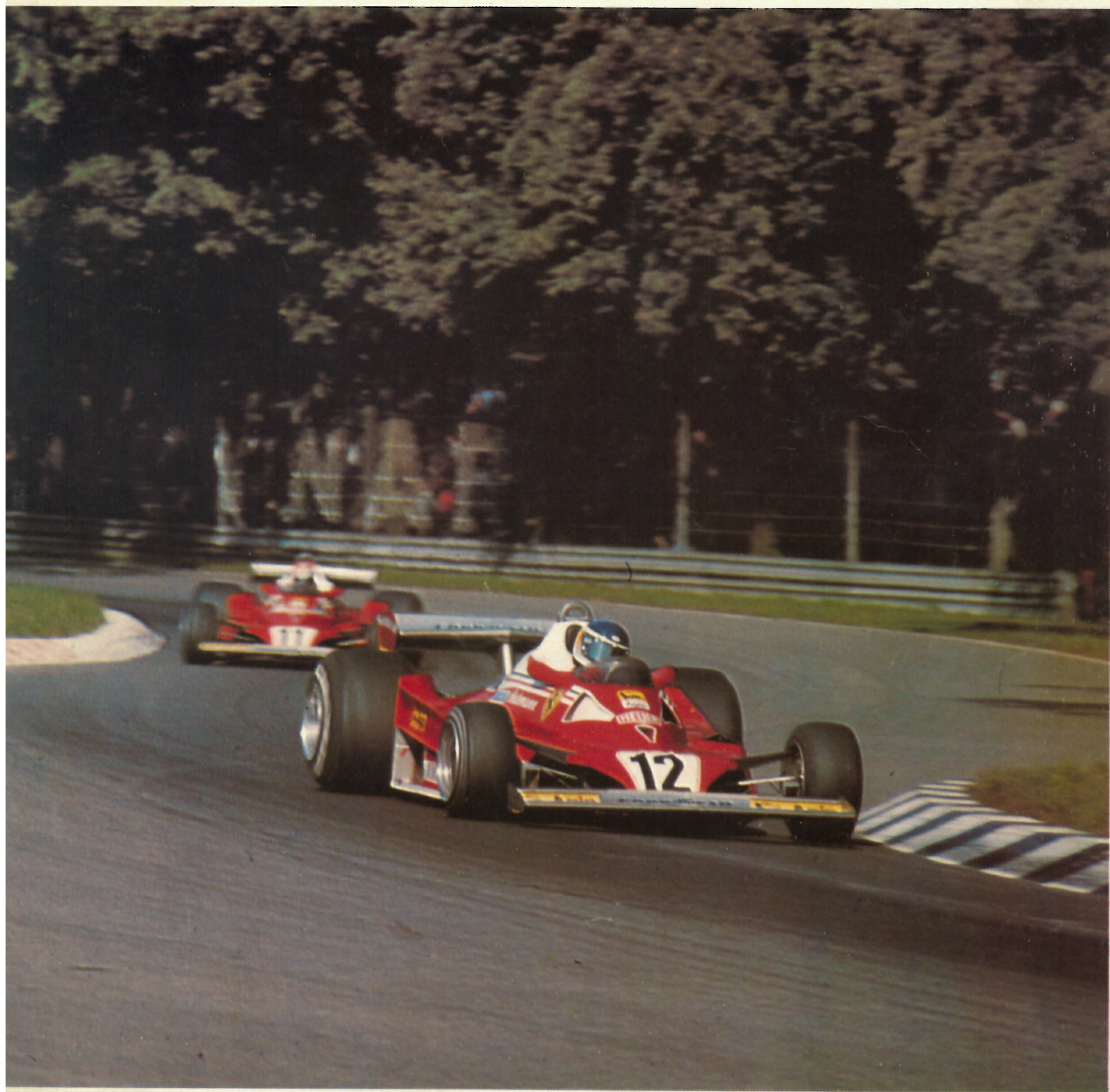


Autosport

Haymarket publication

September 15th 1977 30p



Monza: Mario makes it

ShellSport Thruxton to Edwards □ Daly takes F3 Brands
California 500 □ Private Ear □ Tourist Trophy Preview

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Group 1 racing at Thruxton last Sunday (report: page 38). Will we be seeing less of this in future?



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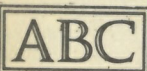
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All change?

At a Press Conference in Monza last weekend, the CSI confirmed our story (*Pit & Paddock*, September 8) about the proposed European Group 1 championship. The scheme could have far-reaching effects, and if successful it is likely to change the face of international touring car racing.

For some months, various bodies (and in particular our own RAC) have been voicing their concern over the discrepancies between Group 1 regulations as interpreted country by country. The British, of course, have crossed borders to race their Capris and BMWs more than most, and they have encountered great uncertainty about the legality of their British-spec cars abroad. In the call for standardization of the regulations, the RAC voice has therefore been the loudest; and it has been largely thanks to pressure from Belgrave Square that common sense has prevailed, and the CSI is now working on a standard set of rules for adoption throughout Europe, and, of course, publication in the *FIA Year Book*. The regulations (says the CSI so as not to offend other national bodies) represent a blend of half a dozen national versions; in fact, essentially it is the British regs that have been adopted, which is due recognition of the success of the formula used in this country for our own Tricentrol-sponsored national championship.

Having achieved a standard set of rules at last, the establishment of an officially sanctioned FIA championship for Europe follows as a logical development. The full details have not yet been worked out, but will be announced at the FIA Prizegiving in Paris in October. However, it seems that there will be a total of 12 races, two each in Britain, France, Germany, Belgium, Sweden and Italy. Details of prize money—so long a bone of unhappy contention in Group 1—have not been worked out, but we assume that it will be sufficient to tempt a competitive core of top Group 1 teams to take part on a regular basis.

The proposed championship is the best kind of news for the leading British teams, who dislike the image created for them by the format of the current British Saloon Car Championship. They say that there are far too many races, and that most of them are run at 'glorified club meetings' of unsuitable structure. The spectators, with whom Group 1 has now achieved universal popularity, will not agree. But in the final analysis it is the competitor who calls the tune, and there can be no doubt that a proper European series would strengthen the negotiating arm of those team managers who want to see fewer Group 1 races in Britain, held exclusively at prestige meetings.

There are broader implications, however. The tide of CSI opinion is moving towards the establishment of a new World Championship of Makes, to be run from 1980 onwards for 2-litre, four-seater touring cars. If it happens, this series would almost certainly kill the present European Touring Car Championship stone dead overnight, but the new Group 1 series would provide what could be a really excellent replacement. Manufacturers such as VW, Toyota and Saab will not authorize the big budgets required to take on Ford, Leyland and BMW in Group 2, but there is a good chance that they would do so in the less expensive arena of Group 1. And that is a recipe for international saloon car racing as it should be.

While we will have to watch very carefully how our national championship is affected, the proposed European series is to be welcomed.

cover picture

Although the team failed to win the Italian Grand Prix at Monza last weekend, Sefac Ferrari maintained its fantastic finishing record in 1977 Formula 1 racing: Ferraris have scored points in every single Grand Prix this year. It is almost certain that the International Cup for Constructors will go to Maranello once again, alongside the drivers' title of Niki Lauda (here following team-mate Carlos Reutemann last Sunday afternoon). Photo: Jeff Bloxham.

next week

James Hunt reflects on Monza in his regular column—Full report of the Jaguar/BMW match in the Tourist Trophy at Silverstone—All the news from the Manx International—John Bolster road tests the Maserati Khamsin—Focus on Super Vee—World Championship rallying in Canada—Brands Hatch 6 Hours preview*

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



"Shhh, Niki—no need to say anything just yet. . . .

Niki keeps the F1 circus guessing

There is no doubt at all that Niki Lauda is deriving an enormous amount of pleasure at the speculation which surrounds his leaving Ferrari. While we remain convinced that he has already signed for Brabham for 1978, there was much talk at the weekend that he would go to Wolf—assuming that Jody Scheckter goes to Ferrari, which the South African is apparently keen to do.

Jody's contract with Walter Wolf is for two years, and the Canadian millionaire is said to be ready to sue him out of sight if he breaks it. It was being said that, if Scheckter left his team, Walter would be so disillusioned with Grand Prix racing that he would sell the entire unit to the mysterious Count Zanon, who would run the cars next year for Ronnie Peterson!

A conversation with Mario Andretti on Sunday morning leaves us in no doubt whatever that the American has decided to stay with John Player Team Lotus for next year. He and Colin Chapman had a long private discussion on Saturday afternoon and, while Mario would not actually confirm his decision to stay put, he did give several reasons for not going to Ferrari. The Italian team had offered him the earth, including a house at Como, a helicopter to bring him down to Fiorano whenever

it was necessary to test, 'free' overalls (in other words, the right to carry on them whatever endorsements he wished—a highly lucrative source of income these days) and an enormous retainer. Against that, Mario said he had no wish to live outside America. It was his home and his roots were there. He did not want to have to move his family.

While he felt it was unnecessary for a Ferrari driver to live in Italy and test all the time, Ferrari himself did not share these views. As well as that, the Commendatore demanded exclusivity, and Mario wished to remain free to drive in USAC and other races.

● One rumour over the weekend suggested that Niki Lauda might surprise us all and drive for Renault! While we think it more than unlikely, the French team could offer Niki a lot. They could afford his retainer. He has spoken of needing a new challenge, and the turbo-charged car would certainly offer that. And Niki is known to be impressed by Michelin tyres. The idea of having a tyre firm working for him alone would be appealing. We're sure it won't happen, but it's an interesting thought. . . .

● And would you believe Nilsson to Elf-Tyrrell?

Brands entries reach 31

The next two weekends have tremendous importance for British motor racing enthusiasts, for after the RAC Tourist Trophy touring car race at Silverstone next Sunday comes the World Championship of Makes Group 5 event at Brands Hatch on September 25. The big news from Brands Hatch is that entries have been confirmed for no fewer than ten 935-model Porsches, the biggest total ever seen at a WCM race. In addition, there is the prospect of the 2-litre turbocharged BMW 320i, whose race debut in Britain (forecast in *P&P* last week) has now been confirmed.

Jacky Ickx and Jochen Mass will handle the twin-turbocharged Porsche 935-77 for the works Martini team, and there will be four Kremer 935s, with the

brilliant Bob Wollek, Franz Konrad, Paul Keller, Guy Edwards and Nick Faure among the drivers. Rolf Stommelen and Toine Hezemans will drive the singleton Georg Loos entry, and the other 935s will include the Max Moritz cars (Manfred Schurti, Hans Heyer and Edgar Dorén nominated so far) and the JMS model for Claude Ballot-Lena and Michel Leclerc.

In the 3-litre class, the works-entered BMW turbo will provide the main interest—and, you lucky people, you are definitely going to see the thing driven by Ronnie Peterson and Hans Stuck. Don't miss it.

We will be publishing a more detailed preview next week.

Foyt out of Bathurst

A. J. Foyt, who was to have headed the Australian Marlboro- Holden Dealer Team effort in the Hardie-Ferodo 1000 at Bathurst on October 2, has withdrawn from the event, cabling the team that he has pulled out on medical advice.

"As you may know, I recently had to withdraw from the Winston 500 at Talladega, Alabama, for similar reasons," the cable said. Foyt said his doctor has suggested taking a serious look at further reducing his racing schedule during September, but was adamant about dropping Bathurst in view of the long travel time involved.

Foyt was to have prepared his own engines for the race. "It's a bit of a blow, but we'll have to do as well with a local bloke at the wheel," said M-HDT boss Harry Firth. Foyt was to have been paired with lead driver John Harvey.

They lose some, but they get some too. . . Sandown Park's big touring car race, and the traditional warm-up for Bathurst, will see Vern Schuppan returning from Europe to partner Queensland driver Dick Johnson in a Falcon two-door. Schuppan will also drive with Johnson at Bathurst, and their car will be one of the 12 Falcons in the Sandown Park race on September 11.

Others to drive at Sandown include Larry Perkins, South African Basil van Rooyen (for the Bill Patterson Torana team), Geoffrey Brabham, who will partner his father in one of the John Goss Falcons, and New Zealanders Leo Leonard and Graeme Lawrence.



Dougall—ex-Warwick B38.

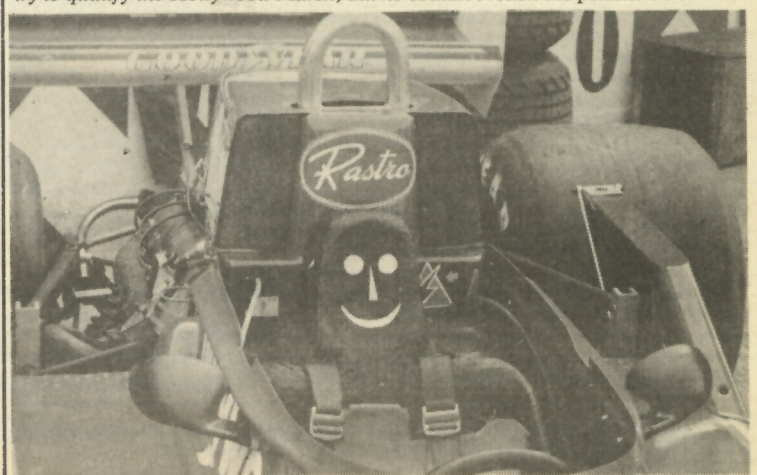
Rad's F3 Chevron

South African Rad Dougall has already clinched the Lord's Taverners Formula Ford 2000 Championship with his Royale RP25, sponsored by Tolemans Delivery Service and Kismet Garage Equipment, and now looks very likely to win the British Air Ferries series as well. As soon as his win in the latter series is assured, Rad will be moving on to Formula 3, not with the Technic which has appeared once or twice this season, but with a Chevron B38.

Dougall's 'mentor', Alex Hawkridge, has arranged to hire the ex-Derek Warwick car (now that Derek has moved over to a Ralt) and intends to enter the car for Rad in the last four races of the season at Mallory Park, Silverstone and Thruxton (two).



