11	12	—	63		
3. Drew Gallacher	15	11	12	15	—	8	—	—	61		
4. Charles Samson	—	—	10	8	13	13	13	—	57		
5. Bill Taylor	—	15	15	11	10	—	—	—	51		
6. Jim McRae	10	—	—	10	—	15	15	—	50		
7. John Nicol	—	7	—	5	11	10	—	—	33		
8. Donald Heggie	—	5	13	13	—	—	—	—	31		
9. Alistair Brearley	13	—	—	4	—	7	—	—	24		
10. Murray Grierson	2	—	9	3	—	—	9	—	23		
10=Ian Gemmell	7	—	2	—	—	4	10	—	23		
Group 1 Drivers											
1. Ian Gemmell	5	—	4	5	—	6	6	—	26		
2. David Porter	—	6	1	6	—	4	4	—	21		
3. Vince Finlayson	4	—	6	4	—	—	5	—	19		

Viewing guide

Special Stage No	Name	Distance from Previous Time Control-Miles	Map References Start/Finish	Special Stage Distance-Miles	Official Opening Time	Time of Car at 30mph
Start 0.00-TC1	St Andrews	—	59/49651780	—	—	—
1	Scotsraig 1	11.16	59/44502895 59/44452795	2.62	9.08	9.23
2	St Fort 1	16.81	59/418257 59/414251	0.90	9.19	9.34
3	Glenisla 1	50.39	44/224809 44/236644	4.17	10.26	10.41
4	Glenisla 2	54.81	44/240642 44/227610	2.20	10.36	10.51
Passage Control PC1		60.20			10.47	11.02
5	Kindrogan	72.29	43/060625 43/042633	3.75	11.09	11.26
6	Glenarrochy	99.90	42/766635 43/800603	7.00	12.06	12.21
7	Drummond Hill	119.72	52/786479 52/729461	10.69	12.48	13.03
Halfway Halt 141.04 miles—TC2	"IN" Aberfeldy				13.27	13.42
8	Craigvinean	12.98	52/989474 52/0044	5.96	14.53	15.08
9	Ladywell	21.50	52/0165 52/02654175	3.40	15.10	15.25
10	Kellour	46.31	52/963263 52/959253	3.06	16.00	16.15
Passage Control PC2		61.81			16.31	16.46
11	Pitmedden	69.66	59/208138 52/20901375	2.00	16.47	17.02
12	Weddersbide Hill	74.11	59/2455140 59/25751520	3.60	16.56	17.11
14	Tour De Lille	94.83	59/36751780 59/368186	1.99	17.29	17.46
15	St Fort 2	102.14	59/414251 59/418257	0.90	17.51	18.06
16	Scotsraig 2	105.80	59/44452795 59/44502895	2.62	18.26	18.41
119.52—TC4	"IN" St Andrews	—	59/49651780—Finish			

Manx exiles

Pentti—Finnish co-driver.



Practice for the Manx is now well and truly underway on the Isle of Man and most leading crews have departed there this week for seven to 10 days recce prior to the rally which starts on Friday week. The latest top 30 crews in their seeded order as we went to press on Tuesday were as follows:

1, Pentti Alikkale/Risto Virtanen (Vauxhall Chevette); 2, Hannu Mikkola/Arne Hertz (Toyota Celica); 3, Bror Danielsson/Ulf Sundberg (Opel Kadett GTE); 4, Billy Coleman/Dave Richards (Lancia Stratos); 5, Russell Brookes/John Brown (RS1800); 6, Tony Pond/Fred Gallagher (Triumph TR7); 7, Brian Nelson/Malcolm Neill (Porsche Carrera); 8, Andy Dawson/Stuart Pegg (Vauxhall Chevette); 9, Chris Slater/Martin Holmes (Vauxhall Chevette); 10, John Taylor/Phil Short (RS1800); 11, Brian Culcheth/Johnstone Syer (Triumph TR7); 12, Nigel Roome/Derek Tucker (RS1800); 13, Derek Boyd/Roy Kernaghan (Porsche Carrera); 14, Bernard Unett/Paul White (Chrysler Avenger GT); 15, Ian Corkill/Jane Weldon (RS1800); 16, John McLean/Donald Grieve (Porsche Carrera); 17, Pat Barrett/Horace Saville (RS1800); 18, Will Sparrow/Ron Crellin (Chrysler Avenger GT); 19, Pat Ryan/Mike Nicholson (Triumph Dolomite Sprint); 20, Jim McRae/Ian Muir (Vauxhall Magnum); 21, Henry Inurieta/Dave West (RS2000); 22, Malcolm Wilson/John Davies (RS2000); 23, Graham Elmore/Stuart Harrold (RS2000); 24, Herve Maibert/TBN (Opel Kadett GTE); 25, David Shacklock/Martin Wasley (Porsche Carrera); 26, Peter Thompson/Frank Main (RS1800); 27, Jill Robinson/Pauline Gullick (RS1800); 28, David Grainger/Lyn Jenkins (Triumph TR7); 29, Yuk Hodgson/Christine Procter (RS1800); 30, Gavin Waugh/Peter Handy (Chrysler Avenger GT).

Goodyear breakthrough?

Amid rumours circulating that Barry Lee is to sign a rallycross deal for Goodyear next season, Tony Drummond's Ezzo Uniflo RS1800 won a rallycross meeting outright on Saturday at the brand new Talbenny circuit in Wales. There is no obvious connection between the two events except that Tony was trying some experimental Goodyear rubber with which he was obviously very pleased. The tyres could represent the beginnings of a significant advance for Goodyear in the world of rallying (if their motorsport plans allow) since they would certainly be best described as a Wolverhampton version of the A2. The type which Drummond used were first developed for Peter Vaughan, and there were just six tyres left when Tony rang the ever-helpful Harry Gee to ask if he could use them. The textile-braced tyres have a diameter of only 20in, a tread width of 7.2in and 10mm of tread depth. They were all in slick form, but were supplied to Tony along with a pattern for extra grooving. Drummond feels that they have vast potential on mixed and tarmac surfaces.

Briefly . . .

● Besides Derek Boyd himself, undoubtedly the most stable-looking car on the Ulster Rally was the Toyota Celica of Hannu Mikkola. His car had the same engine as fitted for the Burmah but obviously the suspension was rather different. It was an entirely new set-up that Ove Andersson had worked out after his visit to the Circuit and it definitely seemed to work, with Hannu being delighted with the handling. Despite the two major disasters reported elsewhere, Hannu lost 30 seconds on two stages, one when he wrong-slotted as a result of the arrowing and again when the clutch started to slip very badly. The team were once again mystified with the clutch problem, as after the stage it rectified itself, and the only theory seems to be that somehow a stone penetrated the mechanism. Hannu, in common with most other drivers, was running on Dunlop CR82s, a spokesman for the team mentioning that they had omitted to ask for slicks, which in retrospect, they realised, would have given them even more speed. The tyres were wearing rapidly and with boiling brake fluid and rear pads that were only lasting 35 stage miles, they certainly had a busy night. However, they were very impressed with the rally, which they feel sure they could have won, but for their differential trouble.

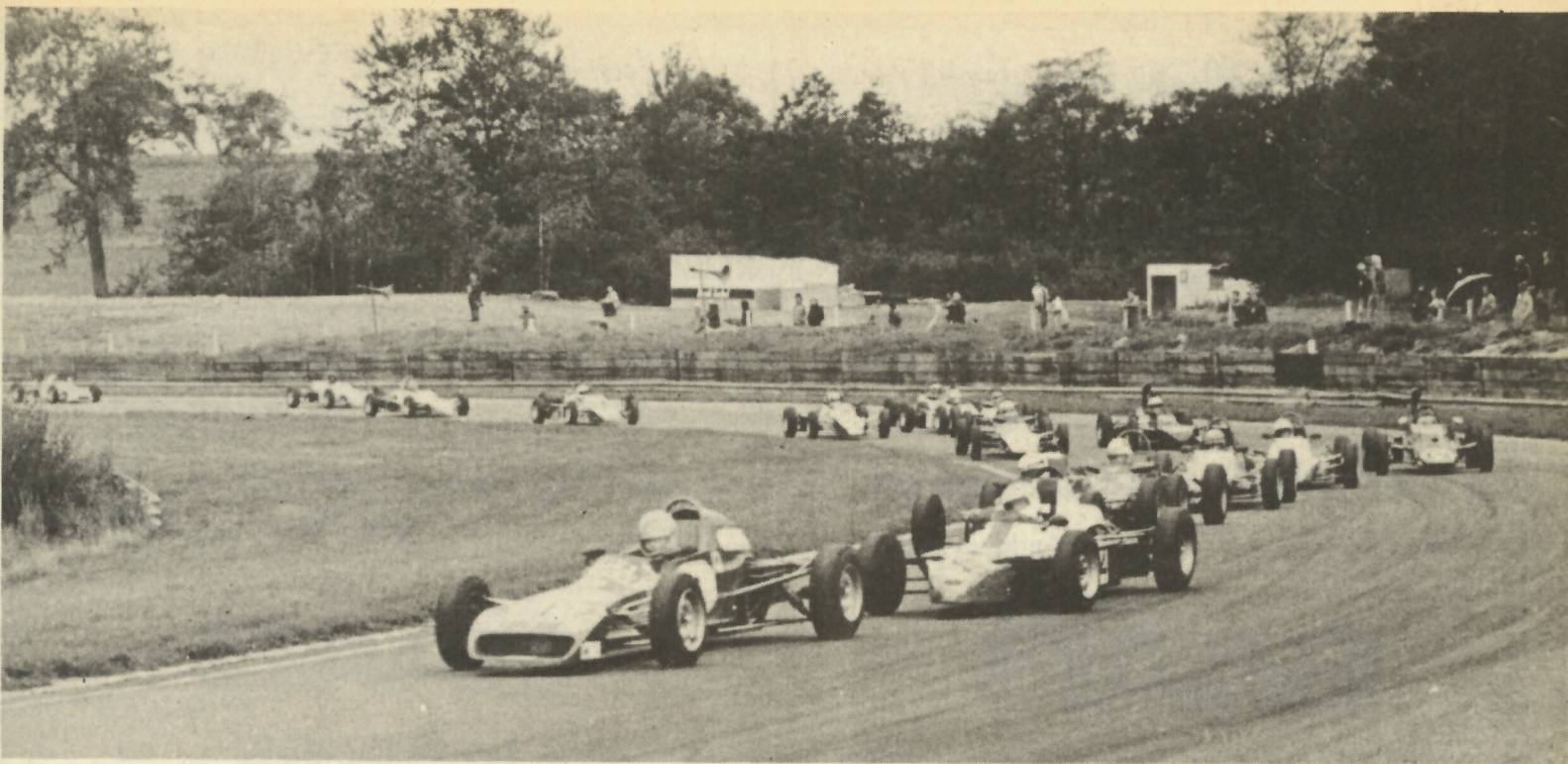
● Will Sparrow's Mopar Avenger posted its first retirement of the season in Ulster when a mysterious misfire worsened rapidly as the plugs oiled up. It soon became apparent that the very tired engine was on the point of expiry, and it seems likely that the piston rings finally gave up the ghost. After the mileage that this engine has done—it was hardly unexpected; but Will's position in the championship was in any case under stern attack. Before he even went to Ulster he had already scored on eight events and must now start to drop points. In addition he only has one maximum score, while McRae and Elmore both have three.

● Regulations are now available for the SKF Stages rally on October 9 from Mrs Jean Spencer, 20 Four Acres Walk, Hemel Hempstead, Hertfordshire. The event is a round of the Ezzo Uniflo/BTRDA Gold Star, Central Tyres Clubmen's and LCAMC Stage rally championships.

● Spectator stages at Crystal Palace and Perrotts Farm in Burgh Heath will be included on the Happy Eater Southern Rally on September 24/25. The Crystal Palace stage will be used twice between noon and 4pm on the 25th and a bogey time for the stage will be set by Andy Dawson. The rally will also include a new stage at Hankley Common and the results will all be computerised and relayed through to the Happy Eater 'units' which are being used as time controls. A programme, giving all the details of the rally, will be available at all Happy Eater restaurants from next Wednesday.

● Beny Fernandez will be returning to Italy shortly following his sixth overall on the San Martino at the weekend. The Spaniard will be competing on the San Remo with a fuel injected BDA engine. . . .

● The Ulster Rally was just another chapter in the saga of misfortunes that have struck Gavin Waugh this year. This instalment of Avenger trouble started on SS7 where he bounced off a bank and ended up in a farmyard with his steering damaged. Luckily he was right beside some welding gear, and with the help of a trolley jack and the farmer, mended the steering and got out of the stage, although incurring a maximum. The service crew fitted a new rack but soon afterwards his alternator failed and he was forced to drive behind other competitors on link sections, saving his dwindling electrical power for these stages. A new alternator was fitted, but the final straw was on Torr Head in the early hours of Saturday morning when he overshot a junction, put the car into reverse to back out, and stripped the gear. . . . or in his own words: "the teeth did a war dance among the remainder of the gears". He again managed to get the car off the stage but by now had amassed so many road penalties that the service crew simply did not have the time to change the gearbox. Although the car was still driveable Gavin decided that with no reverse it was not safe to continue, and so retired and went home. "Everything will be new on it for the Manx except the shell he remarked, so perhaps we will have some luck this time"



Eventual FF1600 winner Nigel Mansell leads Sarazin, van Rooyen, Serra, Devaney, Morris, Blanchet, Village, MacLeod and the rest round Gerards.

MALLORY PARK

Mansell unbeatable

The BRSCC Midland Centre were the hosts for another of their popular race meetings at Mallory Park last Sunday. There were rounds of several season-long championships and these, together with two thrashers for Leyland Mini challenge points, provided excellent entertainment. Feature race of the day, a non-championship F3 20-lapper, gave Stephen South an easy win after a startline fracas eliminated half of what was already a sparse grid.

First race was a round of the Leyland Mini challenge, which provided one of the afternoon's most entertaining events. John West took the lead from ex-Mini 7 champion Chris Tyrrell as they came through the Esses for the second time, only to go off at the same spot on the next tour, demoting himself to fourth. West fought back to retake the lead by the eighth lap and increase his championship lead by a further two points as a result of an excellent drive. Chris Tyrrell finished second ahead of Martin Goodall, who just managed to keep ahead of Robert Addison, although both these drivers were credited with the same time.

The first of the Townsend Thoresen heats saw Nigel Mansell take a flag-to-flag win having sorted out an engine misfire in practice. Chico Serra managed to get past Mike Blanchet's Lola to grab second place while Rick Morris (Hawke 16C) had a lonely race in fourth place once he got past John Village's Royale. Farther down the field, Cliff Watts (Merlyn Mk30) and Jeff Ward (Dulon MP15)—had an entertaining dice for 11th place, the two former Imp drivers enjoying themselves immensely. Cliff Watts got the honours, and afterwards was apparently charging 10p for his autograph. . . .

Basil Wainwright's Comlec Escort did not start the Debenhams Escort race after the scrutineers rejected it for having a 'non-standard door aperture', Wainwright senior taking over one of the other Comlec cars, and starting from the back of the grid. Nick Weir, returning to Escort racing after a two-year absence took over Wayne Wainwright's Comlec car, grabbed the lead early on and retained it until the penultimate lap when David da Costa managed to demote him to second place. Geoff Evans held third place ahead of Bill Postins, Barrie Williams, Basil Wainwright and Derek Speight, these drivers circulating in a tight group throughout.

The second of the Formula Ford heats featured a great duel between eventual winner Yves Sarazin (Royale RP24) and Trevor van Rooyen's similar car. Don MacLeod (Van Diemen RF77) almost managed to catch third-place man Bernard Devaney (Hawke DL19) in his efforts to keep ahead of Barry Pigot's similar example.

The round of the SKF Clubmans series gave Martin White a flag-to-flag win in his U2 Mk18B/W (the one with the Watts linkage), despite the efforts of Creighton Brown (U2 Mk18B). Chris Greville-Smith took a 10secs penalty for a jump start demoting him to fourth place behind Peter Deal's Pink Panther, which had been having a good race with Richard Groombridge until the latter's wing fell off as he went into Gerards causing him to crash rather heavily, fortunately without injury.

The second of the two Mini races, this time for 1275GT challenge points, followed in which Geoff Till took the lead after Paul Taft went off at the Esses. Till and Roger Saunders opened out a gap over third-place man Steve Soper, these three keeping their positions to the end.

The main event of the day, a 20-lap non-championship race for F3 cars, gave several of the usual front-runners the opportunity to put in some laps of Mallory's full circuit in readiness for the BP round in three weeks' time. There were few problems in practice, Stephen South (March-Toyota 763) looking happy with his pole-winning time of 44.2s, just 0.2sec outside the lap record. Alongside him on the front row were Ralt drivers Derek Warwick and Ian Flux with a time of 44.4s. Sharing the second row on 44.6 were Australian Paul Bernasconi (Ralt RT1), and local man John Bright (Wheatcroft R18), whose time owed a great deal to sheer determination. On paper then, with only 0.6sec covering the fastest seven drivers, things looked good, but it all went wrong when the flag dropped.

"I just felt myself launched through the air", said Paul Bernasconi after the startline fracas which eliminated practically half of the 12 starters in one go, fortunately without serious injury. John Bright had tried to dive between Ian Flux ("I'd just got off when I suddenly found I was going all over the place"), and Derek Warwick ("John Bright got a real flyer and then Ian moved over and it all happened"). As a result there were cars everywhere, eliminating Bright, Flux, Bernasconi and Warwick, and then two laps later Patrick Galliard also retired.

By now South was long gone, and cruising home to an easy win. Mario Pati (Ralt RT1) and Ian Grob (Chevron B38) had a good duel for second place, with Chris Farrell's Chevron in close attendance throughout, 0.4sec separating these three drivers at the flag.

After the anti-climax of the F3 race, the next event—a combined race for special saloons and modsports—came as a relief. Paul Haywood-Halfpenny in the ex-Rob Mason/Malcolm Johnstone Bevan Imp, took an early lead and was never headed. Despite the efforts of Max Payne in the Ark Racing Elan, he had to be content with second place 0.2sec adrift. John Oxborough (E-Type) finished third ahead of the smart-looking Davrian of John Digby.

Final event of the day was the Townsend Thoresen final, which proved to be one of the day's best races. Yves Sarazin (Royale RP24) took an early lead, but was quickly demoted by first Nigel Mansell (Crosslé 32F) and then Trevor van Rooyen (Royale RP24), these two pulling away from the second-place battle between Sarazin and Chico Serra (Van Diemen RF77). In a brilliant manoeuvre at the Esses, Mansell drove round the outside of van Rooyen on the 13th lap and took the flag just 0.8sec ahead. Serra found a way past Sarazin, and was gaining on the leaders, but had to settle for third place, which looks good enough to give him the championship. Sarazin finished fourth ahead of Rick Morris who got the better of a race-long battle with Mike Blanchet for fifth place.

CHRIS WALKER

Leyland Mini 850 Challenge Race (10 laps): 1, John West, 10m 26.4s, 77.58mph; 2, Chris Tyrrell, 10m 27.2s; 3, Martin Goodall, 10m 28.6s; 4, Bob Addison, 10m 28.6s; 5, Julian Cutler, 10m 29.4s; 6, Richard Hamlyn, 10m 30.2s. **Fastest lap:** Cutler, 1m 0.2s, 80.73mph (record).

Townsend Thoresen Formula Ford 1600 Championship, heat one (10 laps): 1, Nigel Mansell (Crosslé-Minister 32F), 8m 36.6s, 94.08mph; 2, Chico Serra (Van Diemen-Scholar RF77), 8m 37.8s; 3, Mike Blanchet (Lola-Minister T440E), 8m 42.2s; 4, Rick Morris (Hawke-Scholar 16C), 8m 43.8s; 5, John Village (Royale-Titan RP24), 8m 47.6s; 6, Roger Pedrick (Hawke-Auriga DL19), 8m 47.6s. **Fastest lap:** Mansell and Serra, 50.4s, 96.43mph.

BRSCC Debenhams Escort Challenge Race (10 laps): 1, David da Costa, 10m 34.4s, 76.61mph; 2, Nick Weir, 10m 34.6s; 3, Geoff Evans, 10m 44.8s; 4, Bill Postins, 10m 45.8s; 5, Barrie Williams, 10m 46.2s; 6, Basil Wainwright, 10m 46.8s. **Fastest lap:** da Costa, 1m 1.6s, 78.90mph.

Townsend Thoresen Formula Ford 1600 Championship, heat two (10 laps): 1, Yves Sarazin (Royale-Scholar RP24), 8m 49.8s, 91.73mph; 2, Trevor van Rooyen (Royale-Minister RP24), 8m 50s; 3, Bernard Devaney (Hawke-Minister DL19), 8m 52.4s; 4, Donald MacLeod (Van Diemen-Scholar RF77), 8m 53s; 5, Barry Pigot (Van Diemen-Scholar RF77), 8m 53.2s; 6, Marcos Lara (Van Diemen-Scholar RF77), 9m 8.2s. **Fastest lap:** 1, Pigot, van Rooyen and Sarazin, 51.2s, 94.92mph.

SKF Clubmans Sports Championship Race (20 laps): 1, Martin White (Mallock U2-Longman Mk18B), 15m 29.6s, 104.56mph; 2, Creighton Brown (Mallock U2-Morgan Mk18B), 15m 30s; 3, Peter Deal (Pink Panther-Abbott), 15m 44.6s; 4, Chris Greville-Smith (Phantom-Swindon P76), 15m 51.6s; 5, Rob Cochran (Ashfield-Ford BRL7), 16m 8.2s; 6, Tim Gath (Mallock U2-Ford), 19 laps. **Fastest lap:** White, 45.4s, 107.05mph.

Leyland Mini 1275GT Challenge Race and Mini 850 non-qualifiers (10 laps): Overall and 1275GT: 1, Geoff Till, 9m 49.6s, 82.43mph; 2, Roger Saunders, 9m 50.6s; 3, Stephen Soper, 9m 54.4s; 4, Steve Harris, 9m 58s; 5, Jerry Hampshire, 9m 59s; 6, Anthony Pownall, 10m 14.6s. **Fastest lap:** Till, 57.8s, 84.08mph (equals record). **850s:** 1, Gerry Coles; 2, Mick Calvert; 3, Nick Bally. **Fastest lap:** Calvert, 1m 3s, 77.14mph.

BRSCC Trophy Race for Formula 3 cars (20 laps): 1, Stephen South (March 763-Toyota Novamotor), 15m 7s, 107.17mph; 2, Mario Pati (Ralt RT1-Toyota Novamotor), 15m 35.2s; 3, Ian Grob (Chevron B39-Toyota Novamotor), 15m 35.4s; 4, Chris Farrell (Chevron B39-Toyota Novamotor), 15m 35.6s; 5, Pierre Dieudonne (Ehrlich RP9-Toyota Novamotor), 15m 52.6s; 6, Wyatt Stanley (March 753-Toyota Novamotor), 8 laps. **Fastest lap:** South, 44.6s, 108.97mph.

BRSCC Special Saloon and Modsports Race (10 laps): Overall: 1, Paul Haywood-Halfpenny (Hillman Imp), 9m 8.8s, 88.58mph; 2, Max Payne (Lotus Elan TC), 9m 9s; 3, John Oxborough (Jaguar E), 9m 10.4s; 4, John Digby (Devrian Imp), 9m 11s. **Special saloons class A:** 1, Haywood-Halfpenny; 2, Don Hardman (Mini Cooper S), 9m 26s; 3, Colin Foxhall (Hillman Imp), 9m 33.2s. **Fastest lap:** Haywood-Halfpenny, 53.6s, 80.33mph. **Class B:** 1, John Heathcock (Leyland Mini); 2, Graham Wenham (BMC Mini); no other finishers. **Fastest lap:** Heathcock, 1m 0s, 81.0mph. **Modsports class C:** 1, Oxborough, 83.30mph; 2, Clive Parker (Datsun 240Z Samurai), 9m 33.4s; no other finishers. **Fastest lap:** Oxborough, 53.0s, 91.69mph. **Class D:** Payne, 88.52mph; no other finishers. **Fastest lap:** Payne, 53.0s, 91.69mph. **Class E:** 1, Peter Felix (MG Midget); 2, Jan Freakley (MG Midget); no other finishers. **Fastest lap:** Freakley, 1m 0.8s, 79.93mph. **Class F:** Digby; no other finishers. **Fastest lap:** Digby, 53.6s, 90.67mph.

Townsend Thoresen Formula Ford 1600 Championship Race, final (15 laps): 1, Mansell, 13m 3.4s, 93.06mph; 2, van Rooyen, 13m 4.2s; 3, Serra, 13m 5s; 4, Sarazin, 13m 5.6s; 5, Norris, 13m 10.8s; 6, Blanchet, 13m 11.8s. **Fastest lap:** van Rooyen, 51.0s, 95.30mph.



ERA duel during the allcomers scratch race between Martin Morris (R11B) and Bill Morris in 'Romulus'.

CADWELL PARK

Kain's Bugatti treble

Cadwell Park has caught the imagination of the Vintage Sports Car Club; for the competing member it offers probably the most challenging drive of the season while for spectators the sights and sounds of vintage racing are displayed and echoed superbly. On the Sunday before August Bank holiday the club returned to the picturesque Lincolnshire venue, following their successful inaugural meeting last year and, although the high pitch of excitement generated then was not repeated, a large crowd, watching in warm sunshine, was well entertained by the club's refreshing brand of motor sport. This year the Williams Trophy race was again the highlight and honour was restored for the Bugatti Owners Club when Bernard Kain was victorious with his Type 35B. Kain scored a remarkable hat-trick for he also won the John Holland Trophy and collected the season long *Motor Sport*/Brooklands Memorial Trophy.

The programme opened with a five-lap scratch race which Wicksteed won with a 1923 Alvis, setting a pattern for numerous other determined drives during the day. An enthusiastic start was followed by a spirited performance, the low sides of the lofty cockpit allowing spectator's to view the energetic driving for which the large amount of elbow room is required. Front row man Poynter, (Lea-Francis) held second spot throughout despite a late challenge from Odell (Riley).

The second event was an eight lapper for the John Holland Trophy. The opening laps featured a three-cornered battle between Ron Footitt (Cognac Sp.), Bernard Kain and Hamish Moffatt in Frank Wall's Bugatti, all of them previous winners of the Trophy. Footitt went straight on at the Hairpin and into the barrier and, although the car was not heavily damaged, it was precluded from any further events. Meanwhile Moffatt set to and attacked Kain's lead with a vengeance but a tail of smoke heralded the Bugatti's retirement with a detached oil line just as Moffatt got into a challenging position. The victorious Kain lapped everyone but Ghosh whose Vauxhall unfortunately expired on the last lap and, although it restarted, too great a time had elapsed before it took the chequered flag for it to be classified as a finisher. The lapped Tom Threlfall's very pretty 1929 Lancia, inherited second from the junior Conway's Bugatti Type 37A.

The first handicap produced a tremendous finish with the Rileys of Dolton and Harris crossing the line side by side having raced together all the way. The judges verdict? Victory to Dolton. Burton's Aston Martin, off the same time as those ahead, was third with Venables' MG which set fastest lap fourth.

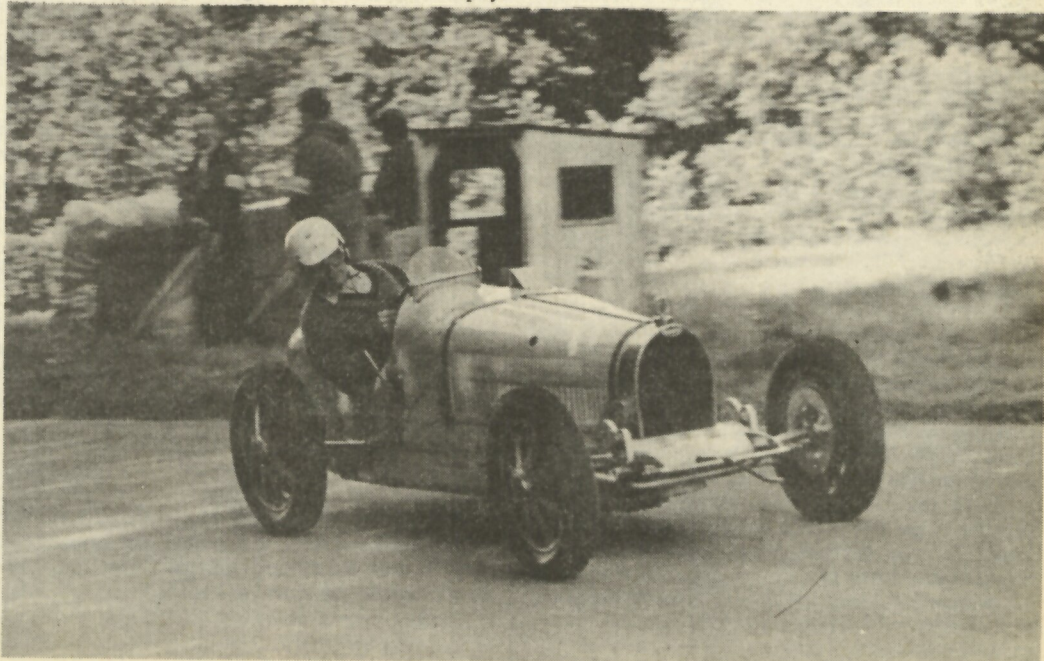
Non-starters are a rarity in VSCC races but, unfortunately, they were rife in the 12-lap allcomers

scratch race, the fastest of the day. Two famous ERAs were at the head of the field, Martin Morris in the very successful R11B and Bill Morris with Romulus, the ex Bira car, but sadly they never got to grips with one another. Martin established an early lead with the silver car and its blue rival was always around 200 metres behind. A measure of how hard they were trying was the fact that the fastest lap speed was only slightly higher than the race speed, and certainly to see and hear the two cars circulating was alone worth the trip to Lincolnshire for any enthusiast. Gerry Walton was third throughout, a little subdued after a practice moment. Abson, (Lagonda) was a creditable fourth but well off the pace of the leaders.

The Frazer Nash section had asked to have their handicap for Frazer Nash and GN cars at Cadwell and their five lapper was very well supported. Limit man Joseland had well and truly fooled the handicappers for no-one even got a glimpse of him as he stayed so far ahead all the way. Richmond's Morgan GN—which is apparently to have its GN rear end removed and return to the conventional three-wheel Morgan layout—had its swan song in its present guise by finishing second.

The Spero & Voiturette Trophies race was an eight-lapper and produced the outstanding drive of the day—by Fletcher-Jones in his 1934/5 Lagonda. He departed the grid in a tremendous hurry enveloped in what was to be an ever-present cloud of smoke and, in an unusual manoeuvre at the Mountain on the first lap, drove round the outside of Farquhar's Riley into the lead. In a truly "press-on" performance

Bernard Kain's Bugatti regained the Williams Trophy.



back-markers were despatched to the grass and it wasn't until the last lap that the apparently inevitable spin occurred. Even so he was underway quickly to claim victory and the Spero Trophy while Farquhar was also demoted by Barbet's Riley which was second. Pilgrim's Austin was fourth overall and the Voiturette winner.

Last year Chris Mann won the Bugatti OC-donated "Williams Trophy" with his Alfa Romeo after an adventurous and spirited race in which he was push-started after everyone else had begun and had to stop and remove a straw bale lodged in the suspension before taking a lucky win; lucky because all the Bugattis had failed. This year the Bugattis were out to make sure no such disaster occurred again. The big guns had been brought out, Neil Corner present with his Type 35B (reputedly the ex-Williams car) and Kain, Martin Dean and Geoffrey St. John were all ahead of Mann and the Alfa on the grid. In the opening laps Corner led the tight five-car train of Kain, St. John, Dean and Mann but, by third-distance, adventures by the latter Bugattis saw Mann up to third still in touch with the leaders. Kain passed Corner whose car was ailing and by lap 8, Mann was also through. Kain made no mistakes in the final laps and, despite being willed by every Alfa fanatic, the Bugatti did not break. The Bugatti OC had regained their trophy via Kain and the gallant Mann was a worthy second ahead of Corner, Dean and St. John.

The third handicap appeared to be going to an unchallenged limit man but the luckless Jolley had a tyre blow on the penultimate lap and his Alvis was out. Colborne headed home a Riley 1-2-3, his 1933 1808cc version beating Majzub's 1935 1500cc car and Clifford's unique 1934 2998cc V8 car which set fastest lap. Barker entertained as he fought his massive V12 Lagonda through to third before the beast got the upper hand on the last lap and went off into a ditch.

Clifford was out again on the next and final event and led all the way with the beautiful blue and yellow car. Crocker's Lagonda was second from Duffy's Riley Alvis and Bayne-Powell who was frequently on the grass with his MG.

ANDY LEEDER

Vintage sports car scratch race (5 laps): 1, R. J. Wicksteed (1.5 Alvis), 57.28mph; 2, E. K. Poynter (1.5 Lea-Francis); 3, R. J. Odell (1.5 Riley); 4, P. H. Shaw (1.5 Frazer Nash). **Fastest lap:** Wicksteed, 58.19mph.

The John Holland Trophy scratch race for vintage racing cars (8 laps): 1, B. B. D. Kain (2.2 Bugatti), 68.48mph; 2, T. J. Threlfall (3.0 Lancia); 3, H. R. G. Conway (1.5 Bugatti); 4, D. G. Hales (750 Austin). **Fastest lap:** H. F. Moffatt (2.2 Bugatti), 68.53mph.

Vintage sports car handicap race (4 laps): 1, A. D. Dolton (1.5 Riley), 57.11mph; 2, J. F. Harris (1.5 Riley); 3, W. Burton (2.0 Aston Martin); 4, P. D. Venables (1.1 M.G.). **Fastest lap:** Venables, 60.86mph.

Allcomers' scratch race (12 laps): 1, M. H. Morris (2.0 ERA); 2, W. R. G. Morris (1.5 ERA); 3, G. J. Walton (1.9 Connaught); 4, J. D. Abson (1.5 Lagonda). **Fastest lap:** M. H. Morris, 72.84mph.

Vintage handicap race for chain driven Frazer Nash and G N Cars (5 laps): 1, M. T. Joseland (Frazer Nash), 54.83mph; 2, R. S. Richmond (Morgan G. N.); 3, D. Johnson (Frazer Nash); 4, B. Hopkins (Frazer Nash). **Fastest lap:** P. G. Whale (Frazer Nash), 60.00mph.

The Spero & Voiturette Trophies vintage sports scratch race for cars under 1100cc (8 laps): 1, D. F. Fletcher-Jones (1.0 Lagonda), 62.28mph; 2, D. G. Barbet (Riley); 3, A. N. Farquhar (Riley). **Fastest lap:** Fletcher-Jones, 64.49mph. **Voiturette Trophy winner:** M. Pilgrim, (750 Austin).

Handicap awards: 1, R. J. Hart (Riley); 2, M. Fountain (Riley); 3, M. J. Rushton (MG).

The Williams Monaco Trophy scratch race for vintage racing 2-seater GP cars (10 laps): 1, B. B. D. Kain (2.2 Bugatti), 66.40mph; 2, C. A. Mann (2.6 Alfa Romeo); 3, E. N. Corner (2.3 Bugatti). **Fastest lap:** Mann, 69.05mph.

Vintage Handicap race (4 laps): 1, P. D. Colborne (1.8 Riley), 57.61mph; 2, J. Majzub (1.5 Riley); 3, C. Clifford (3.0 Riley); 4, D. Whitaker (4.0 Chrysler). **Fastest lap:** Clifford, 62.79mph.

Vintage scratch race (5 laps): 1, C. Clifford, 62.38mph; 2, J. W. T. Crocker (1.2 Lagonda); 3, D. J. Duffy (3.5 Riley Alvis); 4, P. Bayne-Powell (1.0 M.G.). **Fastest lap:** Clifford, 64.70mph.

NIKI LAUDA:

On the move

EOIN YOUNG discusses the new outlook of the World Champion elect.

A lot of things are new about Niki Lauda, set fair to be World Champion Grand Prix driver for the second time, and to bid for a third title with a new team. When he took the title in 1975 he was a mechanical man, in mesh with the Ferrari he drove, in love with racing and the special thrill of winning. Not just winning but beating everyone else, by proving himself and his car to be better. The new Lauda in 1977 is very much aware of life outside the cockpit. It takes nearly dying to realise just how good living can be.

Niki Lauda's recovery from those awful injuries after crashing in the German Grand Prix has been well documented. How he crashed in the German, missed the Austrian and the Dutch and was back again to race in the Italian—43 days after injuring himself so badly that a priest administered the last rites. Looking back now, Niki maintains that he was right to race again as soon as he did, that his comeback was not too soon for his body. The most important thing was his mental attitude. "The physical side you can do . . . you work on it and you can do it. But the brain you cannot. Either it works or it doesn't. The best treatment to come back was to race. The problem after a big accident is the mental approach to racing. For example, not to be frightened . . . it doesn't do you any good.

"Let's say that I stay home for three months after the accident and I'm completely fit. Then I start racing and it takes me two years to get over the problem mentally. The quicker you get back in, the quicker you get comfortable and feel right, the better you go in the end. . . ."

Niki's critics thought he came back too soon and pointed at his withdrawal from the Japanese Grand Prix after the opening laps in the rain as an example of weakened willpower. Fear, by any other name. On the face of it, Lauda's abandoning of the Japanese race was extraordinary when judging the man on his past performance. The Lauda of 1975 who won the World Championship and who led in the 1976 series until his crash at the 'Ring had never been put off by rain. But now the adverse conditions were unacceptable to Niki on his revised rating of life's importance. One race wasn't worth risking the life he had just fought so hard to retain. "I thought that the conditions were unacceptable. Let's say you have never had an accident in your life—you have this little advantage in your pocket to pull out to find the last two or three tenths when you really need them. In Japan I didn't have this. I was really struggling from one race to the other. It wasn't easy at that time. So, the moment came when I didn't like the race because of the conditions and I pulled out. . . ."

Jamés Hunt raced on into the rain which lifted and the track dried. He survived a puncture and finished third to clinch the title by just one point. If Lauda had stayed in and cruised those early laps, waiting for the weather to improve . . .

Lauda wonders now if he hadn't had his accident and if he had that reserve in his pocket, he would have made the same decision. "It is very hard to say now, but a decision like that, you don't take thinking 'Shall I do it? Shall I not do it?' You get in there and you drive off and either the curtain falls or it doesn't." Does he have reservations about that decision now that he is on top of the world again? "I don't know . . . the curtain came down then . . . it might come down again. . . ." But now there is no categorical assertion that he would withdraw if presented with the same conditions again . . . more a considered 'maybe'.

Now Ferrari and Lauda have split, and Niki

will take his new title with him to the Brabham camp for a fee from Martini and Alfa Romeo that must set new financial records in Grand Prix racing. There are always political undercurrents at Ferrari and after the Japanese Grand Prix, those under-currents must have been frothing. Did the Commendatore challenge Lauda's decision when he returned to Maranello? "He said nothing. To me. I just told him that I was responsible and he said 'All right.' Officially, with me there was no drama at all. Face to face there was no drama. But I'm sure there had been some dramas behind. Between he and me—nothing. But I'm sure that there are some people who are employed by Ferrari who started to fight against me. . . ."

We were talking in mid-season when Ferrari fortunes were still flagging, when team-mate Carlos Reutemann was only two points behind in the championship and running far too close for Lauda's comfort. Lauda complained that it had been better when Regazzoni was his number two and acknowledged as being in support rather than in serious competition. Now Lauda was having to race his team-mate as well as the rest of the field. Regazzoni had driven the Ferrari as Lauda had set it up. There was little in-team friction. Now Reutemann had arrived with sights set firmly on the title for himself. He started the season strongly with a third in Argentina and a win in Brazil. Lauda main-

"After the accident I am looking worse than some people are born—but at least I can say it was an accident. . . ."

tained that Reutemann was getting the team's attention and he was being left out. But then came his win in South Africa and a second place at Long Beach and the confidence started to come back. But he still didn't like the way his team-mate was dividing the team effort. "With Carlos, he feels the car in a different way to me. He feels that it oversteers and I know that it understeers. He drives in a different way so the part I feel understeering, he doesn't feel because he is turning it in much quicker and then he feels oversteer."

The Spanish Grand Prix at Jarama in May brought another Lauda withdrawal, this time on medical grounds, and the stories flew that he was lacking in calcium, that his instant comeback from the German GP injuries had totally sapped his body's ability to keep pace with his brain. Rumour suggested that Niki was literally falling apart. How could a man break a rib with his own elbow, for God's sake? It came in the warm-up session just three hours before the Grand Prix. Lauda pitted in pain, begging Ermanno Cuoghi to lift him out carefully, that he couldn't breathe. "It was the rib which broke at the Nurburgring and it had healed overlapping because I was drugged and lying still for a week after the accident. Normally when you break a rib it heals going up and down when you breathe. It heals in the movement. But lying down, it didn't heal in a good position. In the warm-up the car oversteered a little, I corrected and. . . I heard the crack. . . ."

Two weeks before the Spanish race in 1976, Lauda had overturned a tractor on himself and was lucky to escape with two broken ribs. "Then I had treatment like hell and in two weeks I did everything possible and I could just race. It was a struggle. But this was just three hours before the start. Forget it."

Lauda wasn't worried about the rumours concerning his health, but Enzo Ferrari wanted to make sure. "He didn't believe in Austrian

doctors. He insisted that I went to the best guy in Italy before the next race—Monaco—and the guy said I was physically in perfect shape. . . ."

There were second places at Monaco and in the Belgian Grand Prix, a drop-out with handling problems in Sweden, a low run to fifth in France, a chase to second place in Britain behind Hunt, a win in Germany, a second in Austria behind Alan Jones, and a third win in the Dutch Grand Prix at Zandvoort to all but clinch his Championship title after Hunt was eliminated in a tangle with Andretti. There has been a measure of luck. Places—even wins—have not come by the sheer superiority of car or driver. There was still that undercurrent in the team. This season the rivalry between the drivers was allowed to make itself more apparent because of a lack of on-track management. Enzo Ferrari commanded the overall scene but he was at his desk in Maranello and could only judge immediate situations by the calls he received. One presumes that Engineer Ghedini did not always report situations exactly as they may have seemed to Lauda or Reutemann, and Lauda says he telephoned Ferrari nearly every day. In 1975 Lauda had won the World Championship with Luca Montezemolo as team manager, a strong personality of Lauda's age, but with an ability to direct his driver. The feeling was that if Montezemolo had been team manager again in 1976 instead of Audetto, he would have been able to build Lauda into psychological strength where he could have handled the situation in Japan. Audetto was plainly unable to cope with the pressures and was replaced by the dual control of Noretto and Ghedini. I wondered if this dilution of team control, with no captain seen to be at the helm, was weakening the team. Lauda thought the problems were elsewhere.

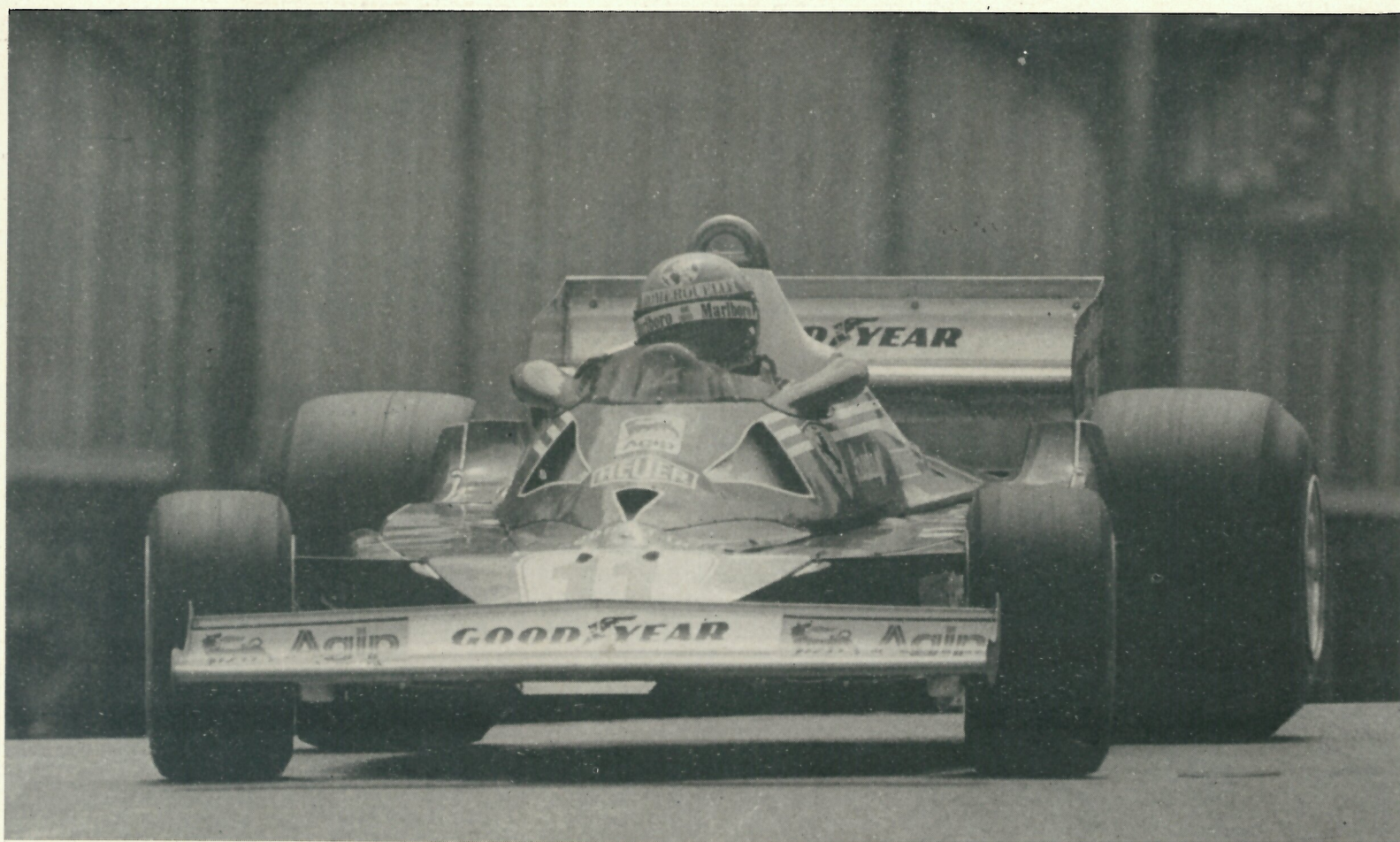
"We are not as strong because we are not as quick as we have been. When you are as quick as Mario, nobody worries about a team manager. Everybody worries if things go wrong. But if things went wrong with us it wasn't because of team management, not because of a particular person who should be there."

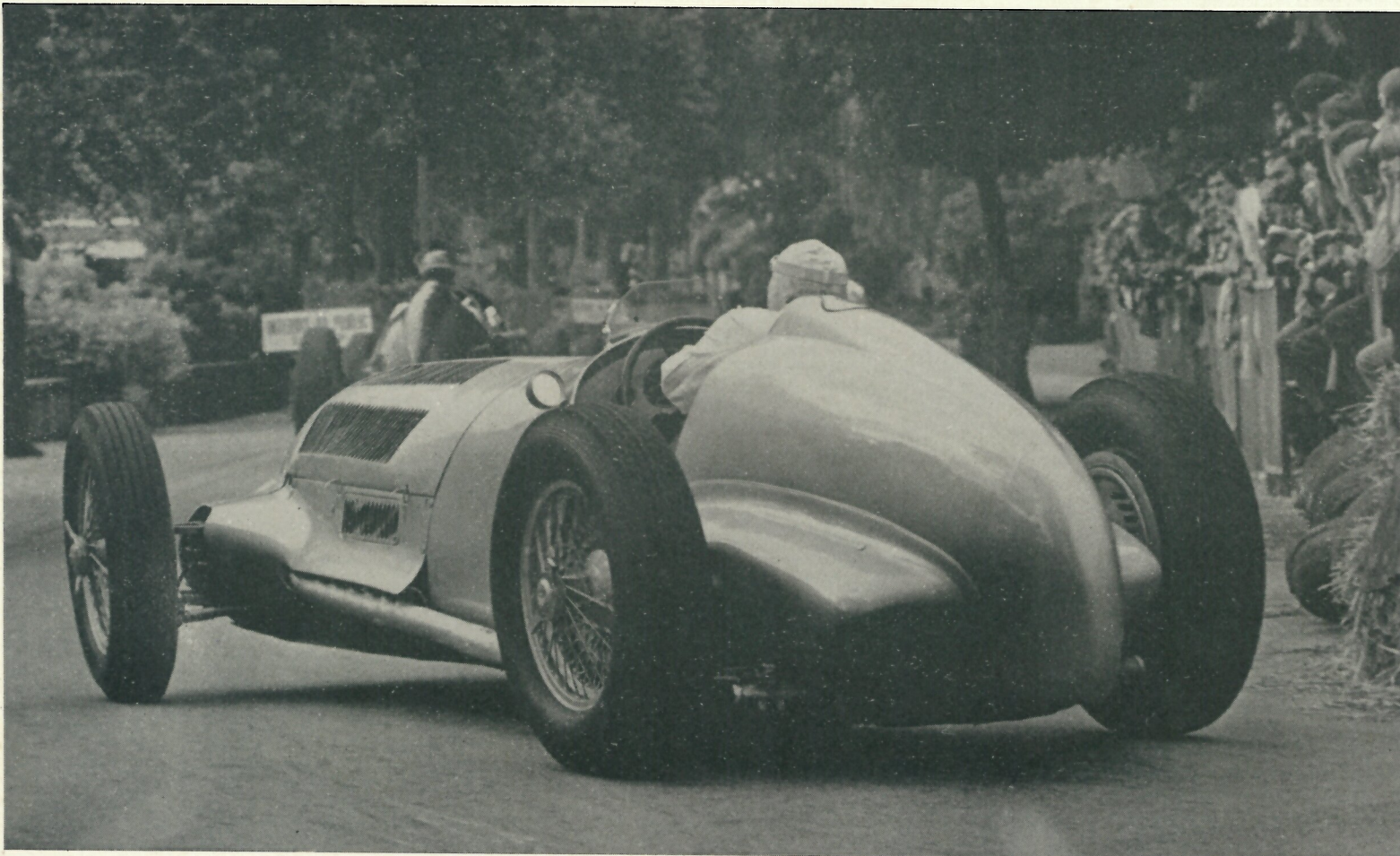
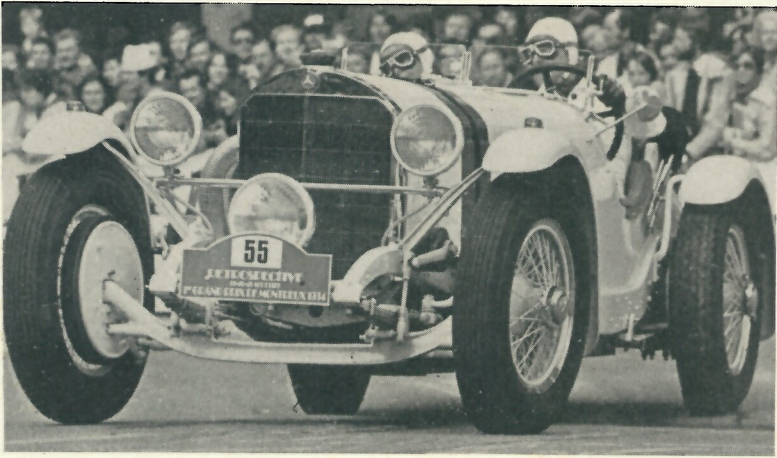
There was a suggestion that Lauda and Mauro Forghieri, Ferrari's development engineer, had been feuding and that Lauda had asked Ferrari to keep Forghieri away from the tracks. Lauda said that Forghieri decided which races he came to. "But basically the arrangement is that he doesn't come. He works at home and only comes if there are big problems." How well could he communicate with Forghieri? "It depends. If I do what he wants, I'm his best friend. If I don't, then we fight. . . ."