Above: With both Mario Andretti and Niki Lauda on the Monza rostrum last Sunday, the Italian fans went wild with delight. Below: Poor Alex Ribeiro was yet again the fastest non-qualifier at Monza. Apparently the Tar Baby was going to try to qualify the Hollywood March, but he couldn't reach the pedals. . . .



Plan for European F1 series axed

On Saturday, a Press Conference was held at Monza, during which representatives of the CSI and FIA announced details of their plans for next year. It was a lengthy, multilingual affair whose primary purpose was to give a 'brief' preview of the Annual General Meeting, to be held in Paris in October.

Pierre Ugeux began by saying that structural changes were to be made to the CSI in the near future. Further details were not forthcoming, however.

He then went on to discuss Group 1. Following a meeting in Rome last week, it has been decided to hold a 12-race European G1 Championship in 1978, with two races each for England, France, Germany, Belgium, Italy and Sweden. Although the regulations have been decided, no announcement about them has yet been made. It will follow shortly. Ugeux did say, however, that the new regs were an amalgam of those so far operated in countries where G1 was established.

Notice was then given of a World Endurance Championship for Drivers in 1978. This will encompass such events as Le Mans and Daytona. Once more, more details are so far not available. And the same applies to a new European Cup for Historic Cars (built between 1930 and 1960).

Following the cancellation of the European GT Championship this year, Ugeux announced that, in 1978, G4 cars would run in G5 races, competing for a separate championship.

Recently there has been a great deal of speculation about the proposed European Formula 1 Championship, intended to be a 'Second Division' for Grand Prix cars. In two weeks, of course, an F1 race is to be held at Imola, and was intended to launch the scheme. It may well be the beginning and end of it, for the CSI has thrown out the notion of a European F1 Championship 'for the time being'. At the moment, they feel that not enough is known about its regulations and format for official sanction to be given. Which cars would be used? Would the championship be open only to second-hand cars? Would they all use 'restricted' Cosworth DFV engines? Ugeux felt that there were too many questions unanswered for the moment, and said that there were also worries that F2 and F3 might be adversely affected. The question would be reconsidered at some stage in the future.

Next, there arose the matter of entries for Grand Prix races. This year, of course, there has been a great deal of drama concerning non-F1CA entries being accepted for official practice and so on. Well, the CSI has solved the problems. In essence, what they have done is to destroy the non-F1CA entries! First of all, the second paragraph of Article 74 of the FIA Regulations is to be withdrawn completely. (This is the one which says that Grand Prix organisers are obliged to accept the entry of anyone who wishes to run—which Arturo Merzario correctly interpreted at Zandvoort).

A list has been drawn up of all circuits used for World Championship Grands Prix, and against the name of each track is the number of starters permitted in the race there. The maximum number of entries which may be accepted for official practice is the number of race starters (for that circuit) plus four. Race organisers are not allowed to accept more entries than this. Another innovation is that, at each Grand Prix, four of the entries will be chosen

by the organisers only! M Ugeux finished his F1 dissertation by saying that, in future, the starting grids for Grands Prix would be decided by official practice. . . . We all looked at each other at this point. Now there was a breakthrough. What the hell system have we been using for the last 50 years?

That was the end of the formal announcements, but the meeting was brought to a lively enough conclusion by Jean-Marie Ballestre, one of numerous Vice-Presidents, who launched into a remarkable attack on F1 teams in general, and Bernie Ecclestone in particular. M Ballestre said that he had wanted to join the CSI F1 Working Party (which comprises members of the CSI and the F1CA), but claimed that he had been blocked by Ecclestone, who wished to choose all the members himself. This, said Ballestre, was completely unacceptable.

"And now," he went on, "we hear that the Automobil Club von Deutschland has sold next year's German Grand Prix to Ecclestone, who will be responsible for the organisation and everything. This is also unacceptable."

Huschke von Hanstein got up to say that he was sure that the organising would remain in the hands of the AvD, but that the financial risk would be shared between the F1CA and the AvD (and presumably the profit?). But Ballestre would not be swayed and said that the fundamental question remained: a monopoly was a bad thing, and that pretty soon we would finish up with 25 Civil Servant racing drivers!

Ugeux then wound up the meeting by saying that the F1CA was an excellent organisation "but there must be limits". An Italian journalist asked them why the hell had they not imposed the limits four or five years ago. Now was too late. Ugeux smiled benignly and thanked everyone for coming. Can't we all be friends? Please.

The one thing clear from the conference is that the future is bleak for F1 owners and drivers outside the F1CA. With the number of entries being drastically reduced, and now no 'Division 2' championship to fall back on, there seems to be a simple choice: run for low purses in British Group 8 racing, or go away and do something else.

G1 race at Castle Combe next year

Good news for British Group 1 competitors is that an extra venue is scheduled in next year's championship—Castle Combe in April. This addition results from a petition signed by all the Tricentral series regulars at the Grand Prix which was presented to the RAC by Colin Vandervell as the leading light in the G1 drivers' association.

Howard Strawford of the BRSCC's South-Western Centre, who have a controlling interest in the Wiltshire venue, is very enthusiastic about this provisional date as the fast sweeps of his circuit will show the quicker Capris and Dolomites at their best. The move has also been welcomed by the drivers as it takes them away from the rather limited variety of venues used in the past couple of years.



The ultra-modern new Riotur circuit under construction near Rio.

New venue for Brazilian GP

As we mentioned in *Pit & Paddock* last week, it seems certain that next year's Brazilian Grand Prix will be held at the new circuit of Riotur, in Rio de Janeiro, rather than at Interlagos, in industrialised Sao Paulo.

Details of the new circuit were released at Monza over the weekend, and the photographs and details indicate that the place is being given the Rolls-Royce treatment. One of the major claims is that spectators all around the track will have a perfect view of the

racing, and there will be grandstands to house 82,000 people! Altogether, 150,000 can be accommodated. Strangely, though, it seems that there is space for only 5000 cars.

Facilities include 36 lock-up garages (equipped with airlines, water, electricity and fire extinguishers), a large helicopter station and an automobile museum. The Grand Prix track will be a little over three miles in length, and as the photograph shows, the background scenery is majestic.

Entries open for F2 Donington Park

Entries opened last Monday for the BRSCC Midland Centre's Formula 2 meeting at Donington on October 28/29, and two early entries have already been put in for Eddie Cheever and Riccardo Patrese.

The club is planning to run two 35-lap races for the final round of the European Championship, with results on aggregate times. Official practice for the main race will be held on the Saturday, and there will also be an untimed session for the F2 cars on the Friday; the circuit will be open for unofficial practice from Monday, October 24.

Entry forms are available from Mrs

Edwina Overend, 1A Brownsfield Road, Lichfield, Staffordshire (tel: Lichfield 24380), and anyone wishing to make enquiries about the pre-race practice should contact Ian Phillips at the circuit on Derby 810048. Overseas drivers wanting information by telex should contact the circuit on 377793.

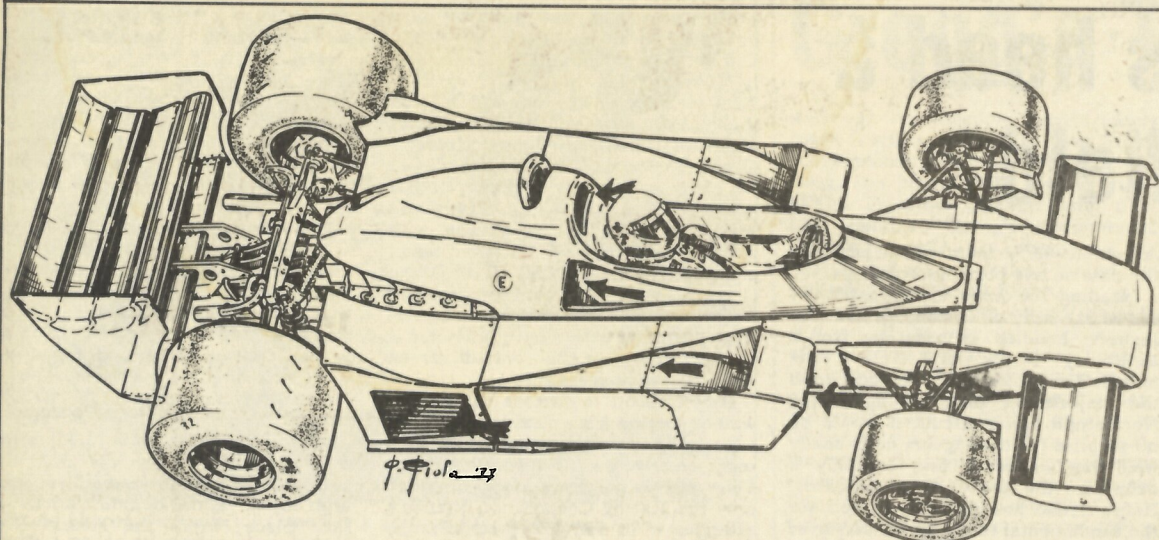
Supporting races at the meeting will be for Historic Sports Cars (Groups 1 and 2), Prodsports, Mini 850s and 1275s, Formula Ford 1600s and Special Saloons; there will also be a championship race for the Dunlop Star of Tomorrow Formula Ford 1600 competitors on the Saturday.

Brands timing problems

Inadequacies of the Brands Hatch timing systems were once again evident at last Sunday's BP Formula 3 Championship race meeting. There were some rather dubious times provided, including two of the front row times in the main race! Although no one would dispute that Derek Daly was quickest in practice, even he was prepared to admit that he had not gone as quickly as the officially credited 44.2s, which represented an improvement of 0.2sec on his

old F3 lap record. The other 'silly' time was given to Tiff Neddell at 44.4s, which was probably the best part of a second better than he actually did.

Quite apart from 'wrong' times being attributed, the system of timing to the nearest two-tenths of a second also received universal criticism from the F3 teams, who maintain that it is outdated and indeed practically useless where the whole grid is covered by under two seconds.



An artist's impression of the new Ford-powered Merzario F1 car, which is nearing completion at Arturo's Italian base and may race in America.

Merzario takes a firm stand

Notable by his absence at Monza last weekend was Arturo Merzario. The little Italian did a lot of testing there ten days before the race, and turned up with his March last Thursday for practice the following day.

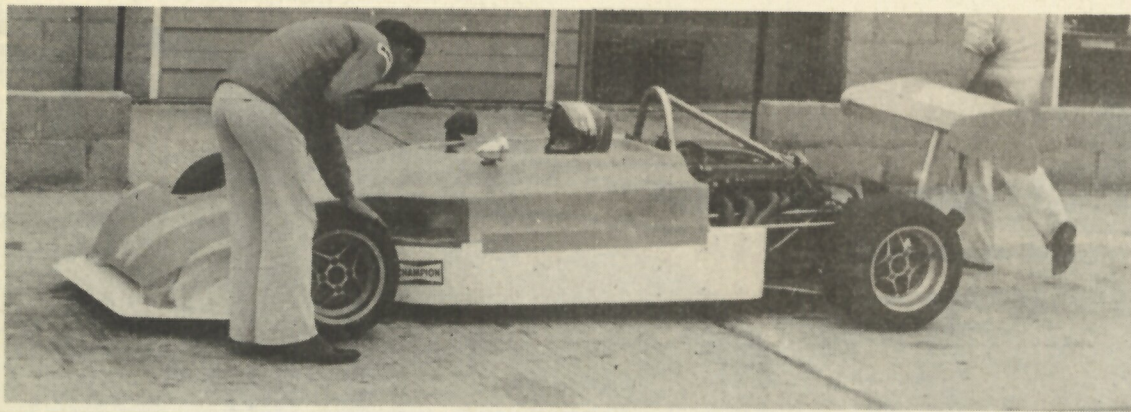
On Friday morning, however, while the others were taking part in the first session, Art was wandering round the paddock unchanged, handing out drawings of his new F1 car, and looking pretty depressed. Later in the day, a terse statement was issued by the team, whose transporter left during the afternoon.

The gist of the matter was that Merzario was withdrawing from the race — a great pity, for Art has a tremendous following at Monza. There were several reasons for his withdrawal. He felt that Goodyear were not being helpful to him, getting his tyres delivered only a few minutes before the start of practice, and he was really furious that at Monza—his home circuit—he was not allocated a pit of his own, but was stuck out on the grass with the Kessels and Stanleys etc: "At Silverstone, OK I don't mind, it is not my country. But at Monza, I think I should have a pit of my

own," said Art, really offended.

It was said by some cynics that the real reason for his withdrawal was that his race engine had not arrived from England, and that the one already in the car was on its last legs. We hope this unkind interpretation is not the true one. The one thing which can never be said of Arturo Merzario is that he suffers in silence. He enjoys the grand gesture, likes to cock a snook at authority, and is never afraid to say what he thinks. More power to him. We were sorry he wasn't there on raceday.

Mike Blanchet was up at Silverstone last week to test the latest Lola Formula 3 car.



Briefly . . .

● René Arnoux was at Monza for the Italian Grand Prix, and said that work is going well on the Martini F1 car, which he hopes to start testing shortly.

● Gilles Villeneuve was present at Monza over the weekend. "I'm here as an observer," he smiled. With Patrick Tambay signed up at McLaren, the French-Canadian is looking for a ride. He has been to see Ferrari, but gave the impression that he is not very high on their list.

● Present in the Renault pit for most of the weekend was Didier Pironi. A second car at some stage of next season.

● Any number of hopefuls stuck their noses into the John Player Team Lotus motorhome in the Monza paddock, but the only one who could have been serious was Jochen Mass. . .

● Ligier people were saying at Monza that they are confident of continuing next year. If the proposed cigarette advertising ban in France does come into affect, there is no reason why Gitanes should not carry on. The car would, of course, not be able to carry Gitanes livery in France, but the market there would seem to be fairly secure anyway. . . There might even be a two-car team in 1978.

● Bruno Giacomelli confirmed at the weekend that he would definitely drive a Brabham-Alfa Romeo in the Imola Formula 1 race on September 25.