There are other things in Lauda's life beyond winning the next race these days. He is becoming more balanced; the tunnel vision has gone. Flying is a professional hobby absorbing a lot of his time. He is a partner in an air taxi company based in Vienna with two Cessna jet executive Citations and a Mystere. Niki uses one of the Citations as his personal transport, flying it to California before the Grand Prix at Long Beach. His 550cc four-cylinder Honda motorcycle is another diversion and he talks of blasting off for a 200-mile ride for relaxation. Marriage with Marlene just before his accident probably went a long way towards his survival. His wife was new to racing but she came through the Nurburgring accident and the days of recovery as a seasoned campaigner, a strong right arm for the man who never needed one.

For many people, the bravest thing about Niki Lauda's comeback was his total acceptance of his disfigurement which in itself could have been an overwhelming problem to someone with less fighting spirit than Lauda. His hair grows slowly to cover the shiny scar tissue from his burns. He doesn't plan to do anything about his burned-off ear except let his hair grow over it eventually. He dismisses concern for his looks. "After the accident I am looking worse than some people are born . . . but at least I can say it was an accident. . . ."

Facing page, top: Niki presses on in Monaco's Casino Square. Below left: Awaiting the 'off' at Silverstone. Centre right: Niki shares a joke with James. Bottom right: More serious with team-mate Lole.





Festive Montreux

JEFF HUTCHINSON witnessed an Historic occasion in Switzerland.

Twirling parasols, a gleaming 1937 Packard parked in the forecourt of the luxurious Montreux Palace Hotel, a place built by the English aristocracy in which to while away their summers on the picturesque shores of Switzerland's Lake Geneva. Down the road a short way at the less expensive *Hotel Londres*, a grey haired English lady of advancing years looks in dismay as her pot of Marmite vibrates gently across the bone china plate on her breakfast table. She cannot hear the thundering roar of Herbert Lang's Mercedes W125 which is causing the temporary disturbance. She is deaf. The ageing *patron* comes over to reassure her that all is well, then goes back to the open window to watch the scene below. The room vibrates again, this time to the higher pitched roar of Alain de Cadenet's super-charged Alfa Romeo P3 as it zooms past: the very same car that won the first and only Grand Prix of Montreux one hot day in June 1934. *Le Patron* was 16 then. He remembers listening to the race on the radio. Now, 43 years later, he was actually seeing the spectacle that he had missed. He, like thousands of others, was re-living the memories of his long lost youth on the occasion of the Grand Prix of Montreux 1934-1977 style.

Thanks to the hard working members of the Vaudoise region of the Automobile Club de Suisse, what had started off being one of those 'if only...' conversations at the bar, became a reality and, for them and thousands of others, young and old alike, a dream came true. During three days in mid-August we could step back almost 50 years and re-live the sights and sounds of the golden age in motor sport.

Sure, the track was not exactly the same as it was then, neither were all of the cars, neither was it a *real* race. That sort of thing was banned in Switzerland in 1955 following the Le Mans tragedy, but to the people crowded behind the straw bales and wooden fences it had all the atmosphere and excitement of the race all those years ago.

It was supposed to be a sort of demonstration event, cars going around for 15 laps in the form of a regularity trial, each lap time being as close as possible to the previous one, and with an overall top speed of 60kph. But, with names like Stirling Moss, Juan Manuel Fangio, Toulo de Graffenried, Count Giovanni Lurani, Cosalvo Sanesi and Hermann Lang back at the wheel of the cars that they had made famous, telling them not to race and to keep below 60kph was like leading a thirsty horse to water and then telling it not to drink!

Four laps into the main event for the old Grand Prix cars, Alain de Cadenet was black-flagged and told to drive more slowly, "But if I was third at the time and Lang was pulling away from me I must have been going slower than him", protested Alain, with the same sort of innocent look on his face that a schoolboy has who has nearly been caught red-



When Hermann Lang beckons, you jump—but Juan Fangio is unimpressed.

handed in a cigarette-smoke-filled dormitory. "But I was pulling 100mph at the end of the straight", he secretly revealed to his fellow 'class-mates' later.

Amazingly, there were no accidents, but there were several near misses, and as the thousands of spectators thronged through the streets on their way home one could not help but breathe a sigh of relief that all had gone well.

During the main event, an Alfa Romeo P3 had moved across on the Bugatti type 51 knocking the first extinguisher from a marshal's hand as they raced each other down the main straight. Just a few inches more and it could have been a disaster. Lang displaced a few straw bales with the W125, while during the pre-race day memorial climb up the nearby Montreux-Caux hillclimb course, there were several eye-opening moments as some drivers roared up the hill unaware that the road had not been closed and that there were still some public drivers brave enough to drive down the opposite way.

Louis Braillard, driver of a Bugatti in the original race back in 1934, smiled at the story. "I should have raced in '34 with my Maserati 6C with which I had entered, but I remember I was still waiting for spares after crashing at a hillclimb a few weeks before, and had to race a rather badly prepared Bugatti", said the Swiss, who still has an active body-repair business just a few miles from Montreux. "I was on the limit driving up the hill when I came around a corner and found two cars coming down which should not have been. In order to miss them, I had to take to the grass at the edge of the road, but a wheel dropped down a drainage ditch and I crashed", he explained.

He was one of the three original drivers from that 1934 race who are still alive today. The others are Frenchman 'Phi-Phi' Etancelin, who like Braillard did a few laps of the track as a passenger, and American Whitney Straight, who is still alive and well in England but was unable to make this weekend because of prior commitments at his holiday home in Majorca. Had he been present to drive the same Maserati that he drove in 1934, he would have dropped out of the race with similar sorts of troubles that saw him slip down to fourth place at the time behind the Alfa of Count Trossi, the Maserati of Etancelin and the Alfa of Varzi. An oil leak from the



blower, which kept bringing Straight to the pits to clean his goggles, also kept Bill Summers out of the race in 1977.

The 'winner' of the race, both on the road and at the timekeeper's box was Lang in the Mercedes, Lang giving chase to Fangio in the opening laps before Fangio gave up his chances of 'victory' when he stopped at the pits to let Toulo de Graffenried get behind the wheel of the 1951 Alfetta, lent to them by the Alfa Romeo Museum.

The official results saw the ex-Varzi Mille Miglia winning Alfa Monza driven by its present German owner, Herr Dully, take second place and the tiny little Gordini-Simca of Swiss driver Jean Jacques Belet finish third. Before the 'race', Amedée Gordini himself did a few laps in the car just to make sure it was running OK, this causing great consternation amongst the Mercedes men when he stepped out of the car and it rolled forwards into the back of the immaculate Mercedes 300SLR with which Stirling Moss had lapped very impressively. This was the same car in which he and Denis Jenkinson had won the Mille Miglia in 1955.

Both the British-owned ERAs present, the 1934 model of Philip Mann and the 1936 R7B driven by Dudley Gahagan, dropped out with problems. Mann's black version stopped with a suspected valve seat problem, and Gahagan's red car, with slipped magneto timing,

Raymond Sommer treated us to the sound of the little 'blown' 1934 MG PB, while Cosalvo Sanesi drove the original Alfa Romeo P3 in slim body form, the sister car to De Cadenet's wider bodied version, both once part of the Scuderia Ferrari team of the day. "You know it's 40 years since these two cars have seen each other", said De Cadenet, their historic meeting only made possible a few years ago when Alain smuggled the dismantled car out of Argentina as a 'ladder' on the aircraft's manifest sheets.

It took many months and a lot of money to get the car back to its original condition, but as Alain pointed out, "It may seem a lot of time and money, but I can have a whole season's historic racing with this car for less than it costs me for just a few laps of my Le Mans sports car in modern-day racing."

Looking at the thousands of contented faces leaving the streets of Montreux on Sunday evening, one couldn't but help get the feeling that maybe in the past 40 years we have gone a bit wrong somewhere along the line, and that the magic of motor racing has been lost with the advent of Bell Stars, balaclavas and barriers, the hallmarks of Grand Prix racing today.

To complete the weekend, there was a magnificent collection of cars through the century, a collection of old films including some from the private collection of Dudley Gahagan, who has films lasting a total of four days in running time, no less.

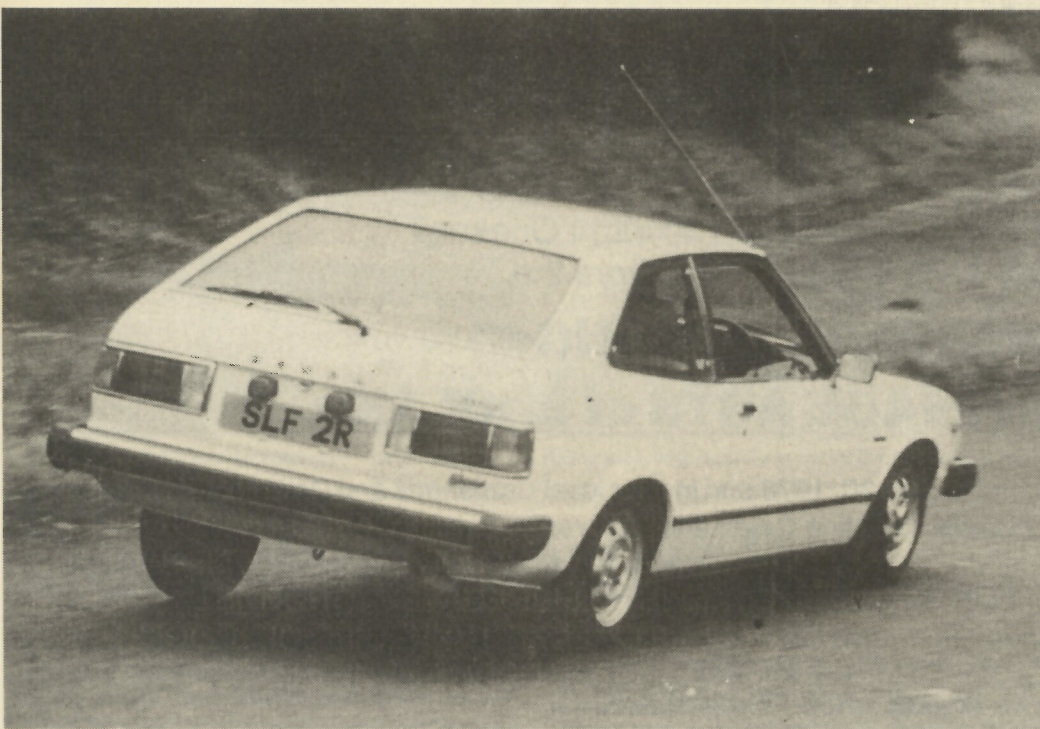
A *concours d'elegance* for all the cars present, their passengers garbed in period dress, was a great success too, adding to this wonderful weekend which will hopefully be repeated in years to come, perhaps bi-annually.

Who knows, Montreux, famous for its film and jazz festivals, could well become equally famous for its historic car festival, even though it only ever had one *real* race in its time—if you don't count the 1977 one, that is!

Facing page, top left: Stirling Moss in action with the Mercedes 300SLR. Centre left: This magnificent 1929 Mercedes SSK was driven with style by the Ruckwarths from Germany. Upper right: Alain de Cadenet corners the Alfa Romeo P3 which won at Montreux in 1934. Bottom: Lang pursues Fangio onto the narrow lakeside straight. This page, below: concours judging panel—left to right, Peter Ustinov, Mme Baumgartner, Helen Stewart.



by John Bolster



The Accord rolls under fast cornering but this is not excessive.

European Honda

Most Japanese cars tend to follow a somewhat similar, stereotyped design. The Honda has always been highly individual and the earlier cars of this make were obviously influenced by the motorcycles in which the firm excels. The air-cooled, twin-cylinder machines were enormous fun, but the staid British motorist was slightly shocked and preferred to purchase more conventional transport.

So, Honda drew back for a second jump and soon acquired a good reputation, with economical small cars that had four-cylinder, water-cooled engines, which the British public understands. Now, they gave gone upmarket, and the Accord is a refined 1600cc hatchback saloon with a rather expensive look. It has an air of quality that will attract buyers in this country, and the French will buy it because it has front-wheel-drive, which is *obligatoire* with them.

The Accord is quite a roomy saloon, with easy entry and plenty of headroom for the rear seats. The squab folds to make a flat platform, but the rear floor is above the spare wheel and petrol tank, for the spare is not carried under the bonnet as in most transverse-engined cars. The suspension struts also take up some space, but even so a fairly large platform for luggage remains. The front seats are comfortable and by encroaching a little on the rear leg-room, a really tall driver can lounge at his ease. The

driving position is excellent, there's a good all-round view, and the pedals are nicely spaced for heel and toe operation. An attractive interior is a feature, with luxurious upholstery and an instrument panel that is an example of how it should be done.

This well-designed steel shell is independently suspended at all four corners by struts and lower wishbones. The engine is transversely mounted, with an in-line gearbox and no power-wasting step-down gears. The gearbox has five speeds, the overdrive fifth being out on the right and forward, which is now the most popular arrangement. The five-bearing engine is somewhat under-square, no doubt in the interest of anti-pollution, and the light-alloy head carries a belt-driven camshaft. The carburettor has two chokes with compound operation.

The first impression, on driving the Accord, is that the engine has a lot of torque for its size. It is smooth and quiet in the middle revolution ranges, where it does its best work. It becomes a little harsh, though not really noisy, at higher speeds, but although 6000rpm is permissible, the engine has then gone well past its peak. In that respect, the engine is quite unlike earlier Honda units, which were never happier than when screaming at astronomical revs.

This characteristic again appeared during

Specification and performance data

Car Tested: Honda Accord two-door hatchback saloon, price £2895.

Engine: Four cylinders 74x93mm (1599cc), compression ratio 8.4 to 1, 80bhp DIN at 5300rpm; single belt-driven overhead camshaft; Keihin twin-choke downdraught carburettor.

Transmission: transverse front-wheel drive; single dry plate clutch; five-speed synchromesh gearbox with central remote control, ratios 0.714, 0.846, 1.181, 1.823 and 3.181 to 1; helical spur gear final drive, ratio 4.266 to 1.

Chassis: Combined steel body and chassis; independent suspension of all four wheels with coil-spring struts and lower wishbones, plus front anti-roll bar; rack and pinion steering; servo-assisted dual-circuit disc/drum brakes, with rear limiting valve; bolt-on steel wheels, fitted 155SR13 tyres.

Equipment: 12-volt lighting and starting; speedometer; rev-counter; fuel and water temperature gauges; clock; heating, demisting, and ventilation system with door window demisting; two-speed windscreen wipers and washers with intermittent setting; heated hatchback window with wiper and washer; comprehensive warning light system; flashing direction indicators with hazard warning; reversing lights.

Dimensions: Wheelbase, 7ft 9.8in. Track, 4ft 6.8in/4ft 7in. Overall length, 13ft 6.5in. width, 5ft 3.8in. Weight, 16.9cwt.

Performance: Maximum speed, 94mph. Speeds in gears: fourth, 92mph; third, 75mph; second, 50mph; first, 28mph. Standing quarter-mile, 19.0s. Acceleration: 0-30mph, 4.0s; 0-50mph, 9.1s; 0-80 mph, 12.9s; 0-80mph, 27.0s.

Fuel Consumption: 29 to 36mpg.

performance testing. Theoretically, the car should be faster in fourth than on overdrive fifth, as it is geared to reach peak revs on the former ratio around its maximum. Yet, fifth proved repeatedly slightly faster, against all reason. As the unit will pull the higher gear so well, it can be used frequently to the benefit of fuel consumption normally over 30mpg.

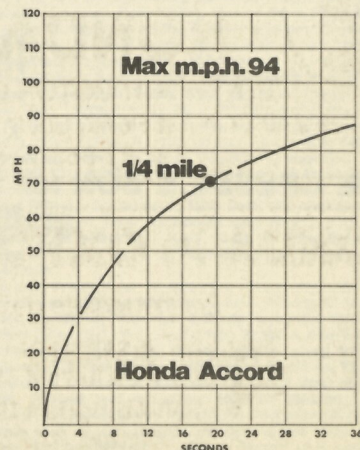
In one respect, the Accord follows normal Japanese practice, for its five-speed gearbox is just as delightful to use as those of the other makes with rear-wheel-drive. The clutch seemed slightly abrupt on first acquaintance and there was sometimes a suspicion of a hiccup on opening the throttle suddenly. The transmission is quiet on all gears.

The car handles well, cornering fast without excessive roll. It is well balanced, only tending to understeer when pressed really hard, and there is less tuck-in than usual if one lifts off in a corner. The steering gives a good feel of the road, with quite strong self-centring on straightening up. The Accord has that excellent stability that is typical of front-wheel-drive, seemingly impervious to gusty side winds, even at maximum speed in the rain. The brakes are powerful and fade-free, being unusually light in operation, though not excessively so.

Although the ride feels firm at the lowest speeds, the car is very comfortable once it is on the move, even over quite bad roads. It runs level, with no tendency to pitch, ironing out the bumps in an impressive manner. Some thumping can be heard on broken surfaces and tyre roar is noticeable on certain types of non-skid roads, but the insulation is generally satisfactory. Similarly, slight body boom is occasionally noticed, but this is a function of engine revs. The absence of wind noise is praiseworthy.

The equipment is lavish indeed, the wipers having two speeds as well as intermittent operation, while the rear window, as well as being electrically heated, has its own wiper and washer. Separate fresh air ducts look after the ventilators when the heating is on, as should always be the case, and a refinement is the ducting through the doors to demist the windows. Then there are all those little lights. A picture on glass is suitably illuminated to show which door (or hatchback) is not properly closed, or if a brake light has failed. Other lights work after suitable mileages and tell you to change the oil or replace the filter. One of them is labelled 'tire rot', which sounds like foot rot in sheep, but it's actually counselling you to rotate the tyres. This is something I never do, as some cars handle like pigs if you mess the tyres around, but you can do as you please.

Many people go for Japanese cars because of their reputation for reliability, as well as their availability with out maddening delays. However, their rather old-fashioned chassis design may not appeal to the engineering purist. The Honda Accord is of advanced design and is typical of the better European cars. I think the sales charts are going to prove that it is just what a lot of people want.





Although Jock Robertson's Mayfair Opel finally won the Britax race, here he is being led by David Taylor's BMW.

SILVERSTONE

Decisive Dougall

The final Silverstone short circuit championship meeting held under the guidance of the BARC last Sunday was made memorable by seven very entertaining races, each with a grandstand finish somewhere in the field. Rad Dougall came back to winning form in the BAF Formula Ford 2000 race, the APG Driver of the Day leading Rob Wilson as the other contestants contrived to knock each other off.

Following his blow-up at Mallory last week, Nick Whiting rebuilt his 3.4-litre V6 engine and, despite a practice misfire, stormed off the second row into an ever increasing lead with his Kent Messenger/All Car Equipe Ford Escort. Behind Vince Woodman's equally smart 3.4-litre Ford Capri ousted Rob Mason's pole position Bevan Stiletto on the second lap, Mason cracking the class record in his frequent attempts to pass. But three laps from the end Mason was badly baulked at Woodcote and then his gear linkage fell apart leaving Woodman a firm second. Graham Goode (2.0 Ford Escort) remained satisfyingly close to Mason at the start before adopting a safe fourth. While Pete Baldwin (1.3 Mini BDA) confirmed expectations by winning his class at the same time just holding off Geoff Janes' Firenza, a tremendous dice for 1-litre class honours. Richard Long's dominant Wallinger Imp ousted Brian Prebble's misfiring Hartwell Imp on the second lap and they finished in that order with John Homewood's smart new Davrian based Imp a further few feet behind. Mike Kirby consolidated his championship lead with an 850 class win.

The Formula Ford qualification race was a bit farcical since most of the finishers got a run in the championship race anyway. However, David Wheeler's Royale RP21 made a lightning start from the ninth row to be an incredible third at the end of the first lap behind Len Greenney's similar car and the Dulon MP15/17 of Terry Pudwell. Having ousted Greenney's leading car on the third lap Wheeler looked set for victory, but Greenney fought back on the straights and repassed. However, as the pair came to lap a backmarker at Woodcote just before the start of the penultimate lap, Wheeler clipped the rear of Greenney sending both cars spinning and promoting David Llewellyn's Royale RP21 which had also come up well from a lowly start, benefiting as John Skinner in David Heale's Reynard fell off at Copse. Thus a surprised Llewellyn took the laurels but Wheeler took second having once again ousted the faster recovering Greenney on the last lap.

Dud Moseley's AH Wilson Mallock Mk18BX circulated faultlessly to dominate and win the Oceanair Clubmans championship race, Dud just failing to beat the class record—his only opposition. Yet behind an incredible twelve car Mallock tussle entertained everyone. Gary Ferriman's very fast Mk16 held the advantage, just, for seven laps with Robert Glass's Mk18B ousting Robin Henderson's Mk18 as Charlie Kirby's Mk16E made rapid progress through the pack. Kirby shot to the front on lap eight and collided with Ferriman at Woodcote as they overtook a backmarker while Guy Woodward's Mk18B scrambled into fourth from George Wrzesien's Mk18, Bob Morey's Mk16B and a deposed Henderson. Ferriman and Kirby collided again at Copse on the penultimate lap, Kirby retiring while Wrzesien spun allowing Major Henderson to charge back into the lead from

Morey, Woodward, Glass, Ferriman, Phil Martin-Dye (aptly another Mallock), Nick Linney (Mk18B), Andrew Neilson (Mk18B), and Clive Wood. Henderson grabbed a few extra yards on the last lap and he needed them as his halfshaft broke accelerating out of Woodcote. But Woodward was still a nose cone behind in third followed by Glass, having also demoted Morey, with a small gap to Ferriman, Martin-Dye, Wood and Neilson with Linney succumbing to engine problems that had dogged him throughout the race.

The Clubmans might have made even the BAF Formula Ford 2000 race seem tame but for the fact that Ray Mallock's brand new and anachronistic front engined Mallock Mk18C occupied pole with Frank Sytner's Royale RP25 and Steve Farthing's Reynard alongside. But the fastest twenty five cars were within 2.3secs of each other.

Farthing made the best start as Mallock selected the wrong gear with Rob Wilson storming into second at Woodcote after diving up on the inside of Sytner. Mike Quinn, Syd Fox, Jeremy Turner, and Tom Hudson all collided at Woodcote to start the retirements but, as the pack braked for Woodcote on the second lap, Rad Dougall had made five places and leapt through the middle of the lot into an astonishing lead with Sytner now second from Jeremy Rossiter, Farthing, Wilson and the rest. With Dougall streaking away (also taking the lead from van Rooyen in the APG Driver of the Day championship), Sytner, Wilson and Farthing dived furiously behind and then came a small gap to Rossiter, Adrian Reynard, Ian Briggs, Philip Bullman, Ray Mallock, Chris Skellern, Peter White and Rick Gorne. At the end of lap four Wilson ousted Sytner again for second.

Two laps later Sytner's Royale RP25 spun into the pit wall while Farthing made a phenomenal avoidance and the rest of the pack anchored up leaving poor Reynard with nowhere to go but spin. From the carnage Rossiter led Farthing and Bullman, the Hawke DL16 which had blown a clutch in practice passing Farthing on lap 8 and harrying Rossiter's oversteering (tight on to the grass at Woodcote) Spax Reynard for third over the next seven laps. Farthing fell away into fifth but was caught by Skellern, White and Gorne with Ian Briggs having retired his Reynard as Ray Mallock pitted when his carburettor trumpet fell off. Skellern's Crosslé 33F passed Farthing into fifth and pulled away, Farthing holding on to sixth until two laps before the finish when, with bent front wishbones, he spun at Copse. Rick Gorne's Elden Mk22 after a good drive had passed Peter White's development Royale RP25 and was promoted to sixth following Farthing's retirement.

The SodaStream Sports 2000 competitors put up another magnificent race with leader Mike Ostroumoff spinning after losing a wheel at Becketts and being hit by John Brown on the first lap. John Cooper led with John Webb behind holding off Nick Whiting in Divina Galica's Kelly Girls Lola, Rad Dougall, Rod Gretton, John Brindley and Chris Alford. Both Whiting and Dougall had made demon starts from lowly grid placings but it was Webb's quick Tiga which closed on Cooper and took the lead on the third lap as Gretton faded. With Cooper and Webb exchanging the lead, Dougall tagged on behind but, on the fifth lap, the South African smartly side swiped Webb at Woodcote. Now Cooper was challenged by Dougall with Webb (front bodywork rubbing on a tyre eventually causing a puncture) dropping behind Alford and Whiting. Alford broke the class record as he chased the leaders, latching on behind on lap

seven as Dougall took a very tight line at Woodcote and clipped the front of Cooper's Lola as he took the lead.

On the next lap Alford took the lead and spilled onto the grass at Woodcote but, at Becketts, Cooper came charging up the inside resulting in the three leaders spinning! Thus on the penultimate lap Nick Whiting led from Cooper, Dougall, Alford and Brindley's Tiga. Anxious to erode Galica's points lead Cooper dived to the inside of Woodcote for the last time to take a brilliant victory from Whiting (another excellent drive), Dougall and Alford with Brindley just behind.

The BARC Formula Ford non-championship race developed into a contest between the two Royales of Peter Morgan and Paul Smith but on the last lap Smith's RP24 held the classic tight line into Woodcote. However he drifted out just a bit too much allowing the tenacious Morgan to slip his RP21 inside. Morgan's race it was by a whisker with Mike Duffy's Royale RP24 having a lonely race in third while Jeff Williams' Palliser faded and David Toye's RP21 looked safe in fourth until he was caught by David Wigdor's Image which finished just half a length behind.

The Britax Production Saloon car race was enlivened with the non starting of Derrick Brunt and, for the entire race, Jock Robertson's Opel exchanged the lead with David Taylor's BMW. The larger capacity BMW would storm past on the straights but Robertson's Opel was far better under braking (even ramming Taylor), the Mayfair Magazine car holding a tenuous lead over the last two laps enabling Robertson to win by a length. Equally exciting was the dice for third with Alan Minshaw's Opel just holding the advantage for the first seven laps before Rod Birley's Capri sneaked past but on the penultimate lap Minshaw was back in front. As they rounded Woodcote for the last time Birley squeezed through on the inside but ran wide allowing Minshaw to edge alongside in what looked like a dead heat but Birley was given the verdict.

After being elbowed out at Becketts on the first lap, Tony Hill's Tyreservices Dolomite Sprint battled into a safe fifth place and class win. Likewise Martin Carroll's Capri pulled away from a mammoth dice (and Ron Freeman's Mazda) into sixth while the fraught battle behind saw a lot of side by side cornering by the Magnums of Gerry Marshall and Malcolm Prior. They finished with Jim Marsden's BMW leading Stuart MacAllum's Mazda, Prior, Marshall, David Watts' Magnum and John Lyons' breathless Alfetta while Andrew Jeffrey's Dolly dropped away after being elbowed onto the grass at Woodcote. After the race the leading cars were sealed by the RAC for an eligibility check so the results will remain provisional for a while.

COLIN MASTERMAN

Forward Trust Special Saloon Car Championship race (10 laps)
overall: 1, Nick Whiting (3.4 Ford Escort V6), 9m 40.2s, 99.70mph; 2, Vince Woodman (3.4 Ford Capri), 10m 00.0s; 3, Rob Mason (2.0 Sunbeam Bevan Stiletto Ford), 10m 11.1s; 4, Graham Goode (2.0 Ford Escort), 10m 24.0s. **Over 2500cc:** 1, Whiting; 2, Woodman; 3, John Morgan (3.8 Jaguar Mk1). **Fastest lap:** Whiting, 57.0s, 101.56mph. **1301 to 2500cc:** 1, Mason, 94.70mph; 2, Goode; 3, Tony Sugden (2.0 Ford Escort). **Fastest lap:** Mason, 58.9s, 98.28mph (record). **1001 to 1300cc:** 1, Peter Baldwin (1.3 Mini Allen BDA), 5m 56.4s, 87.30mph; 2, Martin Pearson (1.3 Datsun Cherry); 3, John Mowatt (1.3 Mini). **Fastest lap:** Baldwin, 1m 04.9s, 89.20mph. **851 to 1000cc:** 1, Richard Long (1.0 Wallinger Imp), 10m 10.2s, 85.30mph; 2, Brian Prebble (1.0 Hartwell Imp); 3, John Homewood (1.0 Hillman Imp). **Fastest lap:** Long and Homewood, 1m 06.4s, 87.18mph. **Up to 850cc:** 1, Mike Kirby (Greetham Imp), 10m 41.4s, 81.23mph; 2, Chris Roberts (Imp); 3, Bob Taylor (Mini Imp). **Fastest lap:** Kirby and Roberts, 1m 09.6s, 83.17mph.

Formula Ford 1600 Qualification race (10 laps): 1, David Llewellyn (Royale RP21 Scholar), 11m 17.3s, 85.47mph; 2, David Wheeler (Royale RP21A Harris), 11m 20.3s; 3, Len Greenney (Royale RP21 Rene), 11m 20.5s; 4, John Stutley (Hawke DL12 Minister), 11m 22.4s. **Fastest lap:** Greenney, 1m 05.8s, 87.98mph.

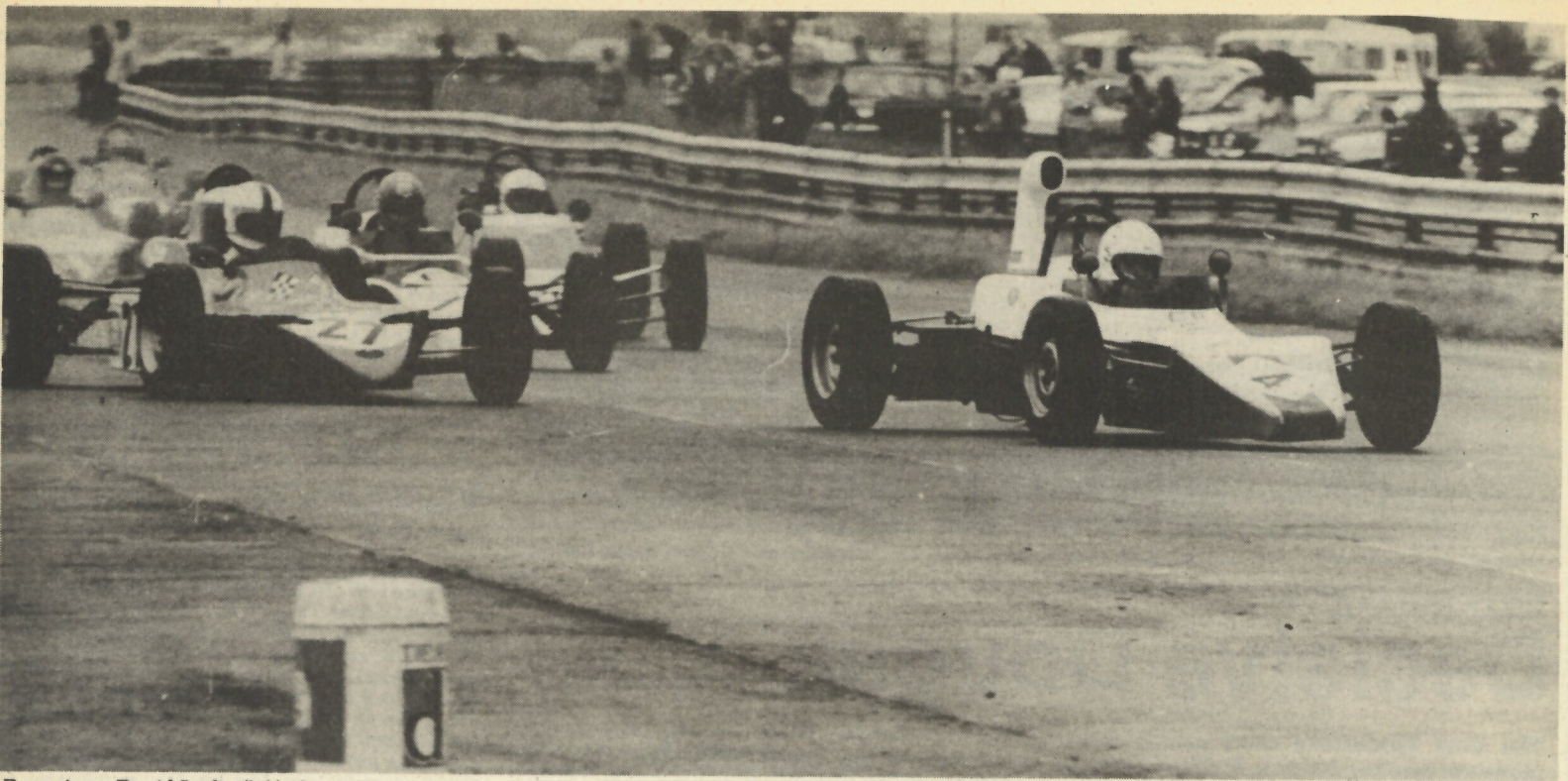
Oceanair Clubmans Championship round (10 laps): 1, Dud Moseley (Mallock-Davron Mk18BX), 10m 31.5s, 91.67mph; 2, Robin Henderson (Mallock-Minister Mk18), 10m 53.7s; 3, Guy Woodward (Mallock-Holbay Mk18B), 10m 53.8s; 4, Robert Glass (Mallock-Davron Mk18B), 10m 54.1s; 5, Bob Morey (Mallock-Davron Mk16B), 10m 54.2s; 6, Gary Ferriman (Mallock-Davron Mk16), 10m 56.0s. **Fastest lap:** Moseley, 1m 02.2s, 93.07mph.

British Air Ferries Formula Ford 2000 Championship race (18 laps): 1, Rad Dougall (Royale-Titan RP25), 15m 07.2s, 95.71mph; 2, Rob Wilson (Reynard-Racing Services 77SF), 15m 12.8s; 3, Jeremy Rossiter (Reynard-Piper 77SF), 15m 14.3s; 4, Philip Bullman (Hawke-Rowland DL16), 15m 15.3s; 5, Chris Skellern (Crosslé-Scholar 33F), 15m 19.1s; 6, Rick Gorne (Elden-Neil Brown Mk22), 15m 23.8s. **Fastest lap:** Dougall, 59.7s, 96.96mph.

SodaStream Sports 2000 Championship race (10 laps): 1, John Cooper (Lola-Smith T490), 10m 28.1s, 92.16mph; 2, Nick Whiting (Lola-Titan T490), 10m 28.2s; 3, Rad Dougall (Lola-Titan T490), 10m 28.7s; 4, Chris Alford (Lola T490), 10m 29.7s; 5, John Brindley (Tiga SC77), 10m 30.9s; 6, Rod Gretton (Lola-NEA T490), 10m 53.7s. **Fastest lap:** Alford, 1m 00.5s, 95.68mph (record).

BARC Trophy Formula Ford race (12 laps): 1, Peter Morgan (Royale-Minister RP21), 13m 00.6s, 89.99mph; 2, Paul Smith (Royale-Harris RP24), 13m 00.6s; 3, Mike Duffy (Royale-Minister RP24), 13m 05.4s; 4, David Toye (Royale-Minister RP21), 13m 13.0s; 5, David Wigdor (Image-Minister), 13m 13.5s; 6, Tony Broster (Dulon-Newbridge MP17N), 13m 16.1s. **Fastest lap:** Smith and Morgan, 1m 04.0s, 90.45mph.

Britax Production Saloon Car Championship race (10 laps)
overall and 2500 to 3000cc: 1, Jock Robertson (2.8 Opel Commodore), 12m 22.1s, 78.01mph; 2, David Taylor (3.0 BMW 5), 12m 22.8s; 3, Rod Birley (3.0 Ford Capri), 12m 32.2s; 4, Alan Minshaw (2.8 Opel Commodore), 12m 32.5s. **Fastest lap:** not given. **2000 to 2500cc:** 1, Malcolm Prior (2.3 Vauxhall Magnum), 12m 61.6s, 75.00mph; 2, Gerry Marshall (2.3 Vauxhall Magnum); 3, David Watt (2.3 Vauxhall Magnum). **Fastest lap:** not given. **1500 to 2000cc:** 1, Tony Hill (2.0 Triumph Dolomite Sprint), 12m 39.1s, 78.28mph; 2, Ron Freeman (2.0 Mazda RX3); 3, Stuart Macallum (2.0 Mazda RX3). **Fastest lap:** not given. **Up to 1500cc:** 1, Roger Turner (1.2 Lada), 12m 33.2s, 69.17mph (9 laps); 2, Keith Newland-Hodges (1.3 Renault 5TS); 3, Andrew Shanks (1.5 Colt Lancer). **Fastest lap:** not given.



Racewinner David Leslie (left) chases Tony Bailey. Note the infamous Rufforth marker can in the foreground.

The last rites

Rufforth, the last temporary airfield circuit, closed down on Sunday. ROBIN BRADFORD and CHRIS MASON attended the final meeting.

Last Sunday was a strange day. I had travelled more than 200 miles north in the passenger seat of a Renault 5 racer—not as uncomfortably as I had feared, incidentally—and was sitting in a hotel bedroom at 7am listening to an Open University broadcast. An edifying start to a day in which I was going to learn a great deal about club motor racing. I could have sworn that I heard rain falling outside but, when I finally leapt across the room to open the curtains, there was none. Thankfully a false alarm. So we prepared to leave for Rufforth to be present at a very sad occasion—the last race meeting in the circuit's 18 year history.

One bright note as I was leaving the hotel—a paragraph on the front page of the *Sunday Times* apologising for some blank pages in the issue “due to production difficulties.” How nice to know that other people have them!

Neither my driver nor I had ever been to Rufforth and, unfortunately, the circuit is not signposted too well from the A1. So, in convoy with another Renault 5TS, we pirouetted delicately through a few Yorkshire villages—U-turns being the order of the day—until a fellow competitor, beckoned to us to follow.

Whatever they have always told you about Rufforth, it is probably true. The country's sole remaining temporary airfield circuit, it has been in use for 18 years, all facilities removed after each event and replaced in time for the next. As Renault 5s were scrutineering bright and early, we arrived at the circuit at 8am. No gate marshals to check tickets, and only a few arrows to direct you to the paddock.

Scrutineering took place at one end of a runway, a

little way away from the paddock, with none of the trappings of a scrutineering bay, or hut—simply a very friendly scrutineer (and who wouldn't be at that time of the morning) and a VW Microbus. As is the way of things, practice follows scrutineering . . . at some stage.

The energetic Clerk of the Course, Frank Wright—a jovial, true enthusiast who has not missed one meeting in the circuit's 18-year history—was organising a band of marshals constructing a paling fence near the assembly area . . . the empty assembly area. The Renaults, which were first out, had not been called for practice and, in a rather unsubtle way, they eventually ganged together, drove down to the assembly area and sat and waited. Within a few moments, marshals were off onto the circuit, and the bus queue for the pits was filling up.

Bus queue? Well yes. You see the pits at Rufforth are a long way from the paddock, in the centre of the circuit, and there is no room for mechanics' vehicles, so everyone (at least those with a spirit of adventure) piles into an ancient Commer truck for the ride of their lives to the pits.

After 15 minutes of practice, we rode back to the paddock, when I had the chance to investigate the facilities. As the club have to move everything after each race meeting, the facilities are pretty temporary—a ‘Traveloo’ the hot and cold running water in which was more, sort of, cold and trickling water, and some refreshment caravans. Sadly the usual travelling beer emporium was out of commission and we went down to the local village to ease down a pint of local brew—and very nice it was too.

The lunchbreak allowed me to talk to Frank Wright who, with his family, has been the backbone of the BRSCC Northern Centre and Rufforth for many years. Naturally it was a sad day for him, but, as he said: “There is still just a chance that we might be able to race here again. I certainly won't let Rufforth die unless it is inevitable.”

The reason for the closure is that the MoD have apparently sold the land on which the circuit stands, although the buyer is not yet publicly known. It is possible that, if the new owner intends to use the land for something compatible with motor racing, that Rufforth could still have a motor racing future. Even if this were so, however, a great deal of money would need to be spent on such things as re-surfacing, but hope is not dead yet.

By the time we emerged from the pub, the one ingredient of Rufforth which I had expected, but not yet experienced, had revealed itself—rain. Back at the circuit, umbrellas, waterproofs and glum looks had appeared all round. A bad thing for the racers and, even more important, very bad luck for the BRSCC at their final meeting. The spectators, however, didn't seem to care, a good number of them lining the railing fence opposite the start/finish line.

With the inclement weather conditions and a considerable distance to drive, my chauffeur—who guaranteed that the car would be in one piece for the journey home by finishing last in the Renault race—suggested that we leave Rufforth mid-afternoon, which we did. The day had not had the dismal ‘funeral’ atmosphere which I had expected but a fighting spirit which must surely bode well for the future of motorsport in the north.

ROBIN BRADFORD

All aboard for the pits. The ancient Commer travels faster with the passengers walking alongside.



When Andy Barton powered the Sana over the line to win Sunday's *Libre* finale he almost certainly closed the eighteen-year chapter of racing at Rufforth, Britain's last temporary airfield circuit. His win was not inappropriate as Andy raced at Rufforth in the circuit's early days with his notorious Morris Minor. At that first meeting on Easter Saturday, 1959, Chris Meek set a class record before blowing up his Elva Courier. On Sunday he was an easy winner yet again with the Team Dealer Lotus/Kismet Europa. The weather was unkind to the BRSCC Northern Centre who had laid on a good programme, complete with a Battle of Britain air display, but quite a large crowd turned out despite the intermittent drizzle to watch the meeting which had the additional support of Leeds Autocars. This Vauxhall dealer earned much appreciation for their thoughtful provision of £50 for the marshals' draw.

A rather disappointing ten Renault 5s came to the line for what was a fairly quiet Challenge round. There was never really any doubt that Doug Bassett was going to win, and after an early skirmish fellow ex-Formula Ford driver John Trevelyan slipped into second place. David Benton set what will be the enduring STS lap record as he moved up from an initial fifth place to take third position from Charles Sawyer-Hoare and David Kahn. Perhaps the strain of bringing our man Bradford to the circuit from London was telling on Juliette Slaughter for the Freeway car ended the day by propping up the field!

The day was notable for a series of clear cut wins and the pattern was followed in the Tate Formula Ford round where David Leslie's impeccably driven Royale RP24 won by 22.2secs—an enormous FF1600 margin. Tony Barley's older RP21 put in another steady race for second place, safely ahead of the similar cars of Richard Peacock and John Simpson.

The Darlington driver snatched the place from Phil Tingle's interloping Hawke DL15 on lap 10 and Tingle finished the race with a course marker under the car after an excursion at Boundary. A slow start and a spin kept championship leader Cameron Binnie out of the points while Mick Starkey's ATS Merlyn, normally a good wet weather car, retired with water on the electrics.

Doug Emms pulled his Chevrolet Camaro off the grid for the Troy Tyre Special Saloon race as the locking nut on the diff pinion had worked loose, so this left a gap between Norman Hodgson's unsuitably slick-shod Sayers Haulage Skoda and none other than Jim Evans, who was "just messing about" in the Wrays Escort FVC which was entered by AET Engineering for the day. Rusty or not, Jim leapt into the lead from Geoff Thompson's ex-Niven/Hodgson Escort and Hodgson (who was docked 10secs). Thompson's car was soon misfiring as the exhaust manifold came adrift. However, it was only when the car also stuck in third gear that he gave up. This left Evans holding on ahead of the faster but very twitchy Skoda. Some backmarkers got in the way of Hodgson's final move so Evans won on the road anyway. Gerry Gough's effective Plygrange Mini and Malcolm Bell's well-driven Imp won their classes on the way to taking the next two places, but the unlucky Emms still leads the championship from Evans. Phil Barak retired his Escort-Jaguar—a pity, as Phil also drove at the opening Rufforth meeting, taking a second place with a 500cc Cooper.

Only the incorporation of a class for assorted MGs prevented a very thin grid of Modified sports cars, especially with the late withdrawals of Paul Pycroft's De Tomaso Pantera and Neville Robinson's Jaguar E (the latter with run bearings). John Kirk's little Davrian completely dominated the race with Ian

Hall's Mini Jem coming up well, after needing some persuasion to start on the grid, to take second place from Kenny Coleman's Davrian. The latter then pulled in with a front tyre in shreds, handing the place to Fred Cliffe's badly misfiring Jaguar E. Malcolm Trewhitt's MGC led the MG class all the way from Alastair Naylor, who was lucky to have a still immaculate TC after tossing off a wheel in practice.

"At last we've got an 'A' class race"; thus enthused Chris Hart as the Northern Champagne Clubmans lads put on a fine show. True, 'A' class leader Ian McCullough was another easy winner but there was a fierce scrap for second between the various U2s of Mike Lane, John Holroyd, Richard de la Rue and Chris Norton. Lane recovered from a lap 5 spin to retake his second place while de la Rue was no doubt glad that the race was flagged a lap early for his Mk18B went very sick on the last lap, losing a place to Holroyd. Malcolm Isaacs and Richard Morgan fought hard for the 'B' class but Isaacs had it sewn up after Morgan lost a lot of time on lap 7.

A meagre eight cars appeared for the Skipton Finance prodports round—with the TVRs again regretted non-starters. During the early laps Chris Meek hung back to let Andy Dawson in the DAD TR7 and Martin Birrane (Aphrodited Club Jaguar E V12) play with the lead. Lap 6, and Meek stopped playing and arrowed through to the front. On the following lap Birrane lost his place to Dawson with a spin. Farther back Viv Candy had his ex-Valli Midget, running with Marlboro (Ireland) backing go sick in the closing laps.

The grid for the *Libre* race presented a rather odd picture with Brian Robinson's little Coldwell-FVA sports car on pole, a gap in the middle where Richard de la Rue should have been, and Joe Applegarth completing the front row in his pushrod Brabham. Andy Barton was on row two after misfiring in practice and Warren Booth's Scott was also well back after damaging the nose in practice. That gap in the front row was ideal for Barton though, for as Frank Holmes dropped the flag Andy made a real flyer and shot straight into an unassailable lead. He was nowhere near Tony Dean's course record on the still damp track however, which was some consolation for Dean who had not been able to organise a really quick car in the time since he became 'available' again. Both Robinson and Applegarth drove excellent races to make the most of their advantageous starting berths and it took until lap 5 for Booth to find a way past the remarkable Monoposto car of Applegarth, and never did catch a rejuvenated Robinson. Only these four completed the full 12 laps, for fifth man Dave Muter (Lotus-BDA 69) suffered from a crippling misfire all the way.

CHRIS MASON

BRSCC Renault 5TS Elf Challenge round (10 laps): 1, Doug Bassett 17m 21.6s, 58.75mph; 2, John Trevelyan, 17m 26.6s; 3, David Benton, 17m 28.9s; 4, Charles Sawyer-Hoare, 17m 30.6s; 5, David Kahn, 17m 42.2s; 6, John Bell, 17m 44.8s. **Fastest lap:** Benton, 1m 42.2s, 59.88mph (establishes record).

Tate Formula Ford 1600 Championship round (12 laps): 1, David Leslie (Royale-Scholar RP24), 17m 05.2s, 71.63mph; 2, Tony Barley (Royale-Titan RP21), 17m 27.4s; 3, Richard Peacock (Royale-Minister RP21), 17m 33.2s; 4, John Simpson (Royale-Titan RP21), 17m 41.6s; 5, Phil Tingle (Hawke-Scholar DL15), 17m 51.0s; 6, Rick Whyman (Royale-Scholar RP24), 17m 57.6s. **Fastest lap:** Leslie, 1m 23.6s, 73.20mph.

Troy Tyre and Auto Centres Special Saloon Championship round, up to 1000cc, 1001 to 1300cc and over 1300cc (10 laps): 1, Jim Evans (2.0 Ford Escort FVC), 14m 47.2s, 68.94mph; 2, Norman Hodgson (2.0 Skoda-FVC S120R), 14m 58.0s; 3, Gerry Gough (1.3 Mini Clubman), 15m 14.2s; 4, Malcolm Bell (1.0 Chrysler Imp), 15m 34.2s. **Up to 1000cc:** 1, Bell, 65.51mph; 2, Keith Hardy (1.0 Chrysler Imp); 3, Roger Matthews (1.0 Mini Cooper S). **Fastest lap:** Bell, 1m 30.8s, 67.40mph. **1001 to 1300cc:** 1, Gough, 66.94mph; no other finishers. **Fastest lap:** Gough, 1m 27.6s, 69.86mph. **Over 1300cc:** 1, Evans; 2, Hodgson; 3, Malcolm Stevens (5.8 Ford Falcon). **Fastest lap:** Hodgson, 1m 26.9s, 71.16mph.

BRSCC Richard Sutherland Modified Sports Championship round, up to 1150cc, 1151 to 1500cc, 1501 to 2000cc and over 2000cc; and MG cars (10 laps): 1, John Kirk (1.1 Davrian-Carter/Imp Mk5), 14m 39.0s, 69.62mph; 2, Ian Hall (1.4 Mini Jem), 15m 10.2s; 3, Fred Cliffe (4.3 Jaguar E), 15m 33.2s; 4, Malcolm Trewhitt (3.0 MGC), 9 laps. **Up to 1150cc:** 1, Kirk; 2, John Booth (1.1 Austin-Healey Sprite); no other finishers. **Fastest lap:** Kirk, 1m 26.2s, 70.99mph. **1151 to 1500cc:** 1, Hall, 67.24mph; 2, Graham Hughes (1.3 MG Midget); no other finishers. **Fastest lap:** Hall, 1m 27.4s, 70.02mph. **1501 to 2000cc:** no entries. **Over 2000cc:** 1, Cliffe, 65.58mph; 2, Tony Rosen (5.3 Jaguar E V12); no other starters. **Fastest lap:** Cliffe, 1m 30.6s, 67.55mph. **MG cars:** 1, Trewhitt, 61.90mph; 2, Alastair Naylor (1.5 MG TC); 3, Paul Campling (1.8 MGB). **Fastest lap:** Naylor, 1m 46.8s, 63.22mph.