● We heard a 'buzz' recently that there just could be a Formula 1 race at Thruxton next year. . .

● Al Unser's victory in the California 500 (reported on page 28) brought his total of USAC Championship career wins to 32, tying with Mario Andretti. Neither driver, however, looks likely to challenge the 56 career wins achieved by one Anthony Joseph Foyt, from Houston, Texas.

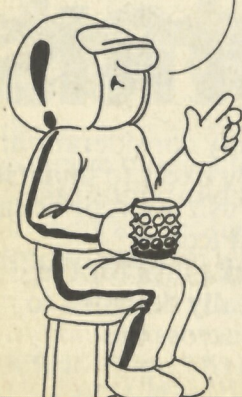
● Next Saturday's BBC *Grandstand* television sports programme will feature highlights of the Italian Grand Prix.

● On November 12, there will be live television once again from Thruxton. The BBC is to televise much of the meeting, which will feature F3, FF2000, FF1600 and saloons.

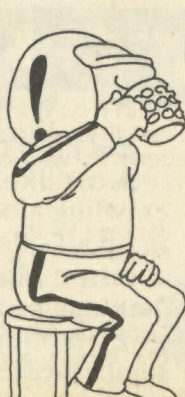
catchpole

by Barry Foley

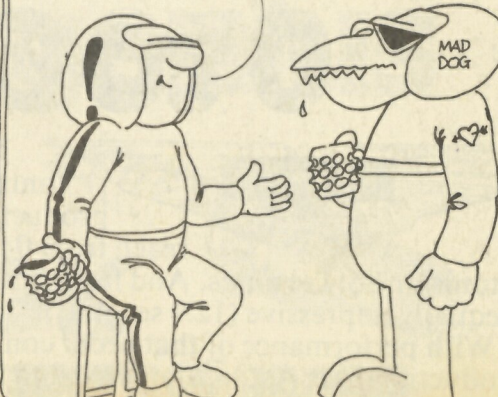
IT'S GOOD TO SEE OLD JAMES IS LIKELY TO RETAIN HIS PREVIOUS TITLE.



SURELY YOU DON'T MEAN WORLD CHAMPION?



NO, SILLY. - 'HUNT THE SHUNT'.



G2 Jaguars head a strong TT field

This Sunday, the European Touring Car Championship circus comes to Silverstone for the 41st running of the Tourist Trophy, round 8 in the 1977 Group 2 series. Sponsored for the fourth successive year by Access, the credit card giant, the BRDC have assembled a most impressive international entry for this prestigious event, with every major championship contender in the line-up for the 107-lap, 500kms race.

Obviously the main British interest will centre on the fortunes of the works Jaguar team which, so far this year, have had little success. It will be very interesting to see how the glorious XJ12Cs have developed since their debut at the Access RAC Tourist Trophy meeting last year, when Derek Bell led the race early on before drive-shaft failure ended the car's run.

So far this season, though, it has been the reliable 3.2 litre BMWs which have dominated the proceedings, one or other of the cars having won each of the seven rounds prior to the TT. Despite their phenomenal success rate in Europe, the Munich manufacturer is not the runaway leader of the championship, for the incredible little VW Sciroccos have matched their score tally round-by-round throughout the year. In third place overall, just five points behind the two German manufactures, comes the Alfa Romeo marque, whose points have come mainly from the

Argentine 43/70 team which has won the class on five previous occasions.

Heading the huge 63-car entry (44 can start) will, of course, be the two Jaguars, handled as usual by Derek Bell/Andy Rouse and John Fitzpatrick/Tim Schenken. Having done the majority of their testing at the Northamptonshire circuit, it would be no surprise for the Jaguars to go really well this weekend, and certainly a defeat for the BMWs is on the cards. Ralph Broad has gradually ironed out the fundamental faults on the cars over the past year, and surely the team's ill luck must change for the better soon. Both cars should be in dry-sump trim for Silverstone, and thus will be to the latest specification allowed by the ETC regulations.

Opposition for the Jaguars in the over 3000cc class is provided in the shape of four BMW 3.5 CSLs, quickest of which should be the works Alpina-built car of Dieter Quester/Tom Walkinshaw, both of whom have a wealth of experience in endurance races of this type. Their car will be presented in the vivid green livery of Gösser beer, and should also feature a dry-sump engine. Quester has already won three rounds of the championship this season, being first past the flag at the Salzburgring and Nurburgring with Gunnar Nilsson sharing the driving, and taking victory at Zandvoort with Toine Hezemans in the team.

The Luigi team from Belgium have entered two of their familiar CSLs, Cimarosti running the team as efficiently as ever, their drivers being Jean Xhenceval/Pierre Dieudonné (who won the Access TT last year with Hughes de Fierlandt) and Eddy Joosen/Umberto Grano/Claude de Wael. The team will be going all out for a repeat of last year's performance. As usual Luigi will also run one of last year's cars with sponsorship from UFO Jeans for Italian chemical tycoon Martino Finotto, who is partnered by the vastly experienced Carlo Facetti. Finotto has recently started to drive extremely quickly and is certainly not just the rent-a-driver he was a couple of years ago.

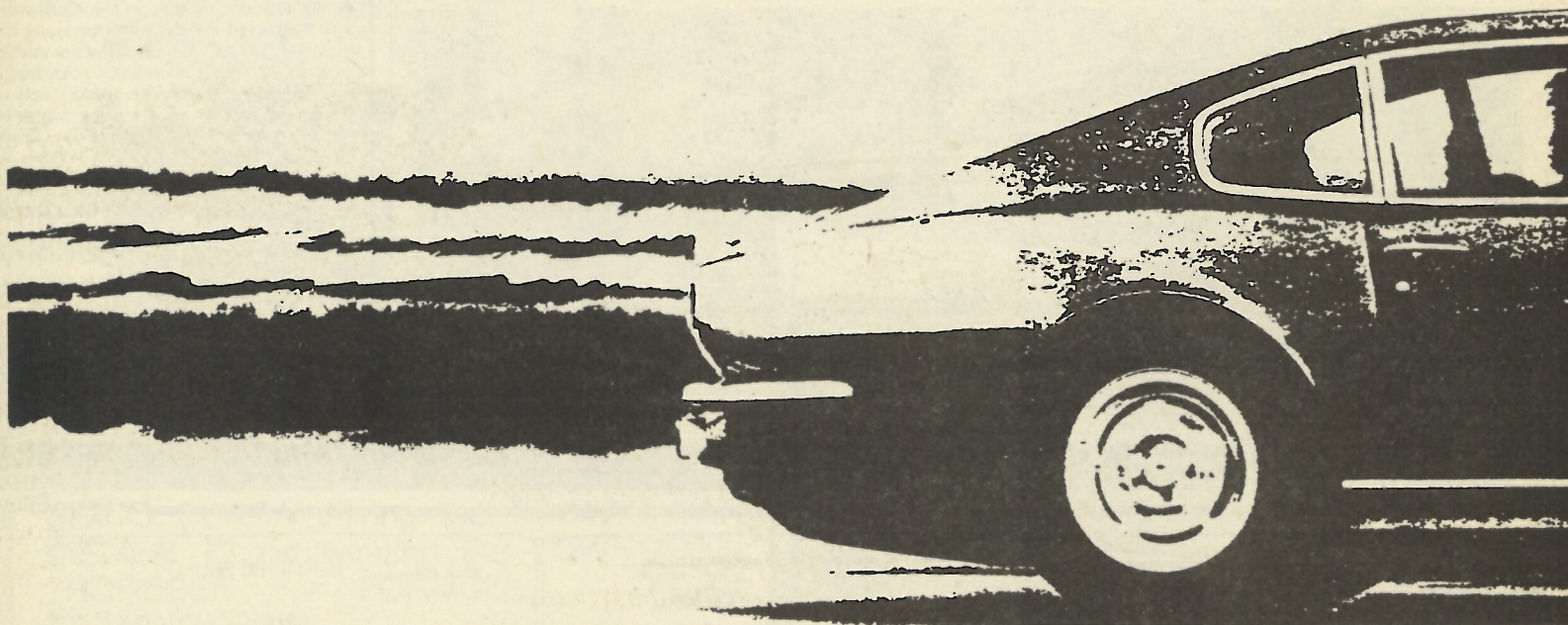
It is difficult to foresee the overall winner coming from outside the largest capacity class, although once again a representative entry has been received. Four BMWs head this class, of which only the Racing Corporation Vienna's example is to full G2 specifications. Nine Ford Capris are entered, including the G2 cars of Bernd Siller/Toni Spiegelsberger (2600RS) and Holman Blackburn/TBN, with most of the regular British G1 boys also hoping for a good run. Smith Kendon Travel Sweets have entered John Markey/David Palmer in the Mazda RX5 Cosmo as yet unseen in this country, as well as the RX2 of Roger Bell/Denis Thorne.

The 1601-2000cc class features the Heyco-Eggenberger BMW 320is of Walter Brun/Helmut Kelleners and Kalli Hufstadt/Jurgen Reinke, these quick cars having to contend with a horde of Alfa Romeos as well as the interesting Leyland Switzerland Dolomite Sprints to be handled by Tony Dron/Paul Keller and Alec Poole/Jean-Claude Bering. These cars will make their competition debut at Silverstone and could well carry off the class honours.

The 1301-1600cc class should prove very interesting, especially as the fabulous Sciroccos of Bergmeister/Henzler (Jägermeister-sponsored) and Stocker/Siegrist (Spiess-tuning) make their first appearance in Britain. The 'baby' class comprises the Argentine Alfasuds along with a pair of cars each from Fiat, Datsun and Leyland Mini, all of which are to Group 2 specification.

The weekend begins with practice and qualifying from 9am on Saturday. Two Brush Fusegear FF1600 races will take place on Saturday afternoon, as will practice sessions for the TT cars, Formula SuperVee and Classic Saloons. Race day action begins at 9am with a two-hour pit walkabout followed by the fuelling of the pits at 11am before the TT warm-up session at 11.50am. Racing starts at 12.30pm with a 20-lap round of the VW Gold Cup European Formula SuperVee race, after which various demonstrations will take place before the Access RAC Tourist Trophy at 1.55pm. A round of the Classic Saloon Car Championship will round up the day's entertainment at around 5.40pm.

● Former Formula 1 star Jean-Pierre Beltoise, forced recently to swallow the bitter pill of participating only in the French national Group 1 touring car series, made it a trifle sweeter by clinching the championship last week. JPB has amassed a total of 215pts in his Georges Benoit BMW 530, too many for Jean-Louis Lafosse (who has 149pts with his similar BMW) with two rounds to go. The 2500cc class leader, René Metge with his Leyland France Triumph Dolomite Sprint, is currently on 128pts and narrowly leads Marc Sourd's Esso BMW (127), Charles Cevert's Ford Escort (126) and Alain Cudini's BMW (114).



0 to 60 in 5.4*seconds-



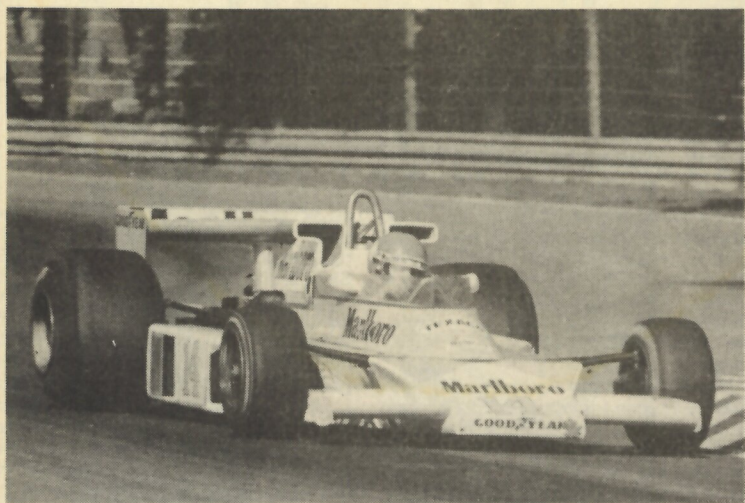
The Aston Martin Vantage is the only production sports car to reach from 0 to 60 mph in an astonishing 5.4 seconds. And its 0 to 100 mph figure is equally impressive (12.9 seconds).

With performance of that order coming off the production line, Aston Martin had to find the spark plugs to match.

Yet high speeds were not the only consideration. A car like the Vantage is equally likely to find itself crawling along Park Lane in the rush hour, or hemmed in on all sides on a hot morning in Rome.

Aston Martin chose NGK spark plugs for the Vantage because they are specifically designed to give optimum performance right across the temperature range.

The deep copper core running right from the centre



Bruno Giacomelli made his Grand Prix debut at Monza but was forced to retire after a steady drive when his engine blew.

Gregg's TransAm

Although the Mosport Park 6 Hours result is still subject to Ludwig Heimrath's protest (P&P last week), Peter Gregg has provisionally won the 1977 SCCA TransAm Championship title. Last Sunday, Gregg's controversial Brumos Porsche 934 dominated the final round of the series, run at the Canadian circuit at St Jovite.

Gregg qualified the car on the pole and led all the way, while Heimrath, who had had problems during qualifying, moved up from 13th place on the grid into second place by the third lap, but could make no further progress as Gregg ran out an easy winner of the 38-lap event. St Jovite was Gregg's sixth successive series victory, and if ratified this will be his third TransAm Championship crown. He has scored 185pts to Heimrath's 162.

Bill Adam, driving a Corvette, finished third at St Jovite one lap behind, while Bob Tullius in the Group 44 Racing Jaguar XJS came home in sixth place overall, and easy winner of the production car class once again. The 475bhp Quaker State-sponsored Jaguar brought its tally to five category wins, three other finishes and three retirements from the 11 races in the Trans-Am, and the St Jovite result confirmed Tullius as the production car class champion, finishing the series with seven more points than John Bauer (Porsche Carrera). In the manufacturers section of the championship, the Jaguar finished second overall only two points behind Porsche.

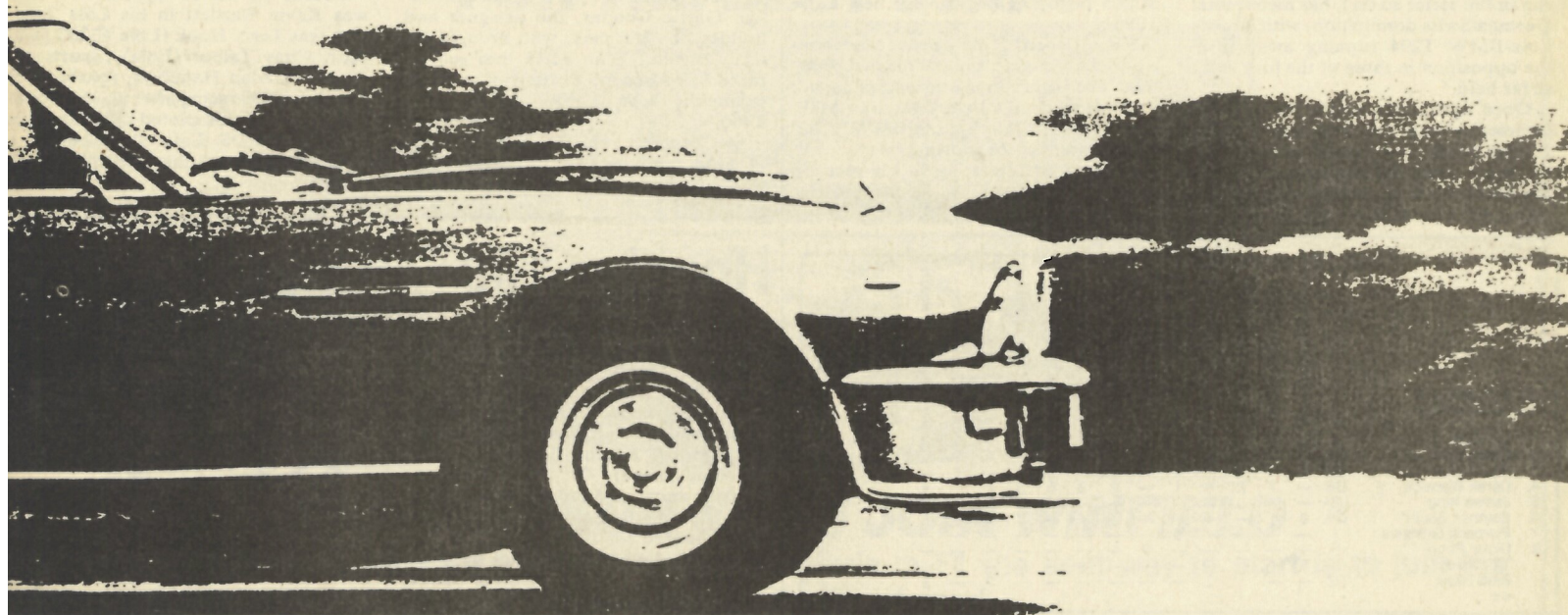
● Before Monza, James Hunt was still narrowly leading the Moët et Chandon Golden Magnum Trophy, the 'championship' which is based on lap times during World Championship Grands Prix.

Moët et Chandon Golden Magnum Trophy (after Dutch GP): 1, James Hunt, 110pts; 2, Mario Andretti, 105; 3, Niki Lauda, 86; 4, John Watson, 83; 5, Jody Scheckter, 67; 6, Jacques Laffite, 43; etc.

● In the Formule Renault Europe event at Monza last weekend, Martini driver Alain Prost triumphed over Richard Dallest in his AGS, and took over the lead of the championship from Jean-Louis Bousquet. Bousquet's Lola finished in fourth place behind Dany Snobeck (Martini), while pole man Jacques Coulon retired his Martini after spinning out of the dice for second place.

CITICORP CUP USAC CHAMPIONSHIP

	Mar 06 Ontario	Mar 27 Phoenix	Apr 03 Texas	May 01 Trenton	May 29 Indianapolis	Jun 12 Milwaukee	Jun 26 Pocono	Jul 03 Mosport Park	Jul 17 Michigan	Jul 31 Texas	Aug 21 Milwaukee	Sep 04 Ontario	etc	Total points
1. *Tom Sneva	20	—	400	60	800	240	1000	280	240	200	—	700	—	3940
2. A. J. Foyt	400	240	—	—	1000	—	—	400	—	—	—	800	—	2840
3. Al Unser	320	60	320	—	700	210	—	—	—	—	—	1000	—	2610
4. Johnny Rutherford	—	300	240	100	—	300	500	60	280	400	400	—	—	2600
5. Wally Dallenbach	—	45	280	400	600	—	600	—	100	—	280	—	—	2305
6. Gordon Johncock	200	15	80	320	100	15	700	—	320	320	60	100	—	2230
7. Mario Andretti	—	—	—	—	—	—	800	—	—	—	—	600	—	1400
8. Tom Bigelow	240	180	20	—	400	90	—	100	40	60	240	—	—	1370
9. Pancho Carter	280	—	40	80	—	150	—	—	60	280	320	—	—	1210
10. Mike Mosley etc *champion	—	120	200	280	—	180	250	—	—	—	—	—	—	1030



that's a spark of genius

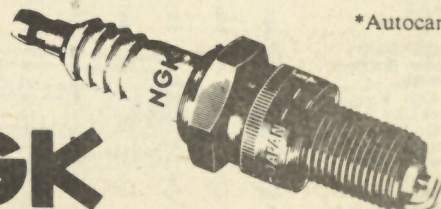
of the tip and the high alumina ceramic insulator discourage overheating — and at the same time prevent fouling and misfiring.

So the Vantage has every advantage.
And so can you when you fit NGK.



NGK

The spark of genius



*Autocar

NGK Spark Plugs (UK) Ltd, 24 Burnt Mill, Elizabeth Way, Harlow, Essex CM20 2JW. Tel: Harlow 418321

INTERSERIES CHAMPIONSHIP (G7)									
	Division	Net	May 08 Kassel-Calden	May 22 Avus	Jun 12 Wunstorf	Aug 28 Nurburgring	Sep 18 Ulm Mengen	Oct 09 Hockenheim	Total points
1. Helmut Bross	2	D	30	6	30	20			86.0
2. Jörg Obermoser	1	D	15		30	53.0			53.0
Kurt Roth	2	CH		20	12	20			53.0
4. Peter Hoffman	1	D	7.5	15	30				52.5
5. Jörg Zabrowski	1	D			22.5	10			40.5
6. Charly Schlimer	2	CH		12	22.5				34.5
7. Eugen Strähl	2	CH		15		15			30.0
8. Walter Baltisser	2	D	22.5		6				28.5
9. Norbert Dombrowski	2	D	12	8		6			26.0
Dieter Münch	2	D			18				26.0
11. Kurt Langjahr	1	D	9		9				22.0
12. Derek Bell	1	GB		20					20.0

Bross leads poorly supported Interseries

With no Alfa Romeos present, the German driver Jörg Obermoser's Toj-DFV scored an easy win in the Nurburgring Trophy Interseries race on August 28. Obermoser now lies second equal in the championship with Kurt Roth (Francy-Sauber C5), while Helmut Bross, who won the 2-litre division at the 'Ring to claim maximum points, still leads comfortably.

The entry for this year's Interseries Championship, organised by the German promoter Paul Goppert, has been extremely weak. Alfa Romeo have only supported one event so far when Britain's Derek Bell won with an experimental car at the Avusrennen, and it has been left to Obermoser and Reinhold Jöst (Porsche 908 turbo) to supply the competition in the over 2-litre division. In the up to 2-litre section, virtually nil support from the British (only Bob Marsland and Richard Jenvey have run in the series so far), has meant total German/Swiss domination, with Bross's Lola-BMW T294 running away from the opposition in three of the four races so far held.

Once again, this year's Nurburgring Interseries race was restricted to the 2.3kms "Start and Finish" circuit; that is a burst down the pits straight, round the South turn, up behind the pits and round the North turn back to the con-

trol tower. Not a very attractive recipe to entice overseas teams, and as a result only Richard Jenvey made the trip from this country with his Polarroof Vogue-BDA SP2.

The race was run in two 35-lap heats, Obermoser and Bross winning their respective divisions in both instances; Jöst and Jurgen Barth (Porsche 908) followed the Toj SC303 home in the big class in both races, while Eugen Strähl and Roth in a pair of Francy-Sauber C5s did likewise in Division 2. Twelve cars ran in the two over 2-litre races, and 18 in the up to 2-litres, and Obermoser, Jöst and Barth lapped the entire field once or more in each heat. Jörg Zaborowski's Lola-DFV T380 was fourth in the Division 1 event.

It was the same story in the 2-litre section, with Bross, Strähl and Roth dominating. Prince Leopold von Bayern came fourth in a 2-litre Toj SC205 from Dieter Münch's new Lola T296.

Poor Richard Jenvey never made the start after engine failure during practice, and other non-starters included Peter Hoffmann's hefty McLaren M8F and Roland Binder's Lola-BMW T292 after good practice showings.

Jöst made fastest lap in his race at 50.5s (101.53mph), while Bross was quickest in his with a 51.5.

Bonnett scores first GN victory

Last Sunday was a big day for NASCAR Grand National driver Neil Bonnett, who scored the first GN victory of his career. At the wheel of Jim Stacey's Dodge, 31-year-old Bonnett won the 23rd round of the Winston Cup series, the Capital City 400 at Richmond, Virginia.

Nor was it a fluke victory. Bonnett qualified second behind Benny Parsons in the DeWitt Racing First National-sponsored Chevrolet, led for most of the race, and crossed the finish line still going away from Richard Petty. Petty, trying desperately to close the championship points gap to Cale Yarborough, finished a few seconds behind to make it a Dodge one-two with the familiar STP-backed machine.

Parsons finished third and Yarbor-

ough fourth with the Holly Farm Chevrolet, while Lennie Pond was the final unlapped driver with his Ray Elder Chev. Bobby Allison brought his AMC Matador into sixth place on 399 laps, ahead of Darrell Waltrip in the Gatorade Chevrolet, which was delayed by a gearbox malady and completed only 396 laps. The remarkable Dick Brooks (Truxmore Ford Torino) maintained his consistency with an eighth place finish on 393 laps, and two more Chevrolets driven by James Hylton and Jimmy Means completed the top ten.

Petty still has it all to do:

Winston Cup NASCAR Grand National Championship (after 23 rounds): 1. Cale Yarborough 3800pts; 2. Richard Petty, 3682; 3. Darrell Waltrip 3433; 4. Benny Parsons, 3422; 5. Buddy Baker 3041; 6. Dick Brooks, 2861.

First Gold Star to McCormack's M23

South Australian John McCormack set a blistering pace to win the first round of the Australian Gold Star Championship at the Surfers Paradise Raceway on August 28. He was driving the hybrid McLaren M23 which he has developed using the Leyland aluminium V8 engine.

McCormack finished a comfortable 17.2secs ahead of fellow South Australian Garrie Cooper, the designer and builder of Elfin cars, who brought his Chev-engined Elfin MR8 into second place half a second in front of reigning champion John Leffler in his Lola T400.

McCormack ran the race on this abrasive track on a set of Dunlop tyres which he had used for his brief six-lap

practice session, and which had also done one of the Rothmans series races in February! "The transporter broke down on the way to the track and we only had time to try the car on the Dunlops; after that we were too afraid that we would upset its balance if we changed to anything else, so we left them on," he said.

Fourth in the 38-lap, 120kms race was Kevin Bartlett in his Lola T400, fifth was Terry Hook (Lola T330/2) and sixth Chas Talbot (Lola). Sports car exponent Alan Hamilton, returning to Formula 5000 racing after an absence of several years, completed only nine laps in the ex-VDS Lola T430 before a conrod almost cut the Chevrolet block in two.

BP FORMULA 3 CHAMPIONSHIP									
	Net	Mar 13 Thruxton	Mar 26 Oulton Park	Apr 03 Silverstone	Apr 11 Thruxton	Apr 24 Zolder	May 22 Monaco	May 29 Brands Hatch	Total points
1. Eje Elgh	S	3	9	4	10	3		4	52
2. Derek Daly	IRL	4	4	7	1			7	47
3. Geoff Lees	GB	4	4	7	1			7	37
4. Derek Warwick	GB	7	7	3	6			3	34
5. James King	USA		3	3	3				18
6. Stephen South*	GB	9	1						13
7. Piercarlo Ghinzani	I								9
8. Didier Pironi	F								9
Tiff Needell	GB	6							9
Brett Riley	NZ		1	2					9
etc									9

VANDERVELL FORMULA 3 CHAMPIONSHIP									
	Net	Mar 06 Silverstone	May 01 Brands Hatch	Jun 06 Silverstone	Jul 16 Silverstone	Aug 27 Donington	Aug 29 Silverstone	Oct 01 Silverstone	Total points
1. Stephen South*	GB	22	22			4	15		63
2. Geoffrey Brabham	AUS	4			2	20	10		36
Brett Riley	NZ		6			15	10		36
4. Eje Elgh	S	3	8			12	10		34
Derek Daly	IRL	1				8	10		34
6. Nelson Piquet	BR						20		32
7. Beppe Gabbiani	GB		15	10					30
8. Derek Warwick	GB	15	4		1		1		26
Ian Taylor	GB	12	12						26
10. Geoff Lees	S				20	3			24
11. Anders Olofsson	GB	10	2		4	1	6		23
12. Tiff Needell									23
etc									23
*champion.									

Hoosier 100

Last Sunday, one of the classic USAC dirt car championship events took place, the Hoosier 100, which is run on the 1-mile dirt oval in Indianapolis State Fairground. The third event in a four-race series, it was won by works Eagle driver Pancho Carter, driving a Dobbins sprinter.