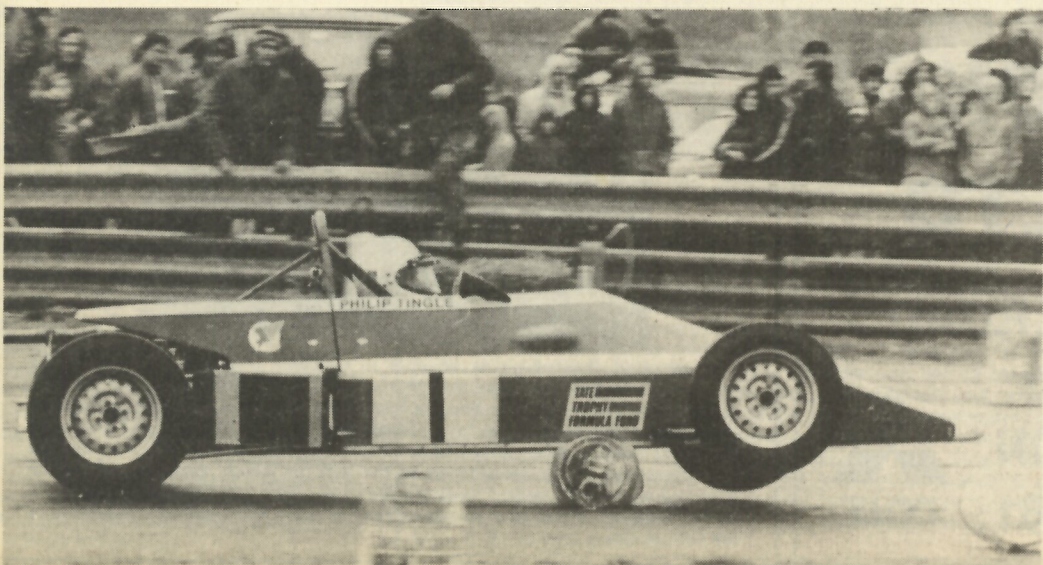
Northern Champagne Clubmans Championship round, classes 'A' and 'B' (11 laps), Overall and class 'A': 1, Ian McCullough (Mallock U2-Holbay Mk18B), 14m 49.4s, 75.69mph; 2, Mike Lane (Mallock U2-Davron Mk18B), 14m 54.6s; 3, John Holroyd (Malroyd U2-Holbay Mk18), 14m 58.0s; 4, Richard de la Rue (Mallock U2-RE Mk18B), 15m 03.2s. **Fastest lap:** Holroyd, 1m 18.2s, 78.26mph. **Class 'B':** 1, Malcolm Isaacs (Mallock U2-Davron Mk18B), 69.58mph; 2, Richard Morgan (Mallock U2-Holbay Mk11/14); 3, Don Cressy (Mallock U2-Holbay Mk16B). **Fastest lap:** Morgan, 1m 26.4s, 70.83mph.

Skipton Finance Production Sports Championship round, classes A, B and C (10 laps): 1, Chris Meek (1.6 Lotus Europa Special), 15m 41.8s, 64.98mph; 2, Andy Dawson (2.0 Triumph TR7), 16m 15.2s; 3, Martin Birrane (5.3 Jaguar E V12), 16m 36.0s; 4, Walter Warwick (3.8 Jaguar E), 17m 07.8s. **Class A:** 1, Meek; 2, Birrane; 3, Warwick. **Fastest lap:** Meek, 1m 27.4s, 70.02mph. **Class B:** 1, Dawson, 62.75mph; 2, Dougal Hendry (1.0 Ginetta G15); 3, Lionel Shakespeare (2.5 Triumph TR5). **Fastest lap:** Dawson, 1m 34.4s, 64.83mph. **Class C:** 1, Howard Johnson (1.3 Austin-Healey Sprite), 59.24mph; 2, Vivian Candy (1.5 MG Midget); no other starters. **Fastest lap:** Candy, 1m 40.0s, 61.20mph.

BRSCC Northern Formula Libre Championship round (12 laps): 1, Andy Barton (2.0 Sana-Barton/BDA JTB2), 14m 35.6s, 83.87mph; 2, Brian Robinson (1.6 Coldwell-FVA C14), 15m 07.2s; 3, Warren Booth (2.0 Scott-BDG P1), 15m 12.0s; 4, Joe Applegarth (1.6 Brabham-Ford BT23C), 15m 25.2s; 5, David Muter (1.6 Lotus-Barton/BDA 69), 11 laps; 6, Tony Whiteley (Lotus-Holbay TC 69), 11 laps. **Fastest lap:** Barton, 1m 10.6s, 86.68mph.



Above: Rufforth Race Control—and it still runs! Waterproofs are indicative of typical BRSCC Northern Centre weather. Below: Tingle in trouble with a marker can. Note the marshals already half-way over the barrier.



Service time at Davron

Davron Racing Components have expanded their services recently and are now able to offer Formula Ford 2000 and Clubmans race hire facilities in addition to their engine building and car preparation activities. A new venture in the motor racing world is their first racing car 'service week' to be held from September 12-19 whereby, on an appointment basis only, Davron's race-trained engineers will carry out inspections on customers' racing cars, free of charge, and produce a checklist covering the major components of the vehicle. Anyone deciding to use Davron's services as a result of this introduction, will receive a reduction on labour costs thereafter. Davron are also nearing completion of a modified Reynard 77F FF1600 for use in America where, among other things, the use of slick tyres is allowed.

Garlick on road to recovery

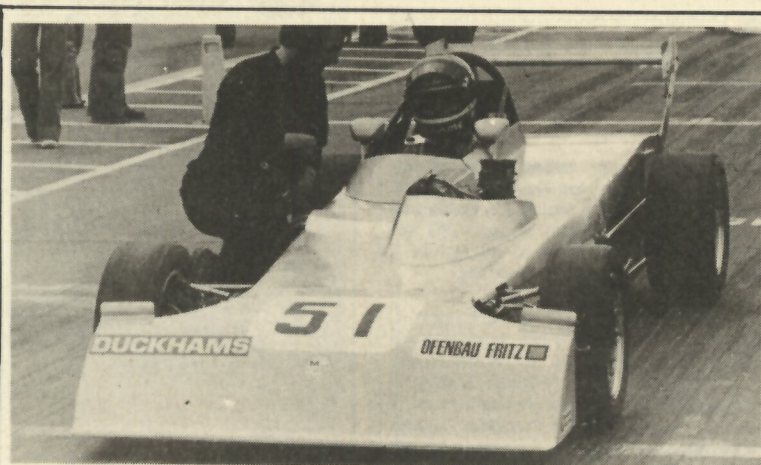
It is pleasing to report that Andy Garlick, the Morgan driver who crashed heavily at the Nürburgring historic meeting a couple of weeks ago, is now at home suffering only from facial cuts. Garlick was involved in an incident with a Dutch-entered Morhan and was removed to the *Adenauer Krankenhaus* for four days. Fortunately suspicions of concussion were unfounded and his facial injuries were caused by hitting the Morgan scuttle in an openface helmet!

Andy was overwhelmed by the number of British competitors who visited him, sent greetings or offered assistance and sends sincere thanks to all concerned. He will return to Germany to collect the car and hopes to race it again when a new chassis and a full-face helmet can be acquired.

Hill out of Escort series

After only seven troubled races with his Hartford Motors of Grimsby Escort Sport, former Renault 5 driver Mick Hill has been forced to withdraw from the remainder of this season's Debenhams Escort Challenge series. Next year, however, Mick hopes to move into the SodaStream Sports 2000 championship and is trying to organise a couple of races in the formula this season. If anyone is able to offer Mick a drive he would be very grateful to hear from them on Grimsby 58941 (day) or Louth 5197 (evening).

● Geoffrey de Longieaux of the Automobile Club de l'Ouest in France is very keen to attract British competitors to Hill Climb events on the continent. David Franklin visited St Gueno over the Bank Holiday weekend (see *Sports-card*) and set BTd at an international event against some strong competition, so it is possible for the Brits to do well. Anyone interested should contact him on Paris 553-90-31.



How strange to see Ray Mallock's front engined Mallock Mk18C Nelson on pole for Sunday's BAF Formula Ford 2000 race at Silverstone (above) and only just outside the class record as well. This is a different car to the one Richard has raced, with a narrower track front and rear and the engine mounted slightly lower thus decreasing the frontal area. A diff change after practice in the quest for more top end speed did Ray no good at all because the Ardmore F2 driver made a terrible start and then his cold air box fell off. With so few drives this year Ray's special project could well trouble the leading FF2000 runners yet.

Ingliston's generosity



As a result of the Scotcircuits-promoted race meeting at Ingliston on May 8, the Jim Clark Foundation has benefited by £1,000. Scotcircuits annually stage the Jim Clark Foundation Race Meeting in memory of the late world champion and pledge a substantial proportion of the gate money to "further the international work being carried out by the Foundation".

New rallycross Chevette



From 21st to tenth to first in a consolation event—and not even an oil check in between. That is the rather unlikely story of Colin Richards' attractive 2300 Chevette which was debuted in Europe on the Bank Holiday Sunday, travelled to Lydden the following day and arrived at the Western Mail 1977 Welsh Knock-out Rallycross at the new Talbenny circuit on Saturday. After running a BDA Escort, Richards had intended to move on to a Mk II shell but, as help was not forthcoming from Ford, he discussed a Chevette with one of his sponsors, Rod Quaife and the project was born. He bought a new shell and, with tremendous assistance from Bill Blydenstein at DTV put in an almost exact copy of Pentti Airikkala's rally suspension. His intentions of using a 16-valve 2300 engine were thwarted through lack of finance and he bought a scrap Viva 2300 unit. Apart from Racing Services' attention to the head, the engine is standard, and develops around 120bhp. The blue and red screamer, which also has support from Colin's employers V. W. Derrington Ltd and Car Colours, is definitely going to be a new force in the rallycross world.

Fiona on road to success?

Watch out Divi! Out at Lydden on Sunday for her first ever race meeting was 18-year-old Fiona Butterfield from Ireland with a Jubilee Race Hire Royale RP24-Minister.

Fiona has already attracted some assistance from her employers, Road & Racing Accessories of Holborn, and though she has not yet completed her course with Brands Hatch Racing she showed what she was made of with a fair seventh place in the Formula Ford race. In the *libre* event she put in a much more stirring effort and, lapping around 2secs quicker than her first race, was dicing merrily with some more experienced competitors; all this on the tricky Lydden circuit which is probably not exactly ideal for one's debut.

The attractive Miss Butterfield is very keen to compete in the Dunlop Star of Tomorrow series next year and hopes to gain some further sponsorship to make this possible. There to watch her on Sunday was close friend and adviser David Kennedy who was also paying his first visit to the small Kent track and was full of praise for its qualities.

Another (canal!) marathon

While other drivers are concerned with trying to get to Australia in the 1977 version of the world's longest marathon, two well-known autocrossers have been having a dabble at a canal marathon—and doing quite well. Having heard about the event—the Glasgow-Edinburgh marathon, sponsored by Drambuie—from BTRDA's Derek Smith (who did the timing), Bob Merridale and Roger Burn decided to enter this 50-mile two day jaunt.

Armed with a borrowed boat and 4hp outboard motor and with a little support from Sempit (presumably for the rubber fenders for avoiding banks), they were part of a three crew team entered under the BTRDA banner. After a hectic two days, a lot of the time being spent on unclogging the propeller, as they were plying mainly disused stretches of water, Merridale/Burn ended up ninth and were, along with Keith Jones/Ian Marsden, second best crew.

Uniclip help for Shepherd

Bill Shepherd, the promising Weybridge Formula Ford driver trained at the Goodwood Winfield school, is to be sponsored by a local firm, Unclip Ltd, for the remainder of the season. The car, a Crosslé 30F with Minister power, is now presented in the distinctive white and fluorescent red livery of Unclip Ltd and, dependent on results this year, support for Bill may continue next season. Shepherd, who is run by the newly formed JP Racing team, is currently very well placed in both the Dunlop "Star of Tomorrow" and the BRSCC SW Centre FF1600 series.

Briefly . . .

● The creation of an extra class in the British Radio prodsaloon series does not seem to have encouraged as many extra entries as was intended and there are only 14 cars entered for Donington this weekend. It is a BRDC meeting and Pierre Aumonier, at Silverstone (0327 857271) would doubtless be delighted to hear from anyone who would like to go.

● One of the smaller engine building establishments, Phil Marks PMED of Walsall currently have successful engines running in Formula Four, Monoposto, clubmans, modsports, historic, autocross, rallycross, hot rods and sprints/hillclimbs. Phil hopes to enlarge his business as and when he can find a reliable partner and he can be contacted on Walsall 25352.

● Long serving competitions secretary of the VSCC, Tony Bird, retired after the club's recent Cadwell Park meeting. At the end of the day Tony was presented with farewell gifts. From the marshals and helpers he received a cheque and an antique clock, while the VSCC members showed their thanks for his tireless efforts with a large cheque. Contributions had been received from all five continents and included one marked for the Tony Bird Preservation!

● Thirteen was a very unlucky number for I. Wills and J. MacNeill last Saturday night. Competing on the Camelot Rally in their Avenger they ended up with the nose of the car in a dyke after making a slight error which took them down a 10ft bank. It took the combined efforts of two Land-Rovers to get them back on to the road but the damage was only slight if rather damp.

● Morecambe CC's Eastwood Trophy Rally, on October 29/30 will, after all, be a night event and not a stages event, according to the Kirkby Lonsdale MC newsletter.

● Difficulty in obtaining suitable stage mileage has forced Kirkby Lonsdale MC to cancel the Bullough Rally scheduled for October 8. The club may, however, run a special stage practice day.

● We have been asked to point out that the results of the RAC Race Committee Open Days which we published recently (*Sports Extra*, August 25) are only recommendations to go before a future Race Committee meeting.

● The Loughborough CC are organising the EMAMC's 1977 Inter-Association team autotest at Rolls-Royce Ltd's car park, Victory Road, Derby on September 18. An interesting feature of the event will be its 'tandem' layout whereby two competitors tackle identical tests laid out side-by-side for greater competitive atmosphere. Sponsorship for the meeting comes from Wadham Stringer (Nottingham) Ltd. Regs are available from G. Nunn, 7 Brierfield Road, Cosby, Leicester LE9 5TW; tel: Leicester (0533) 865420.

● Apologies to Racing Services (Engines) Ltd who were inadvertently confused with another company of similar name in our engine builders directory last week. Racing Services is a successful business in its tenth year and supplies competitive engines for FF2000, Sports 2000, prodsports, Group 1 and rally machinery. Their address is 1, Strawberry Vale, Twickenham, Middx. Phone: 01-892 5767.

● The first Havering Autoshow takes place at Central Park, Harold Hill, Romford on Saturday in aid of the Local Housebound Association. A large display of motor vehicles will be on view and among the attractions is a 'Soapbox GP'. The event is organised by the GP Racing Supporters Club and starts at 10.30am.

● Cheltenham MC are promoting a sprint meeting at Wroughton, near Swindon, on Sunday, September 25. The event incorporates rounds of the RAC, Welsh and Midland Motor Clubs' sprint championships. Regulations and entries are still available from David Mason, 8 Links View, Baunton Lane, Stratten, Cirencester, Glos.

Imp-ressive new saloon



John Homewood turned up at Silverstone last weekend with this all new lightweight Imp which he has been building for the last 18 months or so. The dramatic looking machine was built up around a Davrian floorpan (by Davrian) and incorporates disc brakes all round. The car is four inches lower than his normal machine and recorded joint fastest lap on its first outing. Homewood was using a George Bevan engine on Sunday as opposed to his usual Carter units and even with this 1000cc engine and a slight oversteer problem in practice was only 0.8sec outside the lap record. The car has been designed to take a 1212cc engine similar to David Hall's but it will be run in which ever class Homewood fancies as he has a choice of power units. So far the Charing farmer has not done any testing as he has been out in the fields combining recently. The superbly turned out car is once again finished in the attractive yellow livery of Godfrey Hill Integral Ltd.

● The Borough 19 MC may be contacted from Saturday, September 17, at Trent House, 1B The Mead, West Wickham, Kent; tel: 01-777 7041. All correspondence should be sent to this address.

● On Wednesday, September 14, at The Angel, Bath Road, Woolhampton (between Reading and Newbury on the A4), Harvey Postlethwaite and Peter Warr, of Walter Wolf Racing, will be speaking to members of the 750MC. Visitors are welcome to the talk, which starts at 8.30pm, and an interesting evening is guaranteed.

● John Robinson Racing Services, of The Stables, Three Ways, Church Street, Brixworth, Northampton are specialists in the building of F1, F2 and all BDA applications including saloons, sports cars, rally, rallycross/autocross etc. John will undertake preparation of most engines on request.

● The Aintree CC's meeting at the Lancashire circuit on October 1 features the only 2-litre sports car race to be seen in Britain this year. Ian Smith reports that five Scotsmen have expressed their intention to compete so anyone with a suitable car lying dormant should dust it down and obtain an entry from Ian on 09285 68692.

● Tynemouth and district MC are running an Autosprint meeting at Almarie Barracks on Saturday, October 8 for which regs are now available. Interested parties should contact Mr J. Thompson, Greystones, 6 Preston Avenue, North Shields, Tyne and Wear.

● Stan Matthews, former F3 and Atlantic driver, is to support Lorina Boughton in four *Formule libre* races at Silverstone. Lorina, who was runner-up in the 1974 F4 championship and BWRDC champion the following year, will drive a Sark FF2000 entered by Stan's Wicken Country Hotel, situated close to Silverstone. Having blown an engine in the early part of the season, Lorina has missed most of the year's racing although she finished an encouraging sixth in the *libre* race at Castle Combe on Bank Holiday Monday. Her first race will be at Silverstone on September 10.

● All Lotus fans in the Midlands will be pleased to hear that the West Midlands Lotus Drivers Club has been formed. Details are available from Gary Weston on Rugby (0748) 812475. Anyone interested in the *marque* may join.

● Although the club are still very much in need of donations for the appeal fund, work on improving the Aintree circuit is proceeding thanks to the strenuous efforts of club members and volunteers. Sponsorship and trophies have been obtained for this weekend's meeting and a buffet lunch has been arranged for RAC and club officials.

● With three wins in three races David Harrington's Mallock, clubman returnee Malcolm Jackson has ousted Alan Webb from the A class lead in the Tricentrol championship. The Mallock which is entered by Harrington's firm L & R Commissioning, is having complete engine rebuild before the championship's last round, at which Jackson needs only to finish second to secure his win.

● The Huxford Group, Fiat and Land Rover dealers for Southern Hampshire have been appointed Abarth parts dealers for the area. Huxfords are already involved in the Castrol/Autosport Rally Championship. All enquiries should be directed to Peter McHugh at Huxford's Denmead branch.

● Bognor Regis MC are once again staging their 'Motorsport' slalom/autotest on the Eastern Esplanade on September 18. Members of the public are welcome without charge and a commentary will keep them informed of the action which starts at 1pm. Thanks are due to the Arun District Council, West Sussex County Council and the Sussex Constabulary without whose help the meeting would not have been possible.

● On Sunday, September 11, the tenth annual 'Autojumble' takes place in the grounds of the National Motor Museum, Beaulieu. Some 820 stalls will occupy the showground and this year for the first time, many complete cars and motorcycles will be on sale in the 'Automart' section of the event.

● Two interesting rumours go on round autocross paddocks currently concern the possibility of one gentleman turning his hand to a Porsche with a turbocharger next year while another is reported to have been looking for a bent Ford Fiesta with which to experiment. There's no prize for identifying the drivers—we have left them anonymous at least until they tell us otherwise.

● Jonathan Palmer, the successful modsports driver, has joined the Under Seventeens Car Club as an Instructor Member alongside Barrie Williams and Tony Dron.

Riley speed imp-Rover



One of the most immaculate saloon cars to be seen in hillclimbing for a long time is this unusual Riley 1.5 of Birmingham driver Alan Payne. Despite the comparatively tame appearance of the car its speed in a straight line is phenomenal, for under the bonnet there is a 3.5-litre Rover V8 unit mounted low in the chassis and farther back than the original engine would sit. Alan has developed the car over the past couple of seasons and has achieved some encouraging results including second in class with a personal best time at Prescott last weekend. The basic problem with the car as it stands is its all-up weight so for next year Payne intends to lighten the Riley extensively using some fibreglass panels in place of the mainly steel shell used at present.

Two for champion Sleeman at Lydden

Sunday saw another of the highly successful Lydden Festival of Sport meetings organised by the Astra MC. In front of a large crowd and blessed with some bright sunshine events featured were Bangers, Hot Rods and the inevitable Destruction Derby. Two high speed kart races were won by Nigel Smith and John Hargreaves both on Zip-Yamahas.

The racing proper began with a ten-lap Formula Vee race, in which Tim Flynn (Scarab) had a comfortable win once early challenger Mark Goddard (McNamara) had retired. Nick Wadham (Celi) was a distant second, while a dice for third place between Dave Rushe (Scarab) and Nick Taylor (Daghorn) was resolved when Rushe spun out of contention at Devil's Elbow.

Paul Sleeman (Crosslé 25F) had already assured himself of the championship honours in the Lydden Marchant & Cox Trophy for Formula Ford but that did not deter Tony Howard (Crosslé 30F) who finally outran Sleeman. These two circulated closer than ever before, à la Hunt/Andretti, with Sleeman doing the pushing. Howard was determined, though, and Sleeman put a wheel on the dirt at Devil's Elbow

on lap 7 and dropped a place to race sponsor Len Marchant (Brabham BT21/28) who was only just out of touch with Howard.

The special saloons had a full grid and, although regular poleman Ed Punt (Ford Escort BDG) looked confident enough in practice, it was, as expected, the Mazda-Chevrolet of Geoff Clement which scorched off the line and disappeared into the distance, while Punt had to be content to fight off Gary Streat's (1.3 Mini) strong attentions. Eddie McLurg (1.0 Hillman Imp) took a fine class win in fourth place overall, having displaced Steven Pengelly (1.3 Mini) at half distance, while the 850 cc class went to Jon Tait (Mini) who completed nine laps.

Paul Sleeman was having an outing in the Mike Thompson/Sample Surveys Reynard FF2000 for the *Formule Libre* race but was fairly lucky to take the flag when the clutch expired halfway through the race, and Rod Wadham (Gryphon C4B) was reducing the gap distinctly in second place. Roger Fullager (Mallock U2) was third with Tony Howard (Crosslé 30F) his constant shadow in fourth spot.

PAUL HARMER

results

Formula Vee (10 laps): 1, Tim Flynn (Scarab) 8m 09.6, 73.53mph; 2, Nick Wadham (Celi); 3, Nick Taylor (Daghorn); 4, Martin Briggs (Project); 5, Geoff Rushe (Scarab); 6, Graeme Sutton (Caldwell).

Marchant & Cox Formula Ford (10 laps): 1, Tony Howard (Crosslé Minister 30F) 7m 58.6, 75.22mph; 2, Len Marchant (Brabham Scholar-BT21/28); 3, Paul Sleeman (Crosslé Minister 25F); 4, David Smith (Crosslé Minister 25F); 5, Chris Springham (Royale Minister RP21); 6, Graham Fuller (Royale Minister RP24).

Special Saloons (10 laps): 1, Geoff Clement (5.0 Mazda-Chevrolet) 8m 07.0, 73.92mph; 2, Ed Punt (2.0 Ford Escort); 3, Gary Street (1.3 Mini-Ford); 4, Eddie McLurg (1.0 Hillman Imp); 5, Steve Pengelly (1.3 Mini Cooper S); 6, Dave Rayner (1.3 Ford Anglia). **Over 1300 cc:** 1, Clement, 2, Punt. **1001-1300cc:** 1, Street, 2, Pengelly, 3, Rayner. **851-1000cc:** 1, McLurg, 2, Roy Marsh (1.0 Mini); **Up to 850cc:** 1, Jon Tait (850 Mini); 2, Dennis Humphries (850 Mini); 3, Pete Daniels (850 Mini).

Formule Libre (10 laps): 1, Paul Sleeman (2.0 Reynard-Ford SF) 7m 40.8, 78.78mph; 2, Rod Wadham (1.6 Gryphon-Ford C4B); 3, Roger Fullager (1.6 Mallock-Ford U2); 4, Tony Howard (1.6 Crosslé-Ford 30F); 5, Chris Springham (1.6 Royale-Ford RP21); 6, John Ayres (1.6 Rostron-Ford CT3).

Marchant & Cox Trophy



Paul Sleeman (left) was presented with the impressive Marchant & Cox Trophy at Lydden Hill on Sunday in recognition of his victory in the Lydden-based Formula Ford 1600 championship. Sleeman, who has become something of a Lydden specialist in his Vikery Fine Arts-supported Crosslé 25F, won four of the seven championship rounds. He had clinched the series after the penultimate round and was beaten into second place on Sunday by Tony Howard. He also had his first FF2000 outing at the weekend in Mike Thompson's Reynard and, despite losing the clutch halfway through, won convincingly.