No fewer than 52 of the 6-litre, fuel-injected Chevrolet-powered sprint cars were entered for the Hoosier 100, the fastest 25 of which in practice qualified automatically. Not among these was A. J. Foyt, who was forced to take part in a qualifying race; in this he was involved in a three-car shunt with Jim Hurtubise and Arnie Knepper, two more USAC veterans, but none of the trio was hurt.

Carter started from the pole and won by half a lap from series points leader Larry Rice, who had qualified third. In a three-way battle for third place, Sheldon Kinser just pipped Billy Vukovich and Al Unser. Of the other USAC Championship drivers, Gary Bettenhausen qualified second but blew his engine after 70 of the 100 laps, and Tom Bigelow qualified fourth but dropped to a 14th place finish in the race after a pitstop.

The next round of the USAC sprint car series will be run at Syracuse in New York state the day before the US Grand Prix at Watkins Glen.



James Hunt, Niki Lauda and Mario Andretti were your favourites in the AUTOSPORT Moët et Chandon Grand Prix Competition for Monza, and the winner is Mr R. A. Morford from York, who predicted that Mario would win at an average speed of 126.675mph—not as close as usual, but close enough for Mr Morford, whose bubbly liquid is on its way.

Next, Watkins Glen. Last year's United States Grand Prix was won by James Hunt's Marlboro-McLaren at an average speed of 116.43mph; as usual, we want you to predict the winner and his average speed, and require your entries (on a postcard) by Friday, September 30. Send them to AUTOSPORT Editorial, 76 Dean Street, London W1A 1BU.

Crossing the track

Having arrived home from the Dutch Grand Prix at Zandvoort, I am still asking myself whether the incidents I saw on the Hugenholtz curve which leads to the Hunzerug were real or a nightmare.

On fourteen occasions, in the space of 35 minutes, press, cameraman and other official idiots crossed the track at various points on this bend. This was capped by one suicidal maniac, who crossed in a completely blind position in front of a car. On miraculously reaching the other side, he realised that in his panic he had left one of his shoes in the middle of the track. After several cars had avoided the shoe, and with a gallery of marshals making a sick audience, he returned to the centre of the track and in one manoeuvre retrieved the shoe.

The 'circus' activities were culminated by at least fifty spectators, press etc appearing on the track while the tail end of the field were completing their last lap. Ian Scheckter, getting in the thick of them, must have wondered whether the Dutch Automobile Club had suddenly installed a zebra crossing, or a pedestrian precinct.

I would be amazed if any of the Formula 1 drivers who say what I did could do another lap in a Grand Prix until an absolute ban is imposed on any person, marshal or otherwise, crossing the track. Marshalling etc can be done from both sides of the track, and on no occasion should anyone be allowed to cross while the race is in progress.

One of the most sincere and likeable men that I have ever met had his life taken away just five months ago at Kyalami by the same behaviour which I witnessed in Holland. Surely this should have been a terrible lesson to everyone.

STAMFORD, Lincs

RICHARD RINES

Grosse chance

Herr Privat Ear! Vizz Plashure I haven gereaden your Peace on Herr Rennfahrer Derek Bell (Foreign Person) und me refferens der Sekkond Platz in 1945.

May I hav ze Opportunity to Korrekt der Statement vitch ist only Half der Truth! Vee did not only komm Sekkond in 1945 butt also in 1918. Your are too Yung to Remember zis, Herr Privat Ear, ja!

Kommin Sekkond not only vonce but TWICE vill giv us der Grosse Chance to vin der Final, ja!

I am hopink you vill keep zis in Mind.

MUNCHEN, DEUTSCHLAND

EDDIE GUBA

Needed: a premier national championship

Now that the proposed European Formula 1 championship threatens to drain away what little life-blood there is in the British Group 8 series, MCD must be thinking hard about a replacement premier national championship.

May I suggest they look no further than Germany, where the national group 5 championship is providing racing second only to F1 in spectacle, excitement and interest.

My suggestion is that we take as the basis for such a series the current super saloons, Mod-sports and Special Saloons, with the proviso that all new cars from say 1980 conform to appendix J regulations for Group 5 or lower. As for classes, the Germans successfully combine up to 2 litre cars with over 2 litres, using separate races or separate starts in the same race, thus giving equal prestige to the two divisions.

Group 5 is too expensive, you say. But the Germans are not that much better off than us. It's just that the racing, being so good, attracts a lot of support, and the available support is concentrated in one series not dissipated over a number of similar classes.

Surely it is about time we in Britain started supporting international formula again. Our parochial indulgence in Special Saloons, Clubmans, Mod/Prodsports etc has weakened our international participation to virtually nothing except F1 and perhaps F3.

So, what about it, MCD? Baby Bertha and the DFW versus Hamilton's Aston, Zakspeed Escorts and Porsche 934's sounds a lot better than a literally third-rate series for old F5000 cars.

HENLEY, OXON

TREVOR I. CAMPBELL

Unfair on Bleekemolen?

Nigel Roebuck's unfair attack on F&S driver Michael Bleekemolen certainly gets him in Dutch with readers who make a habit of checking facts instead of getting their information from the ex-McLaren mechanic's sister's milkman or from the sheet metal worker who lives near Teddy Mayer (Dutch GP report, September 1).

Come off it, Nigel, Michael Bleekemolen has been a professional racing driver for seven years now and has finished as a winner in 50-odd International events. During preparation tests of the March at Goodwood, supervised by Tim Schenken and Howden Ganley, he made lap times of 1m 10.07s, which can't be called exactly amateurish. Driving Guy Edwards's G8 car at Zandvoort, he clocked 1:23.08s, which is not so bad either. His regular lap time at Zandvoort in the FF2000 is under 1m 36s.

Bleekemolen is a talented and dedicated young man who has fought his way through the ranks and is now ready for commission into the big league. Only he had the appalling bad luck that for his first try he had to cope with a badly prepared car that even an Andretti could not have managed.

AMSTERDAM, HOLLAND TONIO HILDEBRAND,
F&S Properties

No dispute at Prescott

Anyone who was at Prescott the weekend before last would agree that the organisation was superb. I was, therefore, dismayed to read your correspondent's remarks regarding 'an unnecessary display of officialdom from the Clerk of the Course,' especially since it is patently untrue (September 8).

Apart from the fact that both Chris Cramer and I were permitted to practise the same car on Sunday morning, the organisers took the trouble to ask us in what order we wished to run in the classes. Following this, they again discussed the form for the Championship runs which, of course, we carried through without any problem exactly in accordance with the RAC Championship rules.

Neither Chris nor myself had any dispute with the Clerk of the Course—the exact opposite was in fact the case.

Having enjoyed such a superbly run meeting, I am particularly anxious that the remarks made by your correspondent should not in any way, reflect on either of us drivers.

GODALMING, SURREY M. G. H. MACDOWEL

Hot Rods

As another non-proper racer (Hot Rod), I would like to support Tony Glover in his letter (printed on September 1), and express my disgust at your attitude towards Hot Rod racing, Stock Cars and the like. What a narrow minded view.

Most of the Hot Rods are very well prepared and in some cases better than circuit cars, ie 351 Barry Lee, and I suggest that the only reason they do not get the recognition they deserve is because they are not dictated to by the RAC.

Have you ever followed a season of Hot Rod racing, concluding with the World Championship final at Ipswich, experienced the atmosphere generated by a very good and competitive weekend's racing, and seen the large number of spectators?—Pity.

TAMWORTH, STAFFS

BOB SHARP

Touché, Mr Sharp. But we intended no offence, and don't forget that we did carry a feature on Hot Rods earlier in the year.—Ed.

Atmosphere

With reference to your article on karting in your September 1 issue, I would like to voice my views on the so called 'friendly' and 'helpful' atmosphere.

Along with a friend I race a Barlotti Parilla Class 1 kart. Until I started karting, which was only three or four months ago, I was a mechanic for a Clubmans sports team, but because of my desire to drive myself, I decided to start karting.

Understandably we encountered problems, because even though I am a motor mechanic, I had never previously worked on two-stroke motors. On requesting help from other karters, we received none at all, and even got sarcasm from some. Two other friends of mine race a Class 1 Zip, and feel the same as I do about the 'friendly' atmosphere of karting. I found the atmosphere at club race meetings much more friendly and relaxed.

RHONDDA, GLAM

PETER PRICE

Then as now?

AUTOSPORT dated September 12, 1952, carried a report of Alberto Ascari's victory in the 23rd Gran Premio d'Italia at Monza. Confirmed World Champion Ascari headed Froilan Gonzalez in the Maserati and the Ferraris of Luigi Villorosi and Giuseppe Farina. Italian cars dominated the race, the highest placed 'foreigner' being Ken Wharton who brought the out-paced Cooper-Bristol home in a quiet ninth position. The top British event of the weekend was the Brighton & Hove MC's annual Brighton Speed Trials along Madeira Drive at the Sussex resort. Best time of the day over the standing kilometre course was set up by Ted Lloyd-Jones in the incredible Triangle 'Flying Saucer.' The 21-litre Rolls-Royce Kestrel-engined device rocketed up the front to record an astounding 23.91secs, flames belching from the short exhaust stubs of the vast aero-engine. It is interesting to note that last weekend Simon Riley won the same event with a time of 18.28 in his Brabham-DFV BT33. This represents an average improvement of just over 0.22sec per year over the past quarter-century. In the year 2002 therefore, will AUTOSPORT look back on Riley's time with nostalgia as the annual Brighton Speed Trials' winner records 12.65s!



The right one

Alain de Cadenet has this magnificent vintage single-seater Alfa Romeo. In fact, the first single seater Alfa ever built. He found it in Argentina and exported it from there in a series of small parcels. The chassis came out labelled as a ladder. The supercharger as a piece of air conditioning equipment. And so on. For two years he laboured over it and recreated the machine in which Nuvolari won some very important races.

So there he is, all proud like a new father standing beside it at a recent meeting where it is on display in the Brabham-Alfa pit. Bernie Ecclestone, a self-confessed Today's Man, appears takes a look and sniffs in a derisory fashion.

Does he not approve? "Load of cobblers, these old cars", says Bernie. But they are worth a lot of money. And Bernie believes in money. Does he not rate them for investment purposes? "For the same money I can buy something that small (holds up small hand, finger and thumb touching) that will appreciate at the same rate. I don't need a garage to keep it in or anyone to clean it".

He pauses only to ask de Cadenet what year it is. Nineteen thirty something. Pivoting on his heel to leave, Bernie, almost as an aside, says to de Cadenet, "That

radiator badge isn't genuine. It's from the 1940s".

De Cadenet, open-mouthed in disbelief, mumbles, "Christ I'm the only man in the world who knows that is the only non-original part on the car". Nobody understands how Bernie, with his total disdain for old cars, can spot such a thing. And while everyone is wondering, he calls over Ing Carlo Chiti and asks him to provide an authentic radiator badge from the Alfa museum collection for his friend's car. And then, he was gone.

Italian Racing Red

Only the Italians can work up a big political connotation into a driver change. One might be forgiven for thinking that, following his defection from Ferrari, Niki Lauda would lose much of his Italian fan following.

Wrong. He's even more popular. The reason, according to an Italian economist friend of mine, is very simple.

Ferrari and Fiat represent the Establishment Right. Alfa Romeo represent the Radical Pinkish Left. So, by defecting from the Capitalist establishment, Niki has struck a blow for the horny handed proletariat, and now receives the whole hearted support of the nation's workers. Sure enough, he was getting roistering big accolades from those very working class looking, home-built scaffolding stands.

Can you believe it?

Italians have ideas about Niki's future. These must be right-wingers. . . .



Just as well he asked. . .

Just in case you think it's only the drivers who have problems at Grands Prix, spare a thought for the *Daily Mail's* ebullient Mervyn Edgecombe and learn how lucky *Mail* readers were to get their race coverage last weekend.

Packed in a crowded press office along with sweating hordes of fellow pressmen, waiting for their booked calls so they can phone their stories through, is not the best way of spending the fag end of a Latin afternoon. Italian telephone calls enjoy a similar delay to British planes at Heathrow.

Eventually the lady calls *Eddgecomby* to the waiting instrument, and Merv instantly lets go with 700 words of action-packed copy. Then the conversation goes something like this.

Merv: "Got that? Good. Can I speak to Jim?"

Copytaker: "Jim who?"

Merv: "Jim the Sports Editor."

Copytaker: "Nobody of that name here."

Merv: "Stop kidding around etc etc."

Copytaker: "Who are you anyway?"

Merv: "Mervyn Bloody Edgecombe in Monza."

Copytaker: "That's nice."

Merv: "And who are you?"

Copytaker: "I'm a copytaker on the Guardian."

Loud rush of air from Edgecombe mouth, accompanied by interesting collection of expletives. Seven hundred words to the wrong paper.

Wolf meets Alsatian

Picture the scene. Walter Wolf's helicopter *en route* from the Reading factory to Silverstone for a test session. Lousy weather. On board, Walter Wolf, Jody Scheckter and Nick Cook the professional pilot. The weather closes in, and visibility drops to zero.

Scheckter, who used to live in the area, says it's all forest down there. Come down gently and find a wide forest track on which to put down. They do it.

Then, with fog swirling through the damp forest, Scheckter remembers that Broadmoor, the institution for the criminally insane, is hereabouts.

Three shifty figures humping suitcases creep through the forest until they come to a 15ft high chain link fence. Three men as one voiced the same question. Are we inside or outside? At which point, as if on a theatrical cue, there appears a very large Alsatian dog. On this side of the fence.

The dog pricked his ears and curled a lip to expose a set of purposeful fangs. The only noise to be heard was the chattering of three sets of teeth punctuated only by the occasional *Cheezus*. At which point there appears a digni-

fied English lady carrying a stout stick and wearing tweeds. "Hello. Just out walking the dog. What are you chaps doing?"

Relief. Sure enough it was Broadmoor on the other side. The lady directed them to a warden's house nearby. Knock, knock. Door partly opened by cautious lady. "You're not going to believe this, but I'm a racing driver, he's in the oil business and he's a helicopter pilot. . . ."

The lady agreed with them. She wasn't about to believe it. But everyone lived happily ever after. A hire car was arranged, and Walter and Jody dined in London that evening.