	Apr 03	Lydden Hill	May 15	Lydden Hill	Jun 06	Lydden Hill	Jul 10	Lydden Hill	Jul 31	Lydden Hill	Aug 07	Lydden Hill	Sep 04	Lydden Hill	etc	Total points
1. Paul Sleeman	1	1	1	1	1	1	1	1	1	1	1	1	1	1		46
2. Tony Howard	4	4	4	4	4	4	4	4	4	4	4	4	4	4		35
3. Len Marchant	—	—	—	—	—	—	—	—	—	—	—	—	—	—		28
4. Doug Wood	—	—	—	—	—	—	—	—	—	—	—	—	—	—		12
5. David Wigdor	—	—	—	—	—	—	—	—	—	—	—	—	—	—		9
6. Chris Springham	1	—	—	—	—	—	—	—	—	—	—	—	—	—		9
7. Jeff Williams	—	—	—	—	—	—	—	—	—	—	—	—	—	—		6
8. Graham Fuller	—	—	—	—	—	—	—	—	—	—	—	—	—	—		5
9. Alexander Caldwell	—	—	—	—	—	—	—	—	—	—	—	—	—	—		4
10. Pieter Argetsinger	3	—	—	—	—	—	—	—	—	—	—	—	—	—		3
Paul Clark	—	3	—	—	—	—	—	—	—	—	—	—	—	—		3
Stewart Phillips	—	—	—	—	—	—	—	—	—	—	—	—	—	—		3
Dave Smith	—	—	—	—	—	—	—	—	—	—	—	—	—	—		3
etc																3



Although it is hard to believe, John Welch didn't roll the Escort.

Good start in Wales

Rallycross had an impressive debut in Wales last weekend when more than 3000 spectators turned out on Saturday to witness Tony Drummond take his RS1800 to victory in the *Western Mail* 1977 Welsh Knock-out Rallycross organised by Pembrokeshire MC. BBC Wales filmed all the knock-out stages and will be screening the first of seven weekly sequences this Sunday.

Apart from the usual 'circus,' one or two 'outsiders' attended the event to have their first crack at the new Talbenny course, situated west of Haverfordwest. Of these, the best performance possibly came from David Stokes, the reigning Castrol/AUTOSPORT Rally Champion who got into the final only to have his engine let him down yet again.

Drummond who, like everyone else, had found the journey very long and exhausting (he took nine hours to reach Wales from Yorkshire) won only once but that was the one that mattered.

After the morning qualifying runs at this new venue, which was blessed with one of the best day's weather experienced in the area this summer, Drummond found himself in the first quarter-final and survived being the meat in the sandwich. Into the first right-hand bend he had Rob Gibson (Sprite) on the outside and the favourite and local hero George Warren (Escort) on the inside. In the resultant coming together Drummond's Esso car was launched about as high as a tiger would want to jump at that sort of speed but nothing broke and he recovered to reach fourth place and a semi-final place.

In the other quarter-finals, John Welch and Graham Hathaway easily qualified their Escorts as did Barry Hathaway (Mini). In all, nine Escorts

qualified for the semi-finals, one VW—the new 2.7-litre job of John Button—the diminutive Clan Crusader of Roger Burn and five Minis.

Warren clashed with Drummond again in the first semi-final but the avoided each other like the plague wanting to play for higher stakes in the final. Warren won from a distant Drummond with Graham Hathaway and Burn also making sure of a further slice of the prize money later on.

Button, not displeased even though the new car was never on four cylinder all day, took the second semi-final from Stokes. John Welch, another of the Escort pilots, had the race sewn up after establishing a commanding lead only to suffer a lapse in concentration practically stalling, but managed to finish third with Burn hard on his heels.

By comparison with some of the early runs the final was somewhat tame with Drummond dominant throughout. Welch managed second, ahead of Warren and Button who kept in front of the very consistent Bob Fowden from Llanelli taking fifth after a slight contretemps with Burn which occurred when the Midlander punctured a rear wheel and stopped. Stokes pulled off when he felt his engine giving up the ghost.

Colin Richards, in only the third outing for the new Vauxhall Chevette (see *Sports Extra*) took the consolation final after a very good scrap with Stephen Nicholas in the again utterly reliable Spitfire fitted with the Dolomite Sprint engine and Bruce Rushton was third in his Escort.

The new venue received almost universal approval and Talbenny will host a round of the Castrol/BTRDA Rallycross Championship in April next year.

Winner Tony Drummond, his Escort fitted with development tyres.





Johnny Williamson's impressive 1908 Italia.

RAC title to Alister

Roy Lane abdicated his position as RAC Hillclimb champion to Alister Douglas-Osborn at Prescott last Sunday. Driving the Cosworth DFV-powered Fenny Marine March 741, Lane re-captured the Prescott hill record from the 2.2-litre Severn Advertising March 74P of Martyn Griffiths on the penultimate run of the day with a time of 42.33s—preventing Griffiths from taking the overall title and virtually assuring himself of third place in the championship. Martyn Griffiths started the day off with the formidable task of having to win both the Prescott and Doune championship rounds in order to win the series and with a supreme effort, was at one time leading the run-off with a new hill record time of 42.47, only to lose the lead and the chance of the championship on the very next climb.

The new champion, Alister Douglas-Osborn, looked as though he might well take the title with a seventh outright win: he set a new hill record on his first climb in the 3-litre Waring & Gillow Pilbeam R22 of 42.50, but the promise faded and his best Championship time of 42.99 gave him fourth place behind a very much on-form Ken MacMaster (2.2 Modus M4) who recorded 42.98 to net his best result of the season.

With a record entry of 190 competitors, the Bugatti OC set themselves a considerable organisational task which they completed with notable success. Sponsorship from Newton Oils enabled the club to publicise the meeting well beforehand and this brought in a reasonable crowd of members and spectators to enjoy an excellent day's motor sport. First of the day's surprises came right at the start of the 1300cc special saloon class, when Charles Barter had a rare deviation from the straight and narrow and charged the bank under the former Stewards Enclosure—fortunately without personal harm—thereby giving John Milford a comfortable class win in the Cooper S, albeit with a new class record of 49.38. Mark Williams brought the Redland Motor House Cooper S into an excellent second place on 51.04, followed closely by David Harries (Cooper S) with 51.16. Not to be outdone, John Meredith set another new record in the unlimited capacity saloon class with an exceptionally well controlled run of 49.27 in the 1428cc Cooper S, taking his score in the RAC Leaders Championship to a maximum 81 points and thereby making sure of the 1977 title. Another outstanding performance from Alan Payne in the incredible 3528cc Riley 1.5 gave him a well deserved second place in 51.41, with third spot going to the Cooper S of Dave Depper on 51.88.

The 1300cc GT & Modified Sports Car class continues to be an MG Midget

benefit, with Kim Johnson (52.36) taking the decision from Tim King (52.64) and Duncan Welch (53.11). Despite a minor indiscretion on his first run, Stuart Watts' Lotus Elan quickly recovered to its normal first place in the 1300 to 1600cc sports car class with a rapid 51.49 climb, easily ahead of Jim Gathercole's Elan (53.44) and Leigh Sebba's Morgan (58.98). With the Arkley still *hors de combat* and the ex-Mike White Porsche now in new hands, Russ Ward appeared in the superb Josh Sadler Porsche Carrera and proceeded to show everyone else in the unlimited sports car category just what hillclimbing is about, the result being a new class record of 49.27, an improvement over the old class record of no less than 1.82 secs, and the chance to take home the Prescott Gold Cup for the best improvement of the year on calculated target.

Anthony Boshier-Jones only just failed to urge his Mk11B Mallock U2 to a new record in the 1600cc Sports Racing car class, but his 46.55 kept him just out of the clutches of Norrie Galbraith's U2 (46.64), who was in turn followed by Tony Westwood's U2 (47.11). The over 1600cc Sports racing class went to Tony Bancroft in David Garnett's Chevron-BMW B19 with 46.54, heading off Norman Hutchins in the Phoenix (46.83) and Richard Fry's 1700cc Mallock U2 (46.91). After the first runs in the 500 Class, it looked as though Tim Cameron with the Joe Potts Special might be about to upset the Brant Apple cart, but Barry put together an absolutely superb record breaking second climb of 50.61 in the ABGO Cooper Mk10, leaving Cameron over a second behind on 51.81, John Turner's Cooper Mk9 coming in third with 52.20s.

Two really first-rate climbs from Tom Hart in the Chevron B9 neatly sewed-up the 1100cc single seater racing car class, his second run time of 47.79 giving him almost 0.5sec over David Gould's Terrapin (48.26), while Chris Bigwood came in a challenging third in the Vixen VB5 with 48.39. Peter Kaye avenged his defeat at Gurston last week by taking the immaculately prepared Brabham BT35XP to a new 1600cc record with 44.30, the Morris brothers' Mosin gaining second and third places for David (44.95) and Bill (45.89), followed by Jim Campbell's Brabham BT35 on 46.09.

Once again, it was Alister Douglas-Osborn who led the way for the unlimited capacity single-seaters, taking the Pilbeam to a new outright hill record of 42.50 on his first class run—only to have Roy Lane come right up onto his tail in the March 741 with 42.52. Martyn Griffiths kept the March in contention at 43.46, although his obviously

much faster second run ended in a harmless spin just before the Semi-circle.

With the probability of the 1977 Hillclimb Championship being settled within the next few minutes, tension was building up as Rob Turnbull brought the 2-litre Ralt RT1 to the line and slotted in a slightly ragged 44.13, which was promptly overtaken by Godfrey Crompton making his first ever RAC Championship climb in the massive all-black F5000 Leda and impressing everyone with a fine 43.93 run. Former record-holder David Franklin seemed slightly off-form after his European successes and the March 742 had to scabble for a 43.50 time, even though this was comfortably ahead of Mike MacDowel (Ralt RT1) who also looked a little less fluent than usual with 44.30.

Ted Williams decided to make up for lost points when engine problems prevented him taking his 'Top Ten' run at Gurston and really threw the March 752 along the track to stop the clocks on 43.43, a time which Ken MacMaster never looked as though he could equal in the Modus M4, slipping back slightly to 43.74. Having had only one previous chance to assess the hill, Martyn Griffiths made up for lost ground in no uncertain manner, the bright blue March going like a rocket through the Esses and over the finishing line in 43.17—the fastest so far. Roy Lane now took charge of the proceedings and, making full use of the Cosworth DFV's 465 bhp, hurtled to the top in 42.57, a time which Alister Douglas-Osborn was clearly unable to match, his run looking even slower than the 43.08 indicated. Last to run—under the new championship rules—was Chris Cramer driving Mike MacDowel's Ralt, the engine of the March 76A still being re-built after its Gurston malady. Despite the familiarity of the 2.2 litre Hart 420R engine (the first of which was specially built for Chris some three years ago) the Stroud architect found the 'new' car much too twitchy and slowed to 44.74.

Rob Turnbull's second championship climb showed much greater control and he improved to 43.58 for a competitive seventh place. Godfrey Crompton

made an even better ascent of the lower parts of the hill, but the Leda's width caught him out on the exit from Pardon and minor contact with the bank slowed the ascent to 46.98 and ninth place. David Franklin was still finding the unaccustomed confines of Prescott difficult and dropped back a fraction to 43.70 for an unusually low sixth slot. Despite an unnecessary display of officialdom from the Clerk of the Course, Mike MacDowel accomplished the change of places with Chris Cramer to urge the Ralt into eighth place with 43.68. Ted Williams was trying just that fraction too hard on his second run and the tail stepped out of line at the beginning of the Esses to bring the March harmlessly to a halt in 'mid-track', forcing the Bristol driver to take fifth place with his very creditable first run time.

To quote commentator John Moody's oft-repeated phrase, Ken MacMaster's "analytical approach" really paid off on the second championship climb, when the neat little Modus slipped effortlessly up the hill in a superb 42.98 to take a well deserved third place. Everything now rested on Martyn Griffiths' last climb and, with engine-builder Brian Hart watching attentively, the March 74P simply scorched up the track, exiting Pardon in a magnificent power slide, taking the Esses in a single sweep and disappearing out of sight in an astonishing 42.47—a new hill record and the chance to keep the championship race open.

Roy Lane waited for the excitement to settle and then put all his experience of Prescott to work, the orange and blue March hurtling into Ettore's, out on a tight line, power on for the tail-slide out of Pardon and then all systems go for the finish and yet another hill record of 42.33 in the bag. Whatever happened now, the 1977 Championship had to pass to Alister Douglas-Osborn and, although his second run improved only slightly to 42.99, he was more than happy to take the championship from fourth place, just five and a half years from the time that he first sat in a racing car at Loton Park and dreamed.

BOB COOPER

results

BTD: Roy Lane (3.0 Fenny Marine March 741DFV), 42.33s (record).
Class winners: John Milford (1.3 Cooper S), 49.38s (record); John Meredith (1.4 Cooper S), 49.27s (record); Kim Johnson (1.3 MG Midget), 52.36s; Stuart Watts (1.6 Lotus Elan), 51.49s; Russ Ward (2.7 Porsche Carrera), 49.27s (record); John Marks (1.5 (s) Bugatti T51A), 61.1s (handicap); Anthony Boshier-Jones (1.6 Mallock U2 Mk11B), 46.55s; Tony Bancroft (3.0 Chevron B19), 46.54s; Barry Brant (500cc Triumph Mk10), 50.61s (record); David Aukland (2.4 Ferrari Dino 246), 60.5s; Tom Hart (1.1 Chevron B9), 47.79s; Peter Kaye (1.6 Brabham BT35XP), 44.30s (record); Alister Douglas-Osborn (3.0 W. & G. Pilbeam R22), 42.50s (record); Brian Gilmore (2.1 Morgan), 57.52s (handicap).
Prescott Gold Cup: 1, Russ Ward (2.7 Porsche Carrera), -1.82; 2, John Meredith (1.4 Mini Cooper S), -1.42; 3, Alister Douglas-Osborn (3.0 Pilbeam R22), -0.78; 4, Roy Lane (3.0 March 741), -0.76.
RAC Hillclimb Championship Run-off: 1, Roy Lane, 42.33s; 2, Martyn Griffiths (2.2 March 74P), 42.47s; 3, Ken MacMaster (2.2 Modus M4), 42.98s; 4, Alister Douglas-Osborn, 42.99s; 5, Ted Williams (2.1 March 752), 43.43s; 6, David Franklin (2.0 March 742), 43.50s; 7, Rob Turnbull (2.0 Ralt RT1), 43.58s; 8, Michael MacDowel (2.2 Ralt RT1), 43.68s; 9, Godfrey Crompton (5.0 Leda LT25), 43.93s; 10, Chris Cramer (2.2 Ralt RT1), 44.30s.
RAC Hillclimb Championship Positions after 14 rounds: 1, Alister Douglas-Osborn 87pts; 2, Martyn Griffiths, 85; 3, Roy Lane, 72; 4, David Franklin, 67; 5, Chris Cramer, 58; 6, Michael MacDowel, 57; 7, Malcolm Dungworth, 45; 8, Rob Turnbull, 44; 9, Ken MacMaster, 37; 10, Ted Williams, 22.
RAC Leaders Championship Positions after 12 rounds: 1, John Meredith, 81pts; 2, David Gould, 64; 3, Norrie Galbraith, 63; 4, Kim Johnson, 61; 5, Barry Brant and Russ Ward, 60; 7, Duncan Welch, 59; 8, Anthony Boshier-Jones, 55; 9, Tom Hart, 51; 10, Josh Sadler, 49.

Powley Porsche ahead

North Wales crew Roger Powley and Brian Goff scored their second win in four events with their International Auto Safety Centre Porsche 911S with a comfortable 40secs win on last weekend's Automobile Palace Rally run jointly by North Wales CC and Clwyd Vale MC on a tight 170 mile route all on Anglesey.

Initially three crews disputed the lead, the other teams being Bill Gwynne/Steve Fellows (RS2000) and Malcolm Byrom/Mike Fletcher (RS1600). Uncharacteristically Gwynne's navigator, it is reported, was given a very wrong time—by five mins—at an early control but failed to spot the error and Byrom went off in the second half and damaged the front of his car.

All of which left Powley and Goff to

take victory on 29m 30s after a fairly hard night's rallying which included three selectives. The Porsche set fastest on the first and was joint quickest on the last while fifth placed Mike Lindley was a long way ahead of the rest on the second selective.

With the Porsche 21secs ahead at petrol, the second half pattern was more or less the same as the first and Gwynne very definitely won't want to remember the event for he had a wrong slot costing another 4mins and he only ended up 11th.

1, R. Powley/B. Goff (Porsche 911S), 29m 30s; 2, A. Murphy/J. Barrett (RS2000), 31m 10s; 3, A. Williams/E. Evans (Toyota Corolla), 33m 29s; 4, D. Pollington/D. Thomas (RS2000), 33m 54s; 5, M. Lindley/K. Jones (Magnum), 34m 13s; 6, J. Roberts/A. Tombs (Datsun 240Z), 34m 54s. **Novices:** A. Kosik/G. Hughes (RS2000), 45m 12s.

Turpin fastest but Burn's the champion

When Woolbridge MC agreed way back in February or March to stage the final of the BTRDA Autocross Championship, they probably did not realise they would have to compete for spectators with an offshore power boat race nearby and the opening of the naval dockyard in Portsmouth. These two factors would have been enough for many organisations to scream for a change of date, but not Woolbridge who went ahead relentlessly with their plans and efforts to make the 1977 final a worthwhile occasion for spectators and competitors alike.

With the enthusiastic backing of their regular sponsors, Huntsman Ales of Dorchester, the club staged their usual parade through Weymouth late on Saturday afternoon—in fact, it was more

like early evening when the convoys finally set off—and the on-site disco, which got the ball rolling, saw a goodly crowd of drivers, wives and friends, gathering to enjoy the opening event.

Sunday, August 28 was one of the best days of the summer, and as we all know, fine weather before 11am can often mean a disastrous gate. The promotion, however, had been good and the faithful, plus a good number of the uncommitted, turned their backs on the questionable delights of madmen rushing around at sea at great speed and came to watch the less spectacular (depending on where you were) sport of autocross.

As well as being the final of the BTRDA series the event was also a counter in the RAC series and, very

quietly and without any preamble, two drivers were going for the double. This fact was not banded about too significantly though—it was very much a BTRDA day at Weymouth.

With a clear sky overhead practice proceeded, lunch was taken and the action began on time. First into the arena came the 870 Minis and were quickly followed by the up to 1-litre cars, where the intrusion of a couple of Imps and a Clan Crusader upset the other Mini-dominated category. Phil Wilson inched his way into the run-off in Class 1 after a hectic battle with the Devonian Ian Rawle and the pale face of Roger Burn was even paler after as dramatic a day as this 29-year-old has ever had in the second class.

After a blistering first run he was enthusiastically red flagged on the second and promptly demolished straw bales at high speed. Third time out the throttle spring broke in the carburettor and again straw bales went for a burton and he slithered a long, long way down a slippery adverse camber bank coming to rest very close to a thin wire fence. But luck was with Burn, for Trevor Smith, who keeps golf greens in pristine condition all year round, was unable to take advantage of a heaven-sent opportunity and he ended the day as class runner-up.

Class C was always the property of Dave Humphreys of Rugby. Two very good runs gave him a maximum and he sat out the third. Roger Brunt was as forceful as ever, untidy yet again and Frank Morris, having to play second fiddle, decided it was just not his weekend, especially after the late evening tow he had to endure to even get to the event (courtesy of Rob Gibson).

The only class in which BTRDA members did not shine was the 1301-1650cc category where the Escorts of John George and Les Lock, backed up by David Baskerville's Mini, left the championship rivals way behind. Peter Robertson eventually headed this group, despite losing third gear after his first run.

George, another Devonian, was very neat on his only run, beat the field by more than 1sec and did not participate further. So to the class of the big guns where poor Dimi Mavropoulos was an early casualty when he blew the head gasket on his FVC Escort. He scouted round the paddock and arranged to drive Norman Williams's Opel Kadett but it was too much of a challenge and he never threatened. It all amounted to who was quickest on the first run—Gibson held sway with his Sprite over Terry Smith's Ford-engined Mini—and that was that. The margin was 1.2secs. Steve Hunt drove the 4wd Capri well initially and he was third but a bout of all four wheels off followed by a flag-bashing session restricted him to just one run.

The honour of the quickest time fell, as expected, to Mike Turpin. He nipped round in 2m 49.1s on his initial run, did enough to beat the opposition on the second run and then busied himself with sorting out a broken gear-



Turpin—special BTD.

box casing in readiness for the run-off. Bob Light's Aquarius equalled him on points but was almost 6secs slower and his dreams of either title went by the board.

Avenger man John Clinton clinically bound up the first of the rally car classes. He was 5secs faster than the rest on his first run and cooled it slightly to score an unchallenged maximum but non-BTRDA challengers Brian Stokes (Mexico) and John Roadley (Escort TC) did well to secure the minor places.

The man that everyone wanted to win the championship was Ron Easton, the retired businessman from London, now enjoying the quiet life down at the delightful resort of Bigbury-on-Sea, Devon. As ever Ron turned up with his now almost venerable TVR Vixen, swapped wheels, took off the unnecessary bits and declared himself ready for battle. His main adversary was one 2-litre Escort driven by Bill Riddle who stormed off for a really good run on his first appearance and left the rest of the class for dead to the tune of almost 6secs.

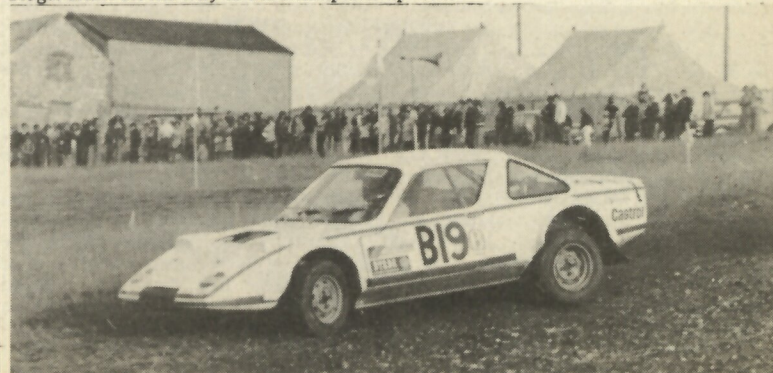
The hopes of the Easton supporters dropped but the little grey-haired man had other ideas and he put in a tremendous second run and clipped exactly 1sec off Riddle's time and ensured himself a place in the last eight.

With the course slightly modified, a couple of corners were drawn in where it was getting decidedly grotty, the ballot for the final was made, everyone running against the best time scored in their class. As usual, nerves played a great part and mistakes occurred but, in the end, running last, Roger Burn got it all together in as neat a drive as any of the day and the AC Westwood Trophy will now reside in Lapworth, Warwickshire for the next 12 months.

BTD: M. Turpin (Turpin Special), 2m 49.1s.
Class winners: P. Wilson (870 Mini), 3m 6.9s; F. Burn (Clan Crusader), 3m 1.4s; D. Humphreys (1.1 Mini), 2m 56.8s; J. George (Escort), 3m 3.2s; F. Gibson (Sprite), 2m 55.2s; M. Turpin (Turpin Special), 2m 49.1s; J. Clinton (Avenger), 3m 15.4s; F. Easton (TVR Vixen), 3m 1.3s.

BTRDA Championship run-off: 1, Burn; 2, Clinton; 3, Turpin. **Tim Baker Trophy (highest point aggregate):** T. Smith (Mini-Ford), 107pts. **Ladle Championship:** Mrs R. Clinton (Avenger GT), 20pts. **Team award:** HF Sprint Team, 68pts.

Roger Burn on his way to the championship win.



Lydden rallycross winner



Trevor Reeves (below) won his second rallycross championship of the year at Lydden on Bank Holiday Monday, when he clinched that circuit's championship with a joint third place in the fourth and final round.

Using the most recent of the successful Dove Group/Castrol Minis—this one, pictured above, completed only a few weeks ago—he finished second to John Smith (Escort) in the final. As the final points for the meeting were calculated on the total won during the day, however, Smith finished first overall (jointly with his Lois Jeans teammate John Welch) while Trevor was third overall, equal with Trevor Hopkins (Escort).

The weather at Lydden was fine and the circuit dry and smooth. Welch, Hopkins, Douglas and Gordon Rogers qualified for the finals as the fastest four in practice.

The other 14 finalists included Mick Bird's Wessex-engined TR7, John Greasley (Porsche), Reeves and Colin Richards in his new Vauxhall Chevette (see Sports Extra).

Results of the Bank Holiday meet-

ing were: 1, John Smith (Escort) and John Welch (Escort); 2, Trevor Reeves (Mini), and Trevor Hopkins (Escort); 5, Ron Douglas (Escort); 6, Mick Bird (TR7) and Graham Hathaway (Escort).

Final championship positions: 1, Reeves, 32pts; 2, Gordon Rogers (Mini), 26pts; 3, Smith; 4, Welch; 5, Hopkins; 6, Dick Griffiths (Mini).



Richards and his flashing Surtees

Everything fell into place for Alan Richards at sunny Oulton Park on Saturday when he took BTB and ten RAC sprint championship points in his Cheltenham Carreras Surtees TS8. The twisting and in places very slippery course—all but a full lap of the new circuit—posed no problems for Richards and he had little apparent difficulty keeping well clear of the field all day.

A lack of support for the Touring Car classes prompted the Lancashire AC to amalgamate them but, in spite of this, George Swinbourne still took his 1600cc Escort to victory fending off the challenge from Palmer Hewardine's 4.7-litre Ford Shelby Mustang. In the Special Saloons up to 1000cc class, Carthy consistently cut his times in the unusual 970cc Mini-Carthy to win with a neat 62.21 run ahead of Beamish's best of 63.36.

The bigger special saloons saw a remarkable drive by Brian Walker in his 2000cc Escort who managed a very creditable 54.25 which would, incidentally, have put him fifth in the championship run off.