Stirling makes his points

One upmanship is a very important part of Family life around the Grand Prix scene. Almost everyone is aware of the need to score points. Marlboro's John Hogan does it with his Gucci briefcase. James Hunt does it by not wearing a tie when he dines with Royalty. Walter Wolf has his butler. Ken Tyrrell has six wheels. Colin Chapman has his private plane sprayed the same colour as his racing cars.

But the ultimate in one-upping comes from the cost-conscious Stirling Moss, who recently scored maximum points and did so without spending any money at all. In fact, he saved money.

During one of the inevitable London Airport delays, Stirling arrived in the British Airways VIP lounge. (Score two points for having access to the VIP lounge.) Within three minutes of his arrival, the coinbox telephone rang. Stirling darted across to answer while the rest of the room sat looking bewildered. It was for him.

Ten points.

Ensnared

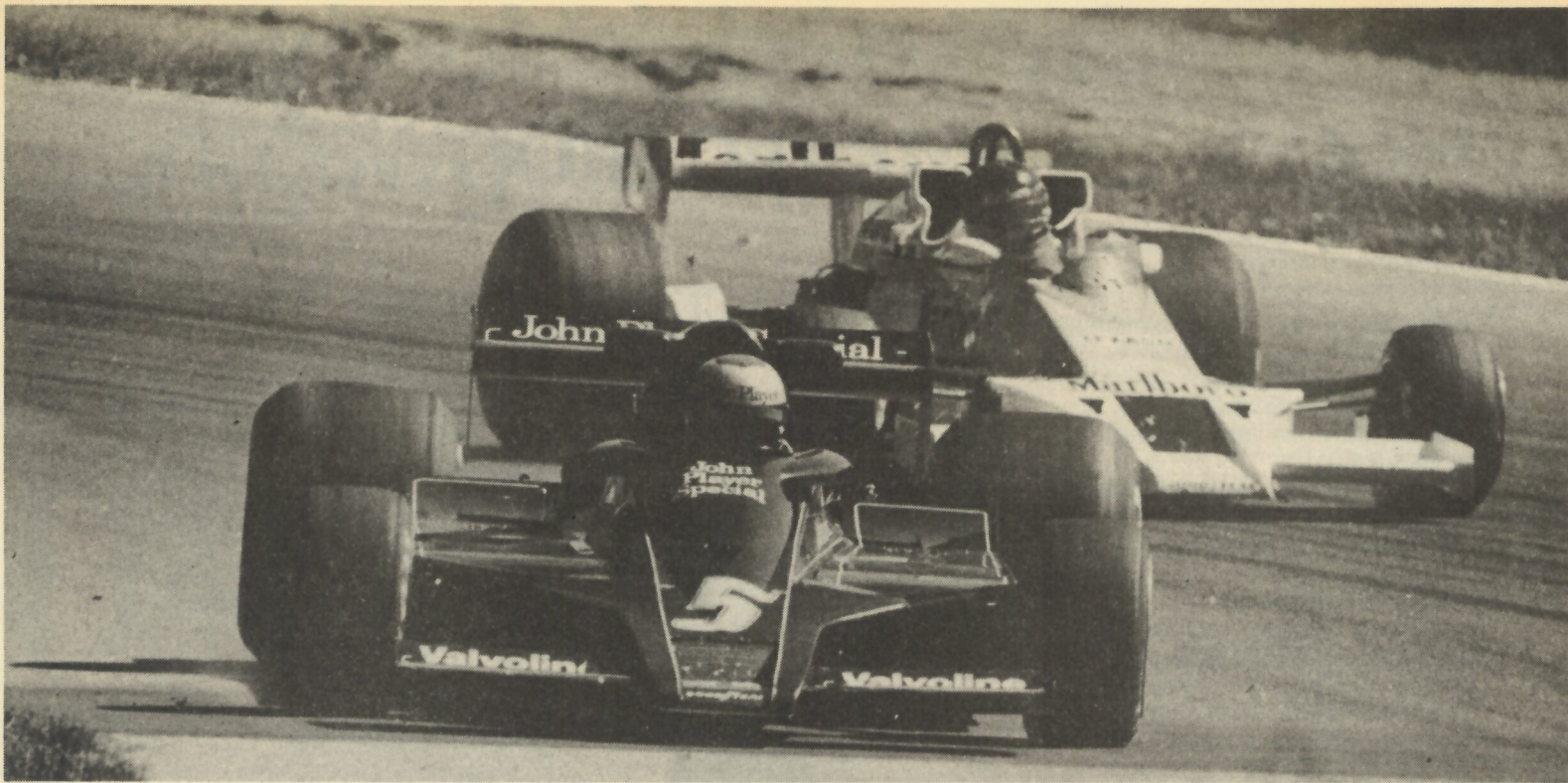
Remember the continuing saga of the BRSCC, and its move from Chiswick to take up residence at Brands Hatch and how some thought it was all a takeover plot by Jolly John Webb? You do? Good. Then maybe you'll amused by the club's change of venue for their monthly Directors meetings.

They don't hold them at Brands. They hold them at a pub in Bushey, Hertfordshire, called The Spider's Webb. I promise you, it's true.

Quotes of the Week

Mario Andretti after his Italian GP win, in reply to Team Manager Andrew Ferguson's question, how was the car? "Great. Just give it a wax job and ship it to the States."

Vern Schuppan providing a short answer to my question, what was USAC racing in the States really like? "Like British club racing but for lots of money."



Having passed Hunt's McLaren on the second lap, Andretti moved past Scheckter's Wolf eight laps later, and was gone.

Mario's spiritual home

Andretti scores the GP victory he wanted most—Lauda's second place makes title a virtual certainty—Jones a fine third—More engine failures—Report: NIGEL ROEBUCK—Photography: JEFF BLOXHAM.

"We have found a li'l straight line speed, but I'm not tellin' ya how", allowed a smiling Mario Andretti on Sunday morning. A few hours later, he had added substance to his statement by completely dominating the 48th Italian Grand Prix. Never lower than third, the JPS-Lotus star picked off James Hunt and Jody Scheckter with astonishing ease, and simply drove away to nine points. Moreover, it was all done with an absolutely standard Cosworth engine.

Second, for the sixth time this season, was the redoubtable Niki Lauda, whose Ferrari never appeared to be a serious threat to Andretti. Certainly it was apparent that neither Niki nor Carlos Reutemann had the huge power advantage of which other drivers had spoken at previous races. At one stage, indeed, the two of them were unable to get by Jarier's delayed Penske! However, to all intents and purposes Niki Lauda is World Champion again. To lose the title he must fail to finish in the last three rounds and Jody Scheckter must win them all. Either contingency looks remote.

From Alan Jones came the drive of the race. Outshone by team-mate Patrese in practice, Alan qualified 16th. But, as we have seen so often before, the Australian becomes a different person on race day. On Sunday the Shadow moved smoothly and quickly up the leader board to finish an eventual third a matter of seconds behind Lauda. Jochen Mass is much the same as Jones in this respect, and he put in a typically efficient drive for fourth, his Marlboro-McLaren being the only one to finish.

Good it was to see Clay Regazzoni in the points at Monza, the Swiss coming in right

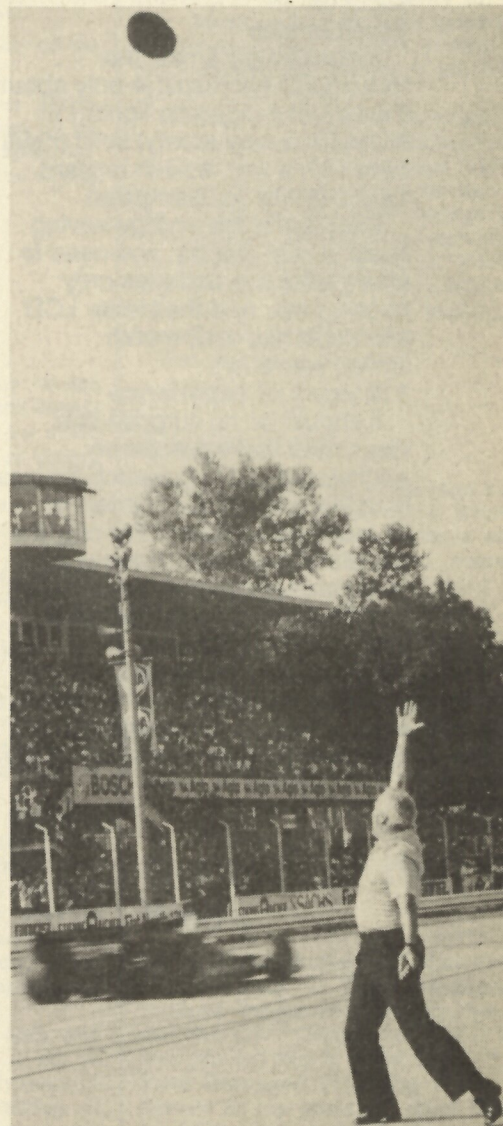
on Mass's heels after a spirited race in the Ensign, and Ronnie Peterson, despite damaging the nose of his Elf-Tyrrell at the chicane, took sixth place for Elf Team Tyrrell.

The pole, after a magnificent last-minute charge, had gone to James Hunt, so very keen to win at Monza after the various altercations in 1976. In the race, however, Hunt never ran better than third, and that became eighth when he spun at the first chicane. After going over the kerbing, the McLaren's steering was damaged and a long pitstop ensued. Carlos Reutemann's Ferrari took the other front row slot, and led the Italian attack until an exhaust pipe came adrift. Lole later retired for good when he spun on Bruno Giacomelli's oil.

There was yet another crop of engine failures, the most significant victim being Jody Scheckter, whose Wolf grabbed the lead at the start, led for ten laps, and then ran an easy second to Andretti. Hans Stuck's Brabham-Alfa was another front runner to suffer the same fate, but his race lasted a good deal longer than John Watson's, the Martini-Brabham team leader quitting after only three laps with a broken engine mounting, again after being shoved over a kerb at one of the chicanes.

The happiest aspect of the weekend was Patrick Tambay's remarkable escape from an accident in practice, when his Ensign lost a wheel, somersaulted and slid down the road upside down for more than 100 yards. The Frenchman got out without a scratch.

All told, this was a very poor Grand Prix race, with none of the consistent changes of position so long associated with Monza. The chicanes have taken care of that. While the notion of a major Grand Prix lasting under 90 minutes seems fatuous, Sunday's race seemed endless.



A familiar sight to Monza fans . . .

ENTRY & PRACTICE

Monza was much the same as usual this year. The weather, so appalling during practice and on race morning in 1976, reverted to normal. Throughout the two days of qualifying, there was hardly a cloud to be seen. It was hot and dusty and somehow even more busy than usual. There seemed to be yet more people at the track during practice than usual and, as ever, all their frenzy and fanaticism was aimed towards Ferrari.

We need, of course, no further proof that Niki Lauda is a brave man, morally as well as physically. To announce his resignation from Ferrari to the world ten days before the Italian Grand Prix was an act of courage. Niki, of course, never beats about the bush. It would have been so easy to keep the peace until after the race, but that is not Lauda's way. He had made up his mind, and there was no point in delaying the announcement.

Lauda, of course, was a hero among men at Monza last year. A mere six weeks after his accident at the Nurburgring, he returned to racing at the Italian Grand Prix and finished an altogether remarkable fourth. Still very badly battered at that time, his dreadfully scarred, livid face a testimony to his suffering in Germany, Lauda was every Italian's hero that day, to the extent that even Clay Regazzoni, Monza's all-time favourite hero, was largely forgotten after the race.

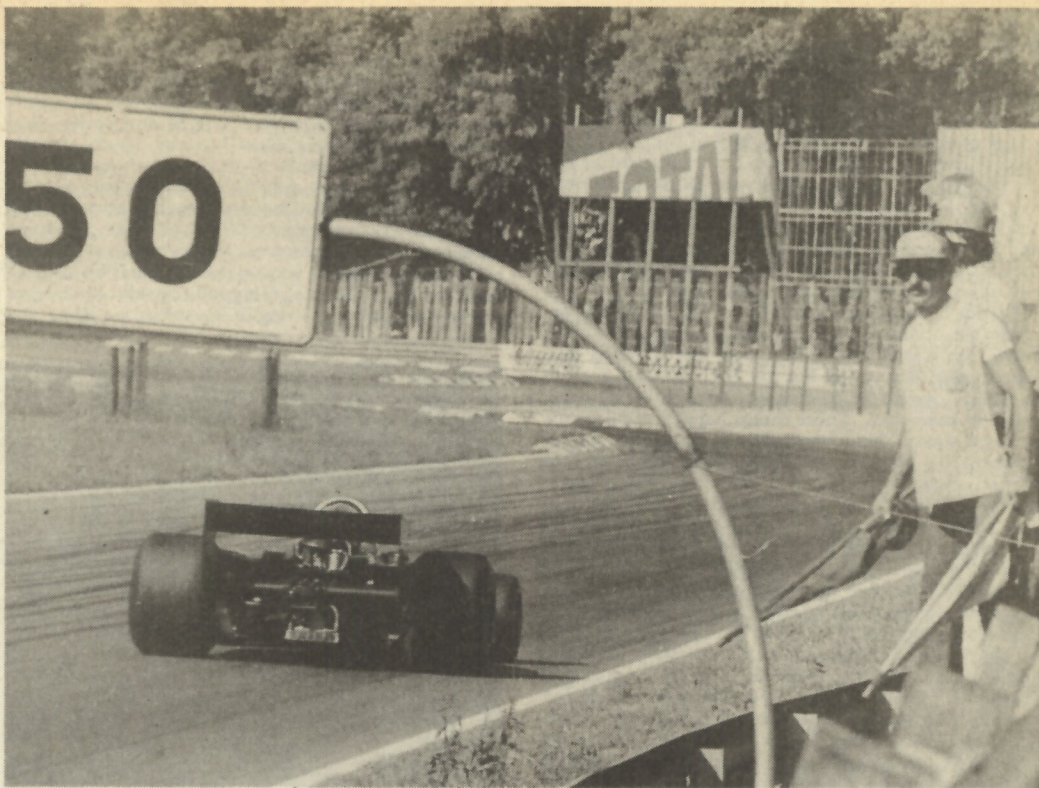
A couple of days after making his announcement, Lauda returned to Monza for the traditional period of Ferrari testing which always precedes the Italian Grand Prix. There were jeers and there were taunts. Rotting fruit was pitched across from the stands. The days of the stocks were back. And Lauda, sardonic and arrogant as ever, grinned his fiercest grin, secretly revelling, no doubt, in the thought that his actions had angered so many Italians, always far from his favourite people. Let them pause a while, and contemplate Ferrari's place in the scheme of F1 things when Niki moved to Maranello at the end of 1973. The Italian team had just finished possibly the worst season in its history. These four years of success and glory have come largely through the skill, drive and sheer energy of Niki Lauda. As they hurled their tomatoes into the Ferrari pit, however, such thoughts were clearly far from the minds(?) of his assailants.

Mercifully, however, there was no sign of such behaviour during official practice. Niki, indeed, was cheered to the rafters when he set the quickest time on the first day. There were banners around the place, of course, which suggested that they were less than pleased with his decision to move—'Niki must stay with Ferrari and not join Bernie and the English Mafia'—but at least there seemed little likelihood that their displeasure would take a more physical form.

More banners extolled the virtues of Carlos Reutemann, the darling of the populace on Friday and Saturday. He, after all, was not deserting the cause and had re-signed for Ferrari in 1978. And there was, of course, ferocious speculation as to who would partner Lole next year. Would it be Jody? Or Ronnie? Or Villeneuve? There was little doubt, however, that the man they would most like to see in a red car is Mario Andretti. It's a long time since he's been gone, but still he looks Italian and speaks the language as they do. This was the man they wanted.

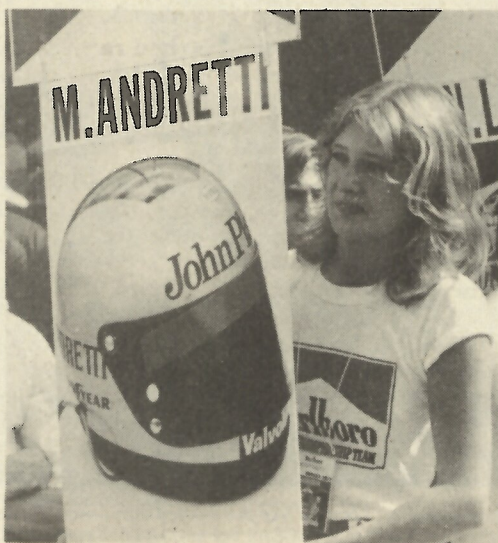
Andretti gave countless interviews last weekend, the basis of nearly all being his plans for next season. "Well, you can't take it away from Ferrari, their equipment, I mean. The damn things just always finish. How many times has Lauda had an engine blow up on him this year? Yes, they have offered me a drive and it's mighty tempting. But there are also things against it. I do not want to leave the States—as a base. I have my kids in school there and all that kind of thing. Driving for Ferrari would mean living in Italy. Another thing is that Ferrari demand exclusivity, and I like to do a certain amount of USAC racing in the States." While no formal announcement was made over the weekend, the general feeling was that the man from Nazareth will be staying put. "I get on really well with Colin, and I've put a lot of work into that car. I want the rewards from it."

When two o'clock on Saturday afternoon arrived, however, it was neither Andretti nor Lauda who was in everyone's mind. At 1.57—now that's leaving it late—James Hunt's McLaren M26 stole the pole away in dramatic style. For 15 minutes, it seemed certain that Carlos Reutemann had done enough, that a Ferrari would start from the pole, but James really screwed himself up at the end of the session, set his time, and it was too late for any to reply. You will, of course, recall last year's Italian Grand Prix when the McLarens (and the Penske) were shunted to the back of the grid after failing to pass the organisers' 'fuel test'. It was an occasion which, not surprisingly, still rankles with James, and to win in Italy has been a keen ambition ever since. The crowd, in festive mood at the prospect of a Ferrari on pole, took the news of James's time in stunned silence. There were no audible jeers, but neither was there much in the way of cheering. . . .



Scheckter led initially, but yet again came home with no points.

During the last session, in fact, most people went significantly quicker than the day before. There was no apparent reason for this, but Andretti's belief was that Monza, unlike most circuits, becomes ever quicker as more rubber is laid on it. Certainly, the improvements in the last hour were startling. Lauda, for instance, after being very comfortably fastest on the first day, took 0.4s off his previous best—yet finished up only fifth.



Girl with the mostest.

For Niki, Saturday was a little disastrous. During the unofficial session, the Austrian got to try the one and only set of 'super-stickies' produced by Goodyear throughout the weekend, and he was startled by the amount of grip the things provided. And, in fact, he got a little over-confident at Parabolica. Driving around the outside of Gunnar Nilsson, he took time out to make a rude sign at the Swede—and promptly dropped the lot! As Gunnar drove by the spinning Ferrari, it was his turn to make a sign. . . . The back of the Ferrari was quite badly damaged when the car hit the guardrails, but during the 90-minute break, the rear end of the spare car was grafted on to the race car. But the final session ended with Lauda's car out of petrol, and starting only from the third row.

Carlos Reutemann was on splendid form with the other Ferrari. He spent much of Friday in the spare car, his race car suffering from fuel pressure problems. After having a real go in the last session, the Argentinian looked like taking his first pole position for Ferrari, but Hunt's last-second screamer put an end to that. Lole was nonetheless a very contented man after practice. "My car feels really good this time," he said, his face happy and relaxed.

Jody Scheckter was also in excellent spirits on Saturday afternoon. There was, of course, enormous interest in the South African over the weekend, the zealous hordes having got the message that Jody could well be in a Ferrari next year. The Wolf, which had new rear bodywork for Monza, seems to like very

fast circuits, and Scheckter's times were among the fastest from the start of practice. On Saturday, there was a deal of trouble with the fuel system, thought to be caused by a vapour lock but eventually a sticking fuel pressure relief valve was discovered. Scheckter finished up third on the grid.

After the recent string of engine blow-ups, John Player Team Lotus were taking no chances at Monza, both Andretti and Nilsson being pushed along by ordinary, basic, standard DFVs. Fourth overall in practice, Mario was not too unhappy afterwards. The 78 has never given of its absolute best on very quick circuits, after all. "We're not so quick as some of the guys in a straight line, but all in all, it's pretty good."

It was not, however, pretty good for team-mate Gunnar Nilsson, down in 19th spot with the other Lotus. "It's a chassis problem," he said, a little disconsolate at the end of practice. "We've tried most things we can think of but . . . I think I need a softer front roll bar. At the moment, the high speed stability is really terrible. I think it should be better tomorrow."

Without any doubt at all, the sensation of Saturday was Riccardo Patrese, driving an F1 car in front of his home crowd for the first time. With the Shadow's wing screwed back to a point where its downforce was negligible, Patrese made the most of the resultant straightline speed and scrambled the car through the turns. By the end of practice, he was sixth, only 0.1s from Niki Lauda. "And it wasn't a fluke time, either," said Jackie Oliver. "He did it three or four times." After a remarkable couple of drives at the outset of his F1 career, Patrese's recent form has been disappointing, but this day renewed one's faith.

Back in 16th spot, a good deal slower, was Alan Jones in the other DN8. During the final hour, Alan was troubled with an imbalance in his rear tyres. After they had been changed, the car felt much better but Jones couldn't get into the really quick times.

A man who really impressed during the last session was Clay Regazzoni, the veteran Swiss working his Ensign very smoothly around the circuit he knows so well. Throughout practice Clay concentrated on the newer of his two chassis, this car having an Alan Smith engine. While the Ensign is by no means one of the quickest cars in a straight line, Regazzoni was coming out of the turns—notably Parabolica—very smoothly and quickly. It was an excellent performance which, predictably, delighted the populace.

But for Patrick Tambay it all went wrong. After turning in a typically deceptive quick time on Friday, the Frenchman had an absolutely enormous accident on Saturday morning. The unofficial session had been under way for only a few minutes when it suddenly became noticeable that the drivers were all cruising through Parabolica and heading down the pit lane. To a man, they pulled up and got straight out of their cars, always a sure sign that something has gone seriously wrong. Several cars were missing and an unnatural stillness descended over the place. Occasional announcements from the loudspeakers told nothing as we walked from Parabolica to the pits.

But it was all right. Tambay was unhurt and no other drivers were involved. Coming out of the first

continued

of the right-handers at Lesmo, the nearside rear wheel of the Ensign suddenly parted company from the car. Instantly Tambay was out of control as the car pitched sideways into the guardrail, somersaulted and slid down the road on its roll bar for more than 100 yards. Several drivers, including Lauda, Peterson and Mass, stopped immediately to help. By the time they had reached the white car, however, Tambay had unfastened his belts and freed himself.

Patrick's composure afterwards was altogether remarkable. "Yes, it's a pretty quick place, you know. When the wheel came off, I had just changed into fourth gear. But it was not too bad. If I had made a mistake, I would be frightened, but I know why the accident happened. These things happen to all teams at some time. That's racing." He shrugs and grins, pointing to a graze on the side of his helmet, the paint rubbed away by contact with the road. His overalls are immaculate. "Yes, I changed my overalls at once. The others were burned by all the sparks as the roll bar ground along the road. . . ." A quick look at the car told you how lucky Tambay had been. One side of the rollover bar had been virtually worn away, and there was considerable damage to the engine. But the monocoque appeared to be in excellent shape, with no deformation visible at all. Amazingly, Tambay appeared in the final session, driving Regazzoni's spare car. There was no spurious bravado in his manner after the accident, nor was he playing it down for effect. It was altogether an impressive thing to see and talk to this phlegmatic young man minutes after a miraculous escape. Lacking his regular race car for the last 'quick' session, he nevertheless got into the race by virtue of his Friday time.

Jacques Laffite had a serious misfire in his Matra V12 in the first session on Friday, but this was rectified when the metering unit was changed. As usual, Jacques had two Ligiers to play with, and for Monza he opted for the long wheelbase car, the one he wanted to drive at Zandvoort before its engine blew in the pre-race warm-up. He had no complaints about his car but found traffic a real problem at the now chicane-ridden Monza. Last year Laffite put his JS5 on the pole with a time which would not have qualified for this year's race! In fact, Ian Ashley's practice time last Saturday would have given him the pole in 1976! But it wasn't quick enough to make the race. . . .

Over the weekend, there was a constant stream of hopefuls to be seen hovering around the JPS motor-home, one of these being Jochen Mass, whose services will apparently not be needed by McLaren next year. With all the talk of Villeneuve and then Tambay, Jochen must have felt less than wanted for a long time now. Still, however, he put in his customary satisfactory showing in practice, qualifying ninth with his M26. Next to him, on row five, was Vittorio Brambilla's Surtees TS19, the Italian having a most uneventful time throughout qualifying. His Surtees's nose was equipped with miniature debris fences in front of the air intakes, a precaution against the rubbish which always finds its way on to the track at Monza.

Vittorio's team-mate at Monza was Lamberto Leoni, but the young Italian failed to make the show after looking very likely to qualify on Friday. During

the last session Leoni spun near the Ascari chicane and was unable to restart his engine. Otherwise, he might well have made it.

Both the Brabhams were curiously uncompetitive. The late Carlos Pace qualified third for last year's race, and Monza is a place which should be ideal country for the Alfa flat-12. Hans Stuck, despite clutch and diff problems on Friday morning, finished the day in fifth spot, and John Watson was quicker yet, third fastest. But the dramatic last hour, during which most people improved out of sight, produced nothing for the Brabhams. Stuck was very slightly quicker, but Watson was unable to equal his time of the day before. The car felt good, he said, but he just couldn't get into the swing of it. An honest man.

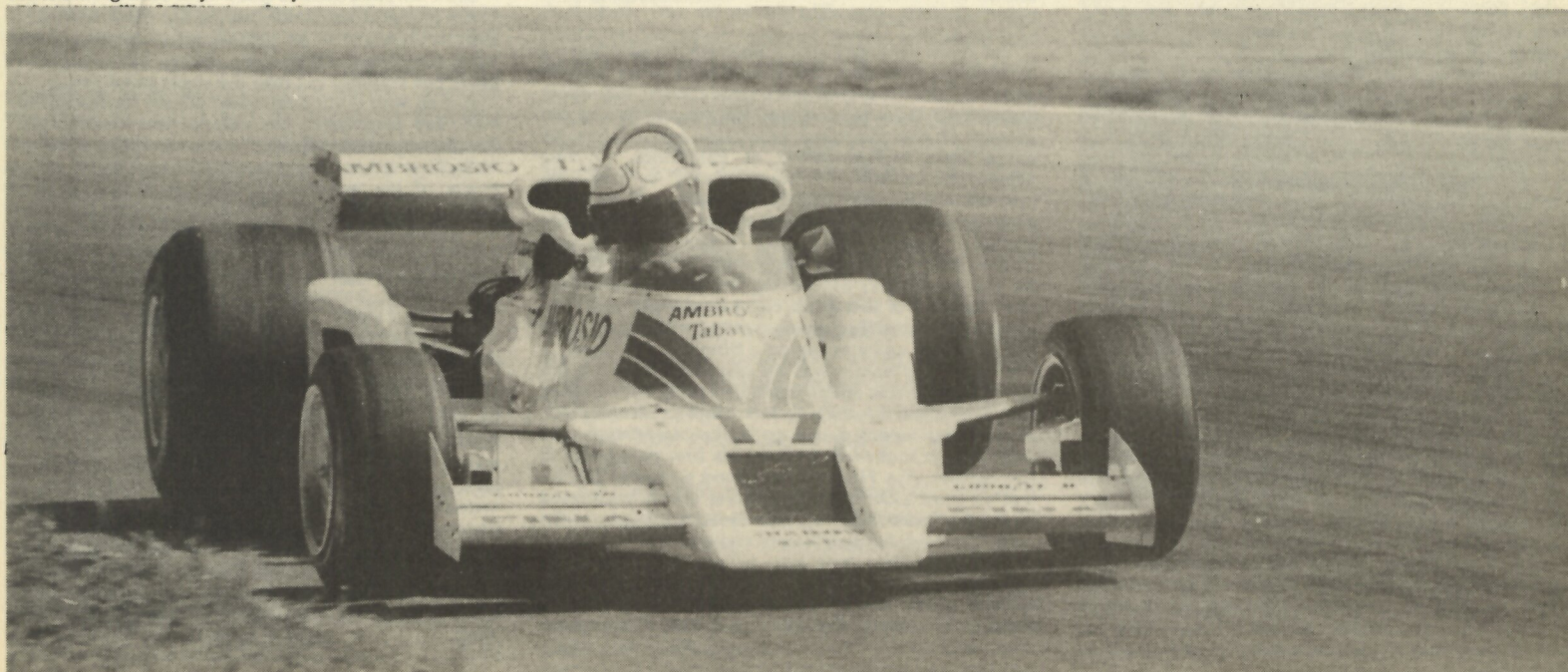
"The balance is quite good actually," said Patrick Depailler of his Tyrrell P34, "but there is not much grip, particularly through the chicanes. Just 0.01sec. slower than team-mate, Peterson, Patrick qualified 13th alongside John Watson.