The *Marque Sports Cars* 1301-2600cc class was more like the Morgans v the rest with six Morgans leading the competition. The Elans prevailed, however, and Wareing in his 1598cc Elan scored a convincing win in 58.49.

And so to the single seaters, where perhaps the best drive of the day came in the smaller class from Taylor in his 1600cc Autotune Ensign FA when he won with an excellent 51.87.

The big racing car class had an unusually small entry of only six and the absence of Dave Harris and Terry Smith was evidently a relief to some competitors. Harris's position at the head of the championship is sufficiently secure for him to forgo the long drive from Bristol to Cheshire, and Smith had entered for Prescott on Sunday. Where he whiled away the time between runs by negotiating for the Waring and Gillow Brabham Repco which he has purchased for next season only to see Malcolm Dungworth have a coming together with a rather solid bank in it.

Back to Oulton Park where any delusions of grandeur that any of the competitors might have felt were quickly shattered as Alan Richards got going. Richards has had his problems this season and last-minute efforts to cure his engine troubles, on the advice of Roy Lane, by reprofiling the fuel injection metering unit cams put him in hospital on Friday night to have a piece of carborundum dug out of his eye. His Saturday performance proved the worth of his engine modification and he surely will be a man to watch.

At the end of the first class runs Richards had improved on his practice times by more than 1sec to turn in a 50.45 run ahead of Simon Riley in the Monsieur Houbigant Brabham BT33 who clocked in at 51.88. Riley's time was achieved without the use of his fifth gear which had been chosen in anticipation of the "same course as last time" being used and which proved quite wrong for the full circuit. On the second runs Richards improved yet again to 50.32, but Riley was overtaken by a flying David Render in the Lotus 76 with 51.76 which gave him the class when Richards took the championship run off.

With only nine contenders present for the Haynes Publications/RAC National Sprint Championship, everyone qualified for the run off and John Chilton in his 1600cc Wee-Ford led them away followed by John Stonard in the 1600cc Pirana which shed its nose somewhere on the circuit. Runs resumed, after a short break whilst car and nose were reunited, with Paul

Edwards in the 1850cc Brabham BT38 who was having trouble learning the course and could not improve his times. Arthur Hinds in his 1598cc Mallock U2 put in 56.99, followed by a good 55.57 run from Paterson in his U2.

Then came the big bangers and John Ravenscroft in his DFV powered Token F1 turned in a tidy 52.17 which the next man, Riley (52.27) could not quite match. David Render made a good start but had an embarrassing moment coming out of Cascades and so managed only 54.70. Richards was well pleased to achieve a sub-50secs run with

his first effort of 49.55.

The second runs saw a change in the order with Render improving to 52.84, and Ravenscroft to 51.75, but neither could match Riley's spectacular 51.36 run which gave him nine points and consolidated his second place in the championship, relegating Render to third.

BTB: A Richards (Surtees TS8), 49.55s.
Class winners: G. Swinbourne (Escort) 57.17s; T. Carthy (Mini-Carthy) 62.21s; B. Walker (Escort) 54.25s; C. Wild (Ford) 62.80s; D. Richardson (MG Midget) 63.15s; A. Wareing (Lotus Elan) 58.49s; I. Curtis (Mallock U2) 52.50s; A. Hinds (Mallock U2) 56.89s; N. Rees 60.88s; A. Taylor (Ensign FA) 51.87s; D. Render (Lotus 76) 51.76s.

Vagabond settles title chase

Although he only finished tenth Ian Hughes from Colwyn Bay made sure of winning the Central Tyres Clubmans Rally Championship last weekend when the Vagabond MC's Crest Stages Rally was run in the Midlands. The 17 stage event attracted 113 crews and counted towards the East Midland Stages series. Winners were the Lincolnshire crew of F. Fenwick and J. Fenwick (RS1800) on 50m 47s.

Second, after a long journey south, were the Scottish crew J. Nicol and J. Leighton (RS1800) from the 55 Car Club on 51:28 and third was another Escort, this time a TC model driven by A. Hart and S. Bruce on 52:17. They were 11secs ahead of M. Lindford/K. Baud (RS2000) and fifth were R. Phillips/C. Waby (RS1800) on 52:48. Stan Durose and A. Lister were sixth on 53:3 in their RS1800.

Other class winners were: P. Bolton/S. Johnson (Colt Lancer), on 53:51, F. Lunt/D. Robinson (Cooper S), 55:54 and R. Davies/P. Weare (Cooper), 56:2.

Last stage mistake lost rally

Failing to spot a control board on the last section of the 120-mile route proved costly to Mick Greenland and Jim Anderson on the SWL MC's Senlac Rally in Sussex last weekend.

Instead of winning the event and retaining the cup they won the year before, they collected a fail and finished eighth. Winners, after a good scrap with Greenland/Anderson, were Keith Goodyear and Graham Smith (Toyota Corolla) who also dropped 14 mins but would have been runners-up but for the mistake of Greenland in his RS1600.

In second place were Derek Webb/Rick Smith (RS1600) on 27 mins and the following four crews all came from the semi-experts class and were led by Peter Atkins/Peter Morris (Mexico) on 33m. Jack Moore/Alan Oldacre (Stiletto), were fourth on 42m and Adrian Lewis/Neil Davidson were fifth in their Escort Sport on 43m. Completing the leader board were Richard Nunn and Dave Todd (Mexico) on 47m. The novice class went to G. Davey/A. Belton in a Volvo 122S on 2F 25m.

First win in 2CV for Creasey

The Gallic pleasures of Citroen 2CV Cross came to Great Leighs Showground last Sunday and gave Mike Creasey's Graveley Motors car a superb first win, beating fast French driver Jean-Bernard Roger into second.

Two unfortunate incidents rather tainted the otherwise excellent two-day TEAC-organised meeting: Jean Pierre Boudevin rolled and was hospitalised with a compound fracture to his left arm, this being the first injury after three years racing in Britain. Then on the last lap of the final Royce Grey blatantly spun out Dave Lee for fourth

place; Grey was disqualified for this but he protested the decision and an hour later was reinstated by the Stewards.

In the SuperFinal Creasey powered away from pole position and held his advantage to take a popular win. Initially Jeff Wilson was second with Roger trying everything to pass, eventually succeeding with some help from a fellow countryman. He then closed on the leader but there were not enough laps left. Royce Grey took fourth after a forceful drive from the back of the 18 car field after a troubled semi final.

Saturday's Anglo French race was

Winner Mike Creasey leads Jeff Wilson and a close formation at the start of Sunday's SuperFinal.



Douglas top Brit

Ron Douglas—his Mk II Escort boasting a brand new yellow background for the red and green Castrol stripes—led the British challenge at the European Rallycross event at Ogrimby on Bank Holiday Sunday. He finished eighth after one or two unfortunate contretemps had dropped fellow Brits Trevor Reeves (Mini) and John Welch (Escort) down the placings.

Reeves and Welch were involved in incidents with Alphonse Pieters (Alpine) and Luc Nooyen (Alpine) and the organisers imposed a 10secs penalty on each of the Brits, which knocked them well down out of the top five. John Smith finished 11th, Welch 12th and Reeves 16th. Colin Richards, debuting his brand new Chevette (see *Sports Extra*), finished a creditable 21st.

Buckley one point ahead

Dominic Buckley has taken a one point lead in the ANECCC/Journal Auto-cross Championship after setting fastest aggregate time at the Ryton's MC's round of the series at Ponteland, near Newcastle-upon-Tyne last Sunday. In his Escort he aggregated 3m 27.6s to head a field of 60 cars.

The best struggle of the meeting was between Gordon Leeming (Hornet) and Trevor Olds (Mini), with the Hornet man clinching the class and being second fastest of the day on 3:30.0 with Olds very close on 3:30.4. Leeming is third in the championship, just three points behind Olds, who is one point behind Buckley.

BTB: D. Buckley (Escort), 3m 27.6s.
Class winners: P. Kaiser (Mini), 4m 1.4s; D. Maxwell (Imp), 3m 42.0s; G. Leeming (Hornet), 3m 30.0s; J. Blythe (Escort), 3m 42.2s; B. Sangster (3-litre Anglia), 3m 50.8s; A. Conley (Avenger), 3m 48.8s; Mrs E. Eagleton (Escort), 3m 42.6s.

won by Jean-Bernard Roger who completed his 100 per cent record that day to beat Creasey and Grey.

David O'Keefe is still in the lead of the British 2 CV Cross championship with 56 points, but is being hounded closely by Tony Humm, who is only one point behind. The championship will be decided at Knebworth Park on September 24/25.

TIM TYLER

1, Michael Creasey; 2, Jean-Bernard Roger; 3, Jeff Wilson; 4, Royce Grey; 5, David Lee; 6, Tony Humm; 7, David O'Keefe; 8, John Waghorn; 9, David Holt; 10, Steven Clayton.



Tony Wingrove (Porsche) and Bob Neville (MGBV8) in close formation.

Debut win at Thruxton

An action packed BARC championship programme at Thruxton on Bank Holiday Monday was blessed with unfamiliar sunshine, the large crowd basking as Phil Bullman (Hawke DL16) took his second FF2000 win of the weekend, this time in the BAF series.

Just 0.1sec separated Paul Webb from Graham Kay in practice for the Atlas Photography F1300 race but positions were reversed in the race with Webb (Delapena) hounding Kay (Mallock Mk18B). Unfortunately they both spun off at the complex on lap six, handing the lead to John Law (Samantha), who because Charles Allen could not start on the grid now takes the championship lead. Hugh Nicholls (Gryphon) had pulled away well in what turned out to be second but a very bad misfire dropped him to an eventual seventh and promoted John Blundell (Mallock Mk11) who was nearly caught on the line by Dick Miller (Centaur Mk14). Miller had pulled away from Brian Colvin (Mallock Mk11) which slowed with a misfire in fourth with John Harrison (Mallock) recovering from a spin into fifth.

David Leslie (Royale RP24), on his first visit to Thruxton led the Formula Ford race from start to finish in immaculate fashion and strengthened his lead in the BARC championship. For the first three laps David McClelland hurled his Crosslé 30F through the complex and the chicane in a quest to make up for his 600 revs deficit in top gear. Slowly Leslie pulled away as McClelland got baulked and was caught by David Sears (Royale RP24), David Heale (Reynard 75/77) and Mark Syms (Hawke DL15), Sears having passed Syms and Heale. Syms spun while trying to pass a backmarker at the chicane on lap 6 while Heale broke a driveshaft at the same place a lap later. Sears caught and passed McClelland. Young Sears just held second from McClelland at the end with Syms snatching third at Club on the last lap.

The Leyland 1275 GT Challenge race lived up to its reputation with a tremendous dice behind Paul Taft as Steve Soper and Malc Leggate caught Roger Saunders. Taft had a grassy moment at Church at half distance allowing Soper to close in second from Saunders and Leggate. Poor Taft's dismal luck showed again as he retired the Mini on the next lap with a burnt piston leaving Saunders now in front from Soper and Leggate until the penultimate lap when Soper took over. Into the chicane for the last time three abreast, Soper emerged triumphant (with a new class record as well and an improved championship lead) with Leggate second having ousted Saunders.

Alex Lowe confirmed practice form for the AMHEC Formula 4 race and consolidated his championship lead by leading easily from start to finish in his Chevron B20. Ken Crook (Ensign) gloriously out-braked Mike Whatley (Brabham BT21/4) at Club on the second lap to take the runner-up position. Max Samuel-Camps (Brabham BT28) had a lonely race in fourth place throughout. Jem Ward (Gem 76) retired from fifth with low oil pressure handing the place to Mike Brett (Brabham BT15/21) who was nearly caught on the last lap by Mike Wilder (Delta).

Having stemmed an oil leak in the gearbox after practice Mike Franey shot the blue and white Porsche 911 off the grid into an unassailable lead. Jon Fletcher's repaired Elan remained close for the opening laps before slowing with a puncture and being passed by John Bury's Elan. Bury closed to within 1sec of Franey at the end as Fletcher toured round in third place. The embarrassing quick Davrian of Geoff Lynn got the better of Richard Gamble's E-type to finish fourth, both benefiting from a pit stop by Guy Bedington's misfiring V12. A very entertaining dice in the 1151 to 1500cc class with Keith Ashby (1.4 Longman Midget) just ahead of Max Payne (1.6 Elan) and Ian Hall (1.4 Mini Jem). Unfortunately this petered out with Ashby retiring with a broken cam follower while Hall had fuel pick-up problems and lost his class lead in the last 100 yards to Steve Roberts's Mini Marcos.

Philip Bullman (Hawke DL16) took off from pole and was never headed in the BAF Formula Ford 2000 race as he drove tidily to his second win of the weekend. Initially Jeremy Rossiter's Spax Reynard, using a head borrowed from Rad Dougall, just led championship leader Dougall while, behind, Nick Foy and Chris Skellern had tangled at the complex on the first lap so Mike Quinn (Reynard) headed Frank Sytner (Royale RP25), Rob Wilson (Reynard 77SF) and Steve Farthing (Reynard 77SF). As Bullman maintained his lead, Rossiter slowly opened a gap to Dougall with Sytner getting past Quinn safely and taking his repaired Royale closer to the South African. Three laps from the end Dougall closed again on Rossiter with Sytner making it a trio a lap later. Rossiter was being slowed (with a shock absorber problem of all things!) but he held his place tenaciously. However on the last lap Dougall, with brakes locked, slid past on the difficult outside line into Club to snatch second with Rossiter and Sytner right behind.

With Rob Mason 5secs faster than anyone else in practice for the special

saloon race it was no surprise to see George Bevan's Stiletto Ford lead by a massive margin throughout. Tony Dickinson's 2.0 Skoda was in the wrong gear at the start but he battled his way through the pack into second place having ousted Brian Prebble's 1.0 Hartwell Imp which slowed dramatically with a blown gearbox and was nearly caught on the line by John Homewood's Godfrey Hill Integral Imp. Another grandstand finish saw Brian Evans's Camaro just pip Barry Barnes's slowing 2.0 Escort on the line. Barnes had dropped away from third place with oil filling the cockpit from the dipstick hole of his engine! Despite starting last on the grid after ignition problems, Mike Kirby's 850 Imp mopped up the small class and thus lengthened his lead in the Forward Trust championship.

The Varley Batteries Monoposto race saw Peter Gillett's Genie shadowed for seven laps by 'The Streaker's' Lotus 35, 'The Streaker' nipping through at Campbell on the last lap and heading for a hat trick of Thruxton wins only to be foiled at Club by championship leader Gillett. Ray Thomas's Ensign-bodied Revoray lay a

lonely third throughout but a tremendous battle brewed over fourth as Julian Pratt's JPS spun on the first lap and fought back to join Geoff Jackson (Brabham BT21A) and Roy Drev (Titan Mk6) in trying to oust Ian Rimmer (Brabham BT21). At Campbell or the last lap Pratt outranked Rimmer to cross the line half a car in front of him with Drew and Jackson tucked right behind.

But for a spin at Campbell on the first lap John Harper might have been able to challenge flag-to-flag winner David Preece in the beautiful white Oldham and Crowther Jaguar XK120. Harper passed 15 cars and broke the class record in a great recovery drive into second place with the equally immaculate red Tester Engineering XK120. Reg Woodcock's TR3 lay an unobtrusive third with John May's XK120 fourth but newcomer Ken Heywood pulled away from Jerry Trace's similar Elvar Courier to establish a new class record and he had the class wrapped up. But he spun coming out of Club for the last time handing fifth to champion ship leader Trace.

COLIN MASTERMAN

results

Atlas Photography Formula 1300 Championship race (8 laps): 1, John Law (Samantha U2 Mk18B), 12m 09.1s; 2, John Blundell (Mallock Mk11), 12m 33.6s; 3, Dick Miller (Centaur Mk14), 12m 33.8s; 4, Brian Colvin (Mallock Mk11), 12m 48.3s; 5, John Harrison (Mallock), 12m 59.6s; 6, Henry May (Mallock), 13m 25.5s. **Fastest lap:** Paul Webb (Delapena), 1m 28.4s, 95.95mph.

BARC Formula Ford Championship race (8 laps): 1, David Leslie (Royale-Scholar RP24), 11m 41.2s, 96.77mph; 2, David Sears (Royale-Scholar RP24), 11m 48.8s; 3, David McClelland (Crosslé-Minister 30F), 11m 49.0s; 4, Mark Syms (Hawke-GGS DL15), 12m 03.0s; 5, Danny Burritt (Royale-Bright RP21), 2m 03.5s; 6, Murray Dudgeon (Image-GGS FF3), 12m 05.0s. **Fastest lap:** Leslie, 1m 26.6s, 97.94mph.

Leyland 1275GT Challenge race (8 laps): 1, Steve Soper, 13m 35.7s, 83.18mph; 2, Malcolm Leggate, 13m 36.1s; 3, Roger Saunders, 13m 3.8s; 4, Jerry Hampshire, 13m 43.2s; 5, Steve Harris, 13m 56.9s; 6, John Edwards-Parton, 13m 59.2s. **Fastest lap:** Soper, 1m 40.0s, 84.82mph (record). **Mini 850:** 1, Chris Winter, 15m 15.1s, 74.15mph; 2, Alan Lear; only finishers. **Fastest lap:** Lear, 1m 48.8s, 77.96mph.

AMHEC Formula Four Championship race (8 laps): 1, Alex Lowe (Chevron B20), 11m 35.0s, 97.63mph; 2, Ken Crook (Ensign MN77), 11m 41.6s; 3, Mike Whatley (Brabham BT21/4), 11m 42.2s; 4, Max Samuel-Camps (Brabham BT28), 12m 26.1s; 5, Mike Brett (Brabham BT15/21), 12m 36.2s; 6, Mike Wilder (Delta LRF4), 12m 37.1s. **Fastest lap:** Lowe, 1m 25.1s, 99.67mph.

Steel Tube Services Modified Sports Car Championship race (8 laps) overall: 1, Mike Franey (2.0 Porsche 911), 11m 49.9s, 95.58mph; 2, John Bury (1.8 Lotus Elan), 11m 51.1s; 3, Jon Fletcher (1.8 Lotus Elan), 12m 01.0s; 4, Geoff Lynn (1.1 Davrian Mk7), 12m 15.8s. **Over 2000cc:** 1, Franey; 2, Richard Gamble (4.5 Jaguar E-type); 3, Bob Neville (3.5 MGB GT). **Fastest lap:** Franey, 1m 27.4s, 97.04mph. **1800cc to 2000cc:** 1, Bury, 95.42mph; 2, Fletcher; 3, Max Payne (1.6 Lotus Elan). **Fastest lap:** Bury, 1m 26.6s, 97.94mph. **1151cc to 1500cc:** 1, Steven Roberts (1.3 Mini Marcos), 12m 54.8s, 87.57mph; 2, Ian Hall (1.4 Mini Jem); 3, Barrie Muttlow (1.5 Sprite). **Fastest lap:** Keith Ashby (1.4 MG Midget), 1m 33.5s, 90.71mph. **Up to 1150cc:** 1, Lynn, 92.24mph; 2, Pat Longhurst (1.1 Davrian Mk7); 3, Andy Driver (1.0 Clan Crusader). **Fastest lap:** Lynn, 1m 29.8s, 94.45mph.

British Air Ferries Formula Ford 2000 Championship race (12 laps): 1, Philip Bullman (Hawke-Rowland DL16), 16m 29.6s, 102.85mph; 2, Rad Dougall (Royale-Titan RP25), 16m 33.4s; 3, Jeremy Rossiter (Reynard-Piper/Titan 77SF), 16m 33.6s; 4, Frank Sytner (Royale-Fewkes RP25), 16m 33.8s; 5, Rob Wilson (Reynard-Racing Services 77SF), 16m 45.9s; 6, Peter White (Royale-Titan RP25), 16m 51.1s. **Fastest lap:** Sytner, 1m 21.6s, 103.94mph.

Forward Trust Special Saloon Car Championship race (8 laps) overall: 1, Rob Mason (2.0 Sunbeam Bevan Stiletto), 11m 37.2s, 97.32mph; 2, Tony Dickinson (2.0 Skoda S/110R), 12m 23.4s; 3, Brian Prebble (1.0 Hartwell Imp), 12m 45.7s; 4, John Homewood (1.0 Hillman Imp), 12m 45.8s. **Over 2500cc:** 1, Brian Evans (5.7 Chevrolet Camaro), 12m 47.1s, 88.45mph; 2, Dave Wilson (3.0 Ford Escort); only starters. **Fastest lap:** Evans, 1m 33.7s, 90.52mph. **1500cc to 2500cc:** 1, Mason; 2, Dickinson; 3, Barry Barnes (2.0 Ford Escort BDA). **Fastest lap:** Mason, 1m 25.2s, 95.55mph. **1000cc to 1500cc:** 1, John Mowatt (1.3 Mini), 12m 49.1s, 88.22mph; 2, Martin Pearson (1.3 Datsun Cherry); 3, Steve Harris (1.3 Mini). **Fastest lap:** Pearson, 1m 34.2s, 90.04mph. **850cc to 1000cc:** 1, Prebble; 2, Homewood; 3, John Schneider (Hillman Imp). **Fastest lap:** Prebble, 1m 32.0s, 92.19mph. **Up to 850cc:** 1, Mike Kirby (Greetham Imp), 11m 40.6s, 84.74mph (7 laps); 2, Fred Hendy (Hillman Imp); 3, Peter Harding (Mini). **Fastest lap:** Kirby, 1m 37.4s, 87.08mph.

Varley Batteries Monoposto Championship race (8 laps): 1, Peter Gillett (Genie Mk13), 11m 12.4s, 100.91mph; 2, 'The Streaker' (Lotus 35), 11m 12.8s; 3, Ray Thomas (Revoray Mk3), 11m 36.0s; 4, Julian Pratt (JPS 11A), 12m 07.8s; 5, Ian Rimmer (Brabham BT21), 12m 07.8s; 6, Roy Drew (Titan Mk6), 12m 08.0s. **Fastest lap:** 'The Streaker', 1m 22.1s, 103.31mph.

Lawrencestone Thoroughbred Sports Car Championship race (8 laps) overall: 1, Dave Preece (3.8 Jaguar XK120), 13m 03.7s, 88.58mph; 2, John Harper (3.8 Jaguar XK120), 13m 21.6s; 3, Reg Woodcock (2.2 Triumph TR3), 13m 30.3s; 4, John May (3.8 Jaguar XK120), 13m 41.0s. **Over 2700cc:** 1, Preece; 2, Harper; 3, May. **Fastest lap:** Harper, 1m 35.5s, 88.81mph (record). **1850cc to 2700cc:** 1, Woodcock, 83.74mph; 2, Roderick MacPherson (2.0 Fraser Nash High Speed); 3, Hugo Evans (2.2 Triumph TR2). **Fastest lap:** Woodcock, 1m 39.4s, 85.33mph. **Up to 1850cc:** 1, Jerry Trace (1.6 Elva Courier Mk1), 13m 48.2s, 81.93mph; 2, Ken Heywood (1.6 Elva Courier); 3, David Ellison (1.6 Elva Courier). **Fastest lap:** Heywood, 1m 40.3s, 84.58mph (record).

Riding up Prescott

This year's Prescott Bicycle race—organised immediately after the end of Saturday practice for the Championship Hillclimb—had a surprise result this year, with first and second places going to locally ridden entries on Reg Phillips' Fairley Steels Specials. The Prescott Marshal's trophy for the winner went to Simon Lloyd with a "new class record" for the hill of 2m 32.4s from Chris Dobson (2:35.5).

First of the "established" hillclimbers and third overall was a slightly off-colour John Hart with 2:56.5, while Anthony Lane beat his father Roy for fourth place by 2:58.0 to 2:59.4.

The entries included the 'Sphinx a bit faster special', three 'Funny Marine' Specials and a 'Scrutineers unchecked bike', which we assume had a few problems in the eligibility stakes.

Radio results

The results of the British Radio production saloon race at Brands Hatch on Bank Holiday Monday have been amended following the exclusion of Jock Robertson after the ride height of his Opel Commodore GS/E was found to be illegal in post-race scrutineering. Robertson is appealing against the decision and the results below are provisional.

British Radio production saloon championship round (15 laps): Overall and over 2300cc: 1, David Taylor (3.0 BMW S1), 29m 44.0s; 2, Derrick Brunt (3.0 BMW S1), 29m 59.0s; 3, Rod Birley (3.0 Ford Capri), 30m 00.8s; 4, Graham Miles (3.0 BMW S1), 30m 02.0s. **Fastest lap:** Brunt, 1m 58.8s, 80.56mph. **Up to 2300cc:** 1, Tony Hill (2.0 Triumph Dolomite Sprint), 77.51mph; 2, Gerry Marshall (2.3 Vauxhall Magnum), 30m 26.0s; 3, David Yates (Mazda RX3), 31m 27.0s. **Fastest lap:** Hill, 1m 59.0s, 79.07mph.

Birley and Stuart McCrudden (2.8 Opel Commodore GS/E) did not gain prize money or points as their cars were found to be ineligible at pre-race scrutineering.

Holiday fun at Combe

The BRSCC South Western Centre provided an entertaining and well-organised programme of nine races at Castle Combe on Bank Holiday Monday in a day notable for its high standard of racing, lack of serious accidents and unforecast sunshine.

The Datsun (Berkeley Place) Trophy race for up to 1-litre special saloons opened the programme with the Wadham Stringer 850 Mini of Reg Ward upsetting form somewhat by taking pole, flanked by the larger Imps of Andy Holloway and Alan Cooper. The latter made the best start with Ward dropping to third but the experienced Holloway had the lead by the end of the lap. Ward passed Cooper for second spot on lap 4, pressuring the leader. The leading Imp's gearbox practice problems recurred and Holloway began to slow, dropping back behind Cooper to finally retire two laps later. Then the Wardspeed Mini was in trouble and Cooper retook the lead to pull out 19secs before the end, while Ward crossed the line with a dead engine. Michael Vanstone's Imp followed third, his race-long dice with Viv Wallace's similar car ending with the latter's retirement on lap 8.

Formula Vee championship position but practice bothers saw him on the third row. The Hawke of John Holmes and Scarab of Dave Greenwood both recorded times under the lap record so the prospect was exciting. Flynn made an amazing start to take the lead and he was never really challenged. A 'moment' of Dave Karaskas' at Old Paddock eliminated Gordon Rae and himself and also delayed Rupert West and Mark Briggs. Six cars fought for second spot headed by Wally Liles (Celi AC10) though by lap 5 he and Greenwood had split from the rest. With a calculated move at Tower two laps from the finish Greenwood ousted Liles, also gaining fastest lap and a new record. Farther down the field the only other worthwhile dice was for seventh spot between Steve Marvis and Nick Taylor, the former taking the place by a nose.

It was 'race anyone's Escort except your own' time for the Debenhams boys. Renault 5 pilot Doug Bassett raised a few eyebrows by taking the outside of the front row in Wayne Wainwright's usual car. Father Wainwright was on pole, with Cyd Williams in McGrath's car next along. David da Costa was guesting in the number 5 Withers Sport and proved he can use his head as well as anyone by getting very sideways at Tower and delaying all the opposition. Second spot was hairily disputed by Williams, Bill Postins, Geoff Evans, John Morris, Billy Burke and Bassett. While da Costa sped away unhindered in the lead, Morris and Postins split from the rest until the former retired past Camp on lap 4. Postins's orange Alpine Double Glazing car was finding progress difficult due to the lack of its sponsor's product following a practice roll and he was being rapidly caught by the Comlec mob. Williams and Bassett got past on lap 8 while Wainwright managed fifth after dropping to near last on lap 1.

Inchbrook Printers sponsored the over 1000cc special saloon car race. Peter Farrington managed to keep his Escort RS ahead of championship leader Geoff Janes's Firenze for two laps but thereafter Janes pulled out to win by 10secs and take a new lap record. The rest of the field was very spread out. Malcolm Allen's Mini Clubman showing the local Cooper S of John Routley the way home. Tony Williams's wallowing Jaguar Mk1 made good progress from a lowly 13th grid position to finish sixth overall. Additional entertainment was provided by Bernard Meadows's tyre-squealing and rather wobbly Triumph Vitesse.

One of the best-ever FF1600 races followed. It was almost incident free though pole man Bill Shepherd didn't repeat his Brands Hatch success and was eliminated on lap 2 at Quarry. Mike Taylor made a good start in his Royale from the outside of the front row but lost the advantage to John Peters by the end of lap 1. With the Shepherd altercation delaying the rest, Peters was handed an easy race to the flag, but behind him 13 cars fought for second spot, much grass cutting and brake locking happening at Old Paddock and Tower. Mike Wallaker nosed in front until lap 9 when he was challenged at Camp, ran wide and finished facing the sleepers. Vickerys Fine Arts-sponsored Paul Sleeman worked his way up from 13th to take third behind Mike Taylor, with Mike Colin having a good race from the seventh row to fourth and taking fastest lap.

As per their usual form, the 1000 Mini Challengers provided close racing. Phil Spurling put his Wessex Kented machine on pole with Peter Richman and Rick Cutting in their Longman-engined cars alongside. Paul Gaymer was content with this fourth spot: "can't see the point in wearing it out." In the first three laps Spurling, Gaymer, Cutting, Richman and Fry all disputed the lead. Richman's race ended with mechanical bothers while Derek May was making good progress from the back to join the leaders. Cutting got the better of Gaymer on lap 7 and with Spurling in third they kept order to the flag. Gaymer's second place and fastest lap gave him a 19-point lead in the championship.

Main race of the day was for FF2000 cars. Fresh from his consolation victory at Mallory, Dutchman Maarten Henne-man was on pole with Oscar Notz and Desiré Wilson outside him. Wilson made the best start and looked most impressive coming through Camp but glory was short lived when she spun at Quarry, two others following suit. Notz streaked away while the remainder of the field became rather spread out. Syd Fox worked his way up to fourth having been delayed earlier but was forced to retire on lap 7.

Notable absentees from the Renault 5TS race were John Trevelyan, John Bell and Charles Sawyer-Hoare thus giving driving instructor Keith Newland-Hodges his first taste of the front row. Bassett was on pole with David Benton in the middle. The Talbot Garage car of Benton managed to hold off Bassett for one lap but then had to be content with second. Newland-Hodges (yes, his car *does* have dual-controls) stayed a lonely third with an overheating engine while Chris Elliott pressed on in fourth with only the use of



Cutting heads Spurling and Fry in the closely fought Mini 1000 challenge.

third gear. Meanwhile Colin Green made good progress to take fifth when Juliette Slaughter went out on lap 5 with a dropped push-rod. At Quarry David Kahn and Basil Wainwright took to the grass, the former finishing there when his exhaust ripped through a tyre. Bassett set a new lap record and now looks almost unbeatable in the championship.

Although blessed with a good grid, the Continental Cars (Lancia) Formula

Libre race provided little close racing apart from the leaders. Alan Ballie and John Bowtell in their similar F2 cars outshone the rest of the field with an epic dice for first. Neil Betteridge looked impressive carving his way through to fourth while Lorina Boughton in her FF2000 Sark recovered from a bad start to finish sixth. Worn tyres gave Alex Ferrada a few hairy moments in a disappointing run in his Reynard FF2000.

results

Datsun (Berkeley Place) Trophy Race for special saloons up to 1000cc (10 laps): 1, Alan Cooper (1.0 Hillman Imp), 12m 51s, 85.91mph; 2, Reg Ward (850 Wardspeed Mini), 13m 11s; 3, Michael Vanstone (1.0 Hillman Imp), 13m 21s; 4, Trevor Gibbs (1.0 Chrysler Imp), 13m 27s. **851-1000cc:** 1, Cooper; 2, Vanstone; 3, Gibbs. **Fastest lap:** Cooper, 1m 15.6s, 87.62mph. **Up to 850cc:** 1, Ward, 83.74mph; 2, John Heathcock (850 Leyland Mini), 13m 57.4s; 3, David Miller (850 BLMC Mini). **Fastest lap:** Ward, 1m 15.2s, 88.09mph.

Volkswagen (GB) Ltd National Formula Vee Championship Race (10 laps): 1, Tim Flynn (Scarab), 12m 14s, 90.25mph; 2, Dave Greenwood (Scarab), 12m 17.2s; 3, Wally Liles (Celi AC10), 12m 17.4s; 4, John Holmes (Hawke), 12m 27.4s; 5, Mark Goddard (McNamara), 12m 42.8s; 6, Pete Bodle (Scarab), 12m 45.6s. **Fastest lap:** Greenwood, 1m 11.8s, 92.26mph (record).

BRSCC Debenhams Ford Escort Sport Challenge Race (10 laps): 1, David da Costa, 14m 5.6s, 78.32mph; 2, Cyd Williams, 14m 10.4s; 3, Doug Bassett, 14m 10.6s; 4, Bill Postins, 14m 11s; 5, Basil Wainwright, 14m 17.4s; 6, Geoff Evans, 14m 21.8s. **Fastest lap:** Williams, 1m 22.8s, 80mph.

Inchbrook Printers Trophy Race for special saloons over 1000cc (10 laps): 1, Geoff Janes (2.3 Vauxhall Firenze), 11m 56.4s, 92.46mph; 2, Peter Farrington (1.8 Ford Escort RS), 12m 7.4s; 3, John Morgan (3.8 Jaguar Mk1), 12m 17s; 4, Malcolm Allen (1.3 Mini Clubman), 12m 24.4s. **Over 2500cc:** 1, Morgan, 89.88mph; 2, Tony Williams (3.8 Jaguar Mk1), 12m 41.6s; 3, Andy Williams (4.2 Jaguar Mk1), 13m 4.4s. **Fastest lap:** Morgan, 1m 11.4s, 92.77mph. **1301-2500cc:** 1, Janes; 2, Farrington; 3, Bernard Meadows (2.0 Triumph Vitesse). **Fastest lap:** Janes, 1m 9.8s, 94.90mph (record). **1001-1300cc:** 1, Allen, 88.98mph; 2, John Routley (1.3 Mini Cooper S), 12m 30.8s; 3, Mick Davies (1.3 Transped Cooper S), 13m 3.6s. **Fastest lap:** Allen, 1m 13s, 90.74mph.

BRSCC SW Formula Ford 1600 Championship Race (10 laps): 1, John Peters (Jomic-Stanley Mk2), 11m 53.6s, 92.83mph; 2, Mike Taylor (Royale-Minister RP24), 11m 59.6s; 3, Paul Sleeman (Crossle-Minister 25F), 12m 0.2s; 4, Mike Collin (Image-Aldon FF2b), 12m 1.6s; 5, David Wheeler (Royale-Harris RP21), 12m 3.2s; 6, Peter Orlando (Lola-GGS T342), 12m 3.4s. **Fastest lap:** Collin, 1m 9.4s, 95.45mph.

Leyland Cars National Mini 1000 Challenge Race (10 laps): 1, Rick Cutting (Becspeed Mini), 13m 10.8s, 83.76mph; 2, Paul Gaymer (Boopspeed Mini), 13m 11.4s; 3, Phil Spurling (BL Mini), 13m 11.6s; 4, Derek May (Longman Mini), 13m 30.4s; 5, Colin Bigmore (Leyland Mini), 13m 30.8s; 6, Phil Darbyshire (Austin Mini), 13m 31.4s. **Fastest lap:** Gaymer, 1m 17.6s, 85.36mph.

Ross & Haines Trophy Race for Formula Ford 2000 (15 laps): 1, Oscar Notz (Crossle-Titan 31F), 16m 20.6s, 101.33mph; 2, Huub Vermeulen (Crossle-Rowland 33F), 16m 26.4s; 3, Roger Orgee (Elden-Nelson Mk18), 16m 42s; 4, Jim Vermeulen (Crossle-Rowland 33F), 16m 47.0s; 5, Richard Mallock (Mallock-Holbay Mk18E), 16m 51s; 6, Arthur van Dedom (Crossle-Rowland 33F), 16m 53.4s. **Fastest lap:** Notz, 1m 4.2s, 103.18mph (record).

BRSCC Renault 5 Elf Challenge Race (10 laps): 1, Doug Bassett, 14m 47.2s, 74.66mph; 2, David Benton, 14m 50.6s; 3, Keith Newland-Hodges, 15m 2.2s; 4, Chris Elliott, 15m 7s; 5, Colin Green, 15m 9.2s; 6, David Wadham-Smith, 15m 20.4s. **Fastest lap:** Bassett, 1m 27.2s, 75.96mph (record).

Continental Cars Lancia Challenge Trophy Race for Formula Libre cars (10 laps): 1, Alan Ballie (March 752), 10m 30.2s, 105.11mph; 2, John Bowtell (March 74B), 10m 30.2s; 3, Roger Orgee (Elden-Nelson Mk18), 11m 13.8s; 4, Neil Betteridge (Dulon-Nelson MP20), 11m 15.8s; 5, Alex Ferrada (Reynard-Davron 77SF), 11m 38.2s; 6, Lorina Boughton (Sark-Titan CR01), 9 laps. **Fastest lap:** Bowtell and Ballie, 1m 1.4s, 107.88mph. **Formula Ford 1600 class:** 1, Paul Tickner (Dulon-Ford MP15), 88.39mph; 2, John Cotton (Dulon-Ford MP15), 3, Margaret McEwen King (Merlyn-Minister Mk20A). **Fastest lap:** Tickner and Cotton, 1m 13.8s, 90mph.

Franklin climbs abroad

British hill-climbing ace David Franklin set off to Europe with his March-BMW and notched a notable BTd at the St Gueno International Hillclimb at Britany on Bank Holiday Sunday. This was a two-day event, with practice on the Saturday and timed runs on the Sunday.

The organisers are very keen to encourage British participation in this event (see *Sports Extra*) and Franklin had travelled over with Maurice Ogier (Clan Crusader) from the Channel Islands and Alan Dix (Merlyn).

On Saturday it rained nearly all day, and Franklin was second overall and Ogier sixth in class. On the Sunday, however, the weather cleared, and Franklin took BTd by only 0.2sec from Max Mamers (March-BMW 772) who is lying second in the French Championship. Third was Herve Bayard

(Ralt-BMW RT1) with Jacques Terrien (Martini Mk22) fourth—a real BMW success. Ogier improved to fourth in his class and Dix to fifth in class.

The previous weekend, Franklin had finished second overall to Swiss champion Marcus Hotz (March-BMW 772) at the European Hill Climb round at St Ursamme les Rangiers in Switzerland. This 3.3-mile course—with rain falling halfway up the hill and the startline dry!—attracted more than 200 competitors.

● Norrie Galbraith from Lanark snatched back the lead in the Grampian Television-supported Scottish Hill Climb Championship at Caithness CC's Rumster Hill Climb on August 28 when he gained three vital bonus points for taking his score to 75 points. In second place is Bothwell's Jim Campbell (John Young Brabham) with 72 points.

Half-a-Mo, it's quicker

Fastest of 58 cars competing in the Hastings 1066 MC's autocross at Boreham Street, near Ninfield, Sussex last Sunday, was the Half-a-Mo special of Peter Cook who did 1m 29.2s which was just 0.4sec faster than Michael Crookes (1400 Mini).

Graham Bushell got the better of Ivan Moakes in their all Escort battle in Class 2, the margin being 0.7sec while Crookes won his class by almost 1sec ahead of John Hall in a 1340 Mini who was third BTd.

BTd: P. Cook (Half-a-Mo), 1m 29.2s. **Class winners:** P. Grant (Mini), 1m 31.3s; G. Bushell (Escort), 1m 34.3s; A. Feaver (Sprite), 1m 38.4s; T. Law (Mini), 1m 30.8s; C. McAuliffe (Escort), 1m 31.9s; M. Crookes (Mini), 1m 29.8s; V. Ayres (Half-a-Mo), 1m 31.5s; R. Morgan (Escort), 1m 37.5s. **Best Hastings Novice (over three events):** J. Ford (Anglia).

Loton results

Due to the heavy rain which prematurely ended the Loton Park round of the Guyson/BARC Hillclimb Championship on Sunday August 21, it was impossible to produce official results on the day. These are now to hand and are as follows:
BTD: Peter Kaye (1.6 Brabham BT35XP), 54.73s
Class winners: Terry Tattam (1.3 Cooper S), 64.00s; Tony Lusted (2.0 Ford Escort RS2000), 75.82s; Charles Barter (1.0 Hartwell Imp), 60.37s; John Milford (1.3 Cooper S), 59.81s (record); Robin Yeomans (1.8 Austin Mini), 61.71s; Carol Lloyd (1.3 MG Midget), 68.90s; Richard Yapp (1.3 AH Sprite), 72.19s; Nigel Garland (3.5 Morgan Plus 8), 65.33; Des Richardson (1.3 Turner), 64.24s; Josh Sadler (2.7 Porsche Carrera), 60.51s (record); Anthony Boshier Jones (1.6 Mallock U2 Mk11b/16), 56.69s (record); Brian Wilson (1.3 Mallock U2 Mk 14b), 58.71s (record); Peter Blankstone (1.6 Mallock U2 Mk 11b), 56.42s; Norman Hutchins (1.8 Phoenix), 58.91s; Barry Brant (500cc Cooper Mk10), 62.07s; Chris Bigwood (1.0 Vixen V8s), 58.68s; Peter Kaye, 54.73s; Godfrey Crompton (5.0 Leda LT25), 56.87s.

Thunderbolt

Driving his Rover V8-engined Thunderbolt Special, Ian White from West Horsley set BTD by 2 secs at the Surrey Sporting Club's autocross near Godstone on Bank Holiday Monday. He was fastest of 64 drivers with a third run time of 1m 33.6s, second fastest driver of the meeting being Mrs Vivien Ayres who beat her husband and the redoubtable Bob Light (Aquarius) in the family Half-A-Mo.
Paul Bristow and George Hodge had a real scrap in the ten-strong 1-litre Mini class with Bristow coming through to win by 0.3sec and in a very competitive class the next five drivers all finished within 1.5secs. Competition was equally keen in the up to 1300cc FWD class with Keith West pipping Jim Young for the class by 0.4sec.

BTD: I. White (Thunderbolt Special), 1m 33.6s.
Class winners: S. Cooper (Mini), 1m 37.9s; A. Davies (Escort), 1m 37.1s; S. Pepper (Sprite), 1m 40s; L. Manifold (VW), 1m 36.1s; P. Bristow (Mini), 1m 38.3s; J. O'Shea (Escort), 1m 39.5s; K. West (Cooper), 1m 36.2s; Mrs V. Ayres (Half-A-Mo), 1m 35.6s; I. Ward (Mini), 1m 46.1s; J. Simpson (Mexlco), 1m 46.0. Ladies: Mrs J. Hall (Mini), 1m 44.6s. Best Surrey Sporting: D. Drury (Mini), 1m 41.1s.

Hart felt victory

North Devon member Tony Hart journeyed to St Austell hillclimb last Sunday, run by Truro & District MC, and came away with BTD after setting up a time of 20.89s in his Nike Mk IV. He was fastest of 75 competitors by almost 1sec and came very close to the course record which has stood for at least four years.
As usual the classes were closely fought on such a short course and the narrowest win fell to Peter Pollard with his 1600 Escort who won his class by just 0.1sec from Chris Sims in a 2.3 litre Firenze.

The sports car struggle saw another win for Don Statton in the all Clan Crusader struggle; he was 0.3sec quicker than Garry Morse. But the biggest class of the day, with 23 starters, was a wide variety of sports cars over 1300cc and victory went to Nick Lambert's Lotus 7 who had 0.5sec in hand of John Waters' Sprite with Ian Doble's Morgan +8 over 1sec off the pace.

Peter Mansell turned up with a rapid Renault Gordini and saw off an assortment of Escorts and Anglias with some ease and, in the single seater class, which attracted 14 entries, Eddie Simpson (Nike) and Mike Remnant (Hawke) battled hard Simpson ending up 0.5sec faster.

BTD: T. Hart (Nike), 20.89secs.
Class winners: C. Moyse (Mini), 22.77s; P. Mansell (Renault Gordini), 23.52s; P. Pollard (Escort), 25.00s; D. Statton (Crusader), 22.57s; N. Lambert (Lotus 7), 22.94s; A. Grenfell (Mallock U2), 22.55s; E. Simpson (Nike), 21.77s.

● The recent Cadwell Park meeting was the last of the Vintage Sports Car Club's season. After racing the winners of the season-long Motor Sport Brooklands Memorial Trophies were presented with their prizes on the start/finish line. Bernard Kain (93 points) took the first prize while three drivers tied for second: Martin Morris, Derek Edwards and Paul Colborne (44 points). Last year's winner Chris Mann was presented with a replica of the Trophy.

AINTREE

The Aintree Circuit Club are in charge as usual at the Lancashire venue on Saturday when they promote one of their club race meetings. Races cater for Formula Super Vee, Formula Vee, special saloons, modsports, FF1600 and Formule Libre among others. Racing starts at 2pm following morning practice at 9am.

SILVERSTONE

The BMRMC are running a clubmans race meeting at Silverstone on Saturday. Six races are on the programme, for FF1600, modsports, special saloons, clubmans, Morgans/Porsches and Formule Libre. Practice is from 9am while racing begins at 2.15pm.

THRUXTON

The BARC promote their second ShellSport International event of the year at the fast Hampshire venue on Sunday. With only two rounds of the series to go after Thruxton the championship race is nearing its climax and, consequently, most of the top names are entered. Tony Rouff was the surprise winner in May when the Group 8 circus last visited the circuit. Can he beat Trimmer this time for his Thruxton double? Or

Rouff—a Thruxton double?



can Divina score her first G8 win with the attractive Surtees? Trimmer can clinch the series at this meeting and will be working hard to do so. Supporting races are for Townsend Thoresen FF1600, SodaStream Sports 2000, SKI clubmans, Tricentral RAC saloon car and AFN classic cars. Practice from 9am, racing from 2pm.

DONINGTON

The BRDC organise Sunday's Donington race meeting which features race for Brush Fusegear FF1600s, British Radio production saloons, Esso Unifl special saloons, prodspots and a AMHEC F4 championship round. The FF1600 entry necessitates two heats and a final and the special saloons have been split owing to the large number of competitors. The eight race programme kicks off at 2.15pm with practice from 9.30am.

BRANDS HATCH

The BARC's second event of the day is at Brands where a further round of the BP Formula 3 championship and round of the BAF FF2000 series top the bill. Supporting races are for BARC FF1600, Varley Batteries Monoposto Atlas F1300, Forward Trust 100 special saloons, STS modsports and ShellSport Escorts. A full day's entertainment is ensured with racing from 2pm following morning practice.

WISCOMBE

The penultimate round of the Guyson/BARC Hillclimb Championship takes place at the Devon venue this weekend. With only the Harewood Final to come, Alister Douglas-Osborn and Roy Lane are separated by only one point at the head of the FTI Awards series while the outright championship is being led by reigning champion Charles Barter (Imp) who holds 2.46 point advantage over John Meredith's 'bored out' Mini. Practice on Saturday also includes a round of the RAC Leaders Championship while Guyson/BARC runs take place on Sunday from 11am.

International events

Date	Venue	Event
Sep 8/11	Germany	Sache Baltic Rally—European Rally Championship for Drivers
Sep 10/12	Greece	Helikidki Rally—European Rally Championship for Drivers
Sep 11	Monza, Italy	Italian Grand Prix—World Championship for Drivers & Manufacturers round 14
Sep 11	St Jovite, Canada	CanAm Challenge Cup
Sep 11	Thruxton, England	ShellSport International (G8), FF1600, Sports 2000, G1, Clubmans, Classic Sports



British events

Date	Venue	Event	Status	Club	Start	Details
Sep 10	Aintree, nr Liverpool	Race Meeting	R	Aintree CC	—	FF1600, Special Saloons, Modspots, F Libre, F Vee, F SuperVee
Sep 10	Silverstone, nr Towcester, Northants	Race Meeting	R	BMRMC	14.15	FF1600, Modspots, Special Saloons, Clubmans, Morgans/Porsches, F Libre
Sep 10	Kirkistown, N Ireland	Sprint	R	500 MRC	—	—
Sep 10	Greenham Common	Sprint	R	Southern CC	—	—
Sep 10	Madeira Drive, Brighton	Autocross	N	Brighton & Hove MC	—	—
Sep 10/11	Wiscombe, nr Honiton, Devon	Hillclimb	N/R	BARC (London & Home Counties)	11.00	Guyson/BARC Hillclimb Championship
Sep 11	Scarmonden, Yorks	Hillclimb	R	Huddersfield MC	13.45	—
Sep 11	Northallerton High Street	Rally	N	St Andrews & DMC	—	Rippin Saltire Rally—The Scotsman/Gleyva Rally Championship
Sep 11	Banbury	Rally	CP	Northallerton AC	10.30	Prattley's Autumn Stages Rally
Sep 11	(MR151/454418)	Rally	R	Buckingham & DMC	09.00	AP Stages Rally
Sep 11	Mill End, Oswestry, Salop	Rally	R	Welsh Border CC	11.30	"Shropshire Star" Trophy Rally
Sep 11	Thruxton, nr Andover, Hants	Race Meeting	INT/R	BARC	14.00	ShellSport International (G8) FF1600, Sports 2000, G1, Clubmans, Classic Sports
Sep 11	Brands Hatch, nr Dartford, Kent	Race Meeting	R	BARC	14.00	BP F3, FF2000, FF1600, Monoposto F1300, Special Saloons, Modspots, ShellSport Escorts
Sep 11	Donington Park, nr Castle Donington, Derby	Race Meeting	R	BRDC	14.15	FF1600, Production Saloons, Special Saloons, Production Sports, F4
Sep 11	Snetterton, nr Thetford, Norfolk	Drag Meeting	INT	NDRC	—	—
Sep 11	Goodwood, nr Chichester	Sprint	R	Sutton & Cheam MC	12.00	September Sprint
Sep 11	RAF Upwood	Sprint	R	Cambridge CC	14.00	Unicorn Sprint
Sep 11	(MR142/278321)	—	—	—	—	—
Sep 11	West Malling Airfield, Kent	Sprint	R	Rochester MC	—	Speed Slalom
Sep 11	Deli Lane, Little Hallingbury, nr Bishop's Stortford, Herts	Autocross	R	Stort Valley AC	10.00	LCAMC/AEMC Championships
Sep 11	Selby House Farm, Stanton, nr Morpeth	Autocross	R	Hadrian MC	14.00	Hoyles Safety Glass Autocross
Sep 11	(MR81/132899)	—	—	—	—	—
Sep 11	Lydden Circuit, nr Canterbury, Kent	Rallycross	N	TEAC	12.30	RAC British Rallycross Championship
Sep 11	Shendish House, Kings Langley	Autotest	CP	Chess Valley MC	—	—
Sep 11	Lightwood Training Centre	Autotest	R	One-Eleven MC	11.15	—
Sep 11	(MR111/373825)	—	—	—	—	—
Sep 11	North Weald Airfield, nr Epping, Essex	Autotest	CP	Chelmsford MC	11.00	—

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



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