Surely coming to the end of its life's work is the McLaren M23/8, driven by Bruno Giacomelli. "Is for this race only," said Bruno, whose showing in practice was very confident. Was he impressed with the car? "Yes, is OK. I have had some problems with overheating during practice, but the rest is all right. The McLaren feels very big and wide after the March 771 I drove earlier in the year. But is nice, easy car to drive, forgive a lot."

Qualifying 17th was, in fact, the March 771, driven



Above: Niki Lauda has all but secured the 1977 World Championship. Here he has just passed team-mate Reutemann. Below: Oversteering through Parabolica goes Alan Jones during another fine drive for Shadow.



by Ian Scheckter, who found he liked it more at Monza than at Zandvoort. The South African was a mite quicker than Jean-Pierre Jarier's ATS PC4, the Frenchman alone representing the team in the race, for Binder didn't make it.

Jean-Pierre Jabouille left everyone rather stunned after the first practice session on Friday morning. The Renault—so unorthodox in so many ways—was eighth fastest! Towards the end of the session, however, a valve went, and that was the end of their day, for there was insufficient time to change the engine before the second session. The team's second car is still not ready, but should be at Watkins Glen. It would have been of considerable use here. The following morning, during the unofficial 90 minutes,

Jabouille came in with further problems. "He said he could hear a funny noise", said Jean Sage, "so we decided to take no chances and change the engine".

The last three men to scrape into the 24-car field (a ludicrously small field for a place the size and length of Monza) were Lunger's McLaren M23, Keegan's Hesketh and Neve's March. They were the lucky ones. Ten drivers more had made the trip for nothing.

As has frequently been the case this year, the fastest non-qualifier was Alex Ribeiro, the Brazilian losing most of the final session when his March's front suspension broke under braking for the first chicane.

Emerson Fittipaldi has scored a win and three second places at Monza in the past. It is one of his favourite circuits. Therefore, after an encouraging

display at Zandvoort, it was especially sad to see the Copersucar fail to qualify. "We had a fuel pick-up problem", said Emerson, adding disgustedly, "but just about everything is wrong. It's slow in the straight, the handling is unpredictable. . . ."

Brian Henton appeared once more in the Boro Ensign, back in its original white livery for this race, but a front upright broke during the last session, the one in which everybody went quickly. Other non-qualifiers were Villota's McLaren, Ashley's Hesketh, Pilette's Stanley-BRM, Binder's ATS, Kessel's Apollon Williams and Giorgio Francia's Brabham-Alfa. But, Bernie, surely you said in Zandvoort that you would definitely run only two cars at Monza. . . . Apparently in response to a request from Alfa Romeo, Francia was allowed a few laps in the first session. Soon, however, Stuck had need of the spare car, and that was the end of Francia's Italian Grand Prix.

THE GRAND PRIX

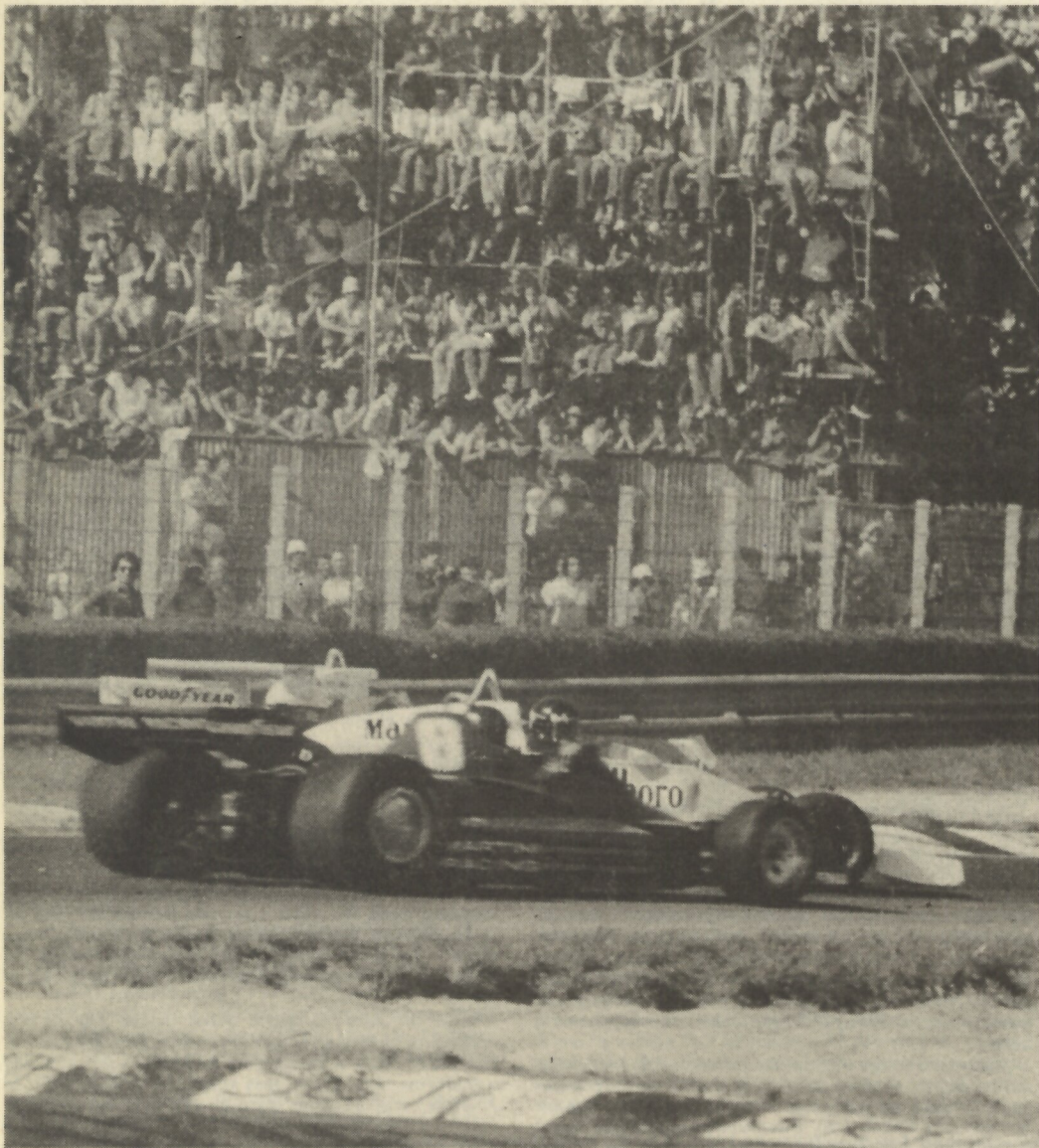
It was a typical Monza morning, abounding in all the ingredients for which the place is known. That it was hot goes without saying. It was also dusty, noisy and overcrowded. People with 'Forza Ferrari' clamoured to get into the paddock, arguing endlessly and fruitlessly with the man on the gate, whose word was endorsed by an interesting creature, vaguely resembling Rin-Tin-Tin on a bad day. The animal was muzzled, mark you, but gave the impression that it would be the work of a moment to break apart the leather around its jaws.

In the meantime, folks, back at the car park . . . we all took a last look at our luggage and prayed to God that it might still be there after the race. Passports are a particularly ticklish problem at Monza. What does one do? Leave it in the car and hope it will not be removed during one's absence, or take it along, keeping a wary eye open for pickpockets, in which Monza abounds?

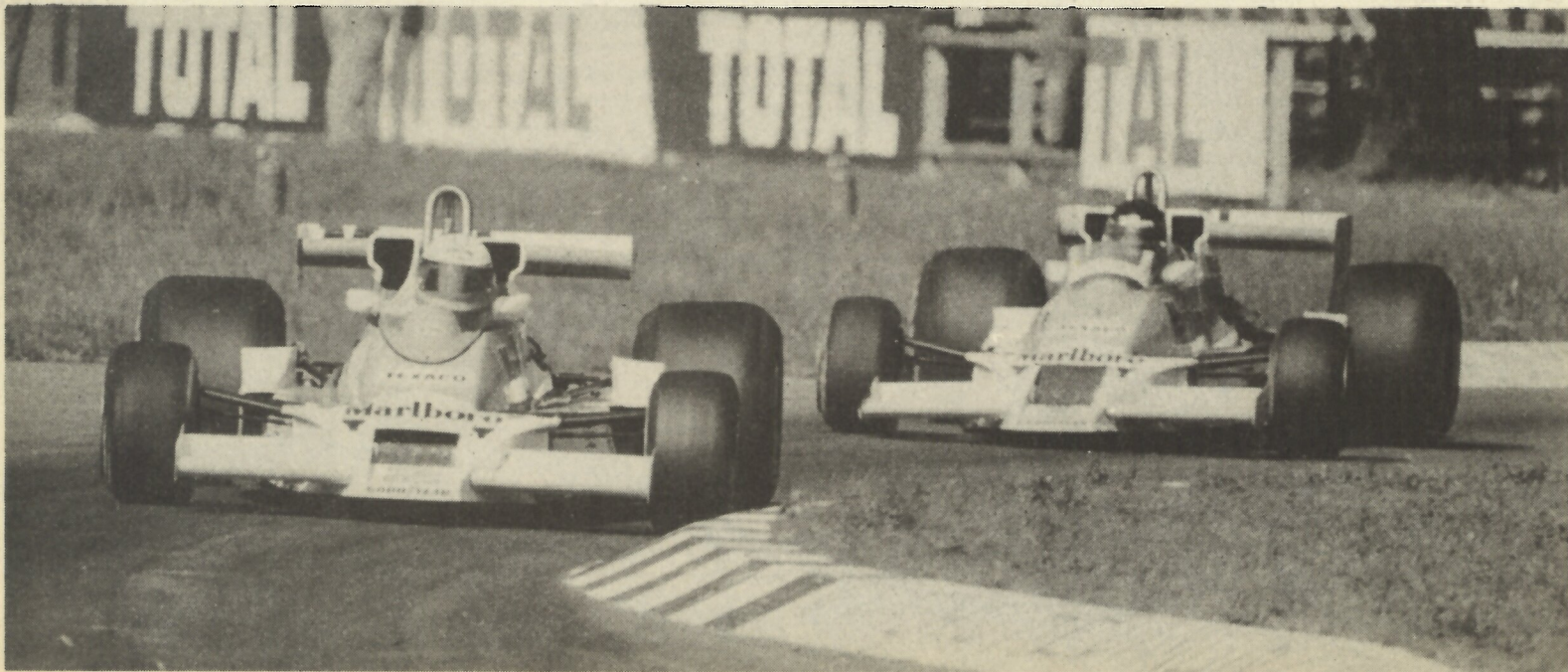
A spectator predilection peculiar to Monza, of course, is the wholesale dismantling of hoardings around the circuit. 'Agip' and 'Motta' they say, for example, at the beginning of the day. Since the removal of just one of those letters affords an excellent, if uncomfortable, view of the circuit, the practice is in full swing from the dawning of Sunday morning. It happened last weekend. The structures, mind, are made of wood, designed to bear the weight of flimsy hoardings and not fully-grown, pasta-filled Italians. For years we have marvelled at the strength of the hoardings and the faith of the people who perch upon them. On Sunday morning one of these structures collapsed, and there were screams and hysteria anew and a string of ambulances, the blaring of their sirens a sound curiously appropriate at Monza. Two were killed, 20 more injured.

The start of the Italian Grand Prix is always late in the day. There are interminable events for Alfasuds, Renault 5s and so on. People ran around in front of the pits, banging sticks on the ground, cracking whips and throwing flags up in the air. Then, a few minutes after three o'clock, the cars began to move out of the pit lane to begin their warm-up lap. There was a little fretting in the crowd when Clay Regazzoni's Ensign was late coming out, but the dark blue car eventually joined the others on the grid.

There, until 3.28, they all sat, cockpits shrouded by



Above: Having spun when defending his third place from Reutemann, Hunt watches as Jones and Stuck pass him by. Below: The incident dropped the 1976 champion behind team-mate Mass, who was a steady fourth.



continued

umbrellas, engines off. The waiting all finished, Carlos Reutemann then led them off on one last warm-up lap, whereupon they took their places on the grid, engines really screaming now as the drivers waited for the green light. And waited. And waited. . . .

When the cars form up on the grid proper, there is supposed to be a maximum wait of 10 seconds before the green light shows. On Sunday, they waited over half a minute, which was too long for Jacques Laffite's Ligier. The French car overheated its water, which steamed out vigorously, Laffite steering to the side of the road as the rest of the field finally got away.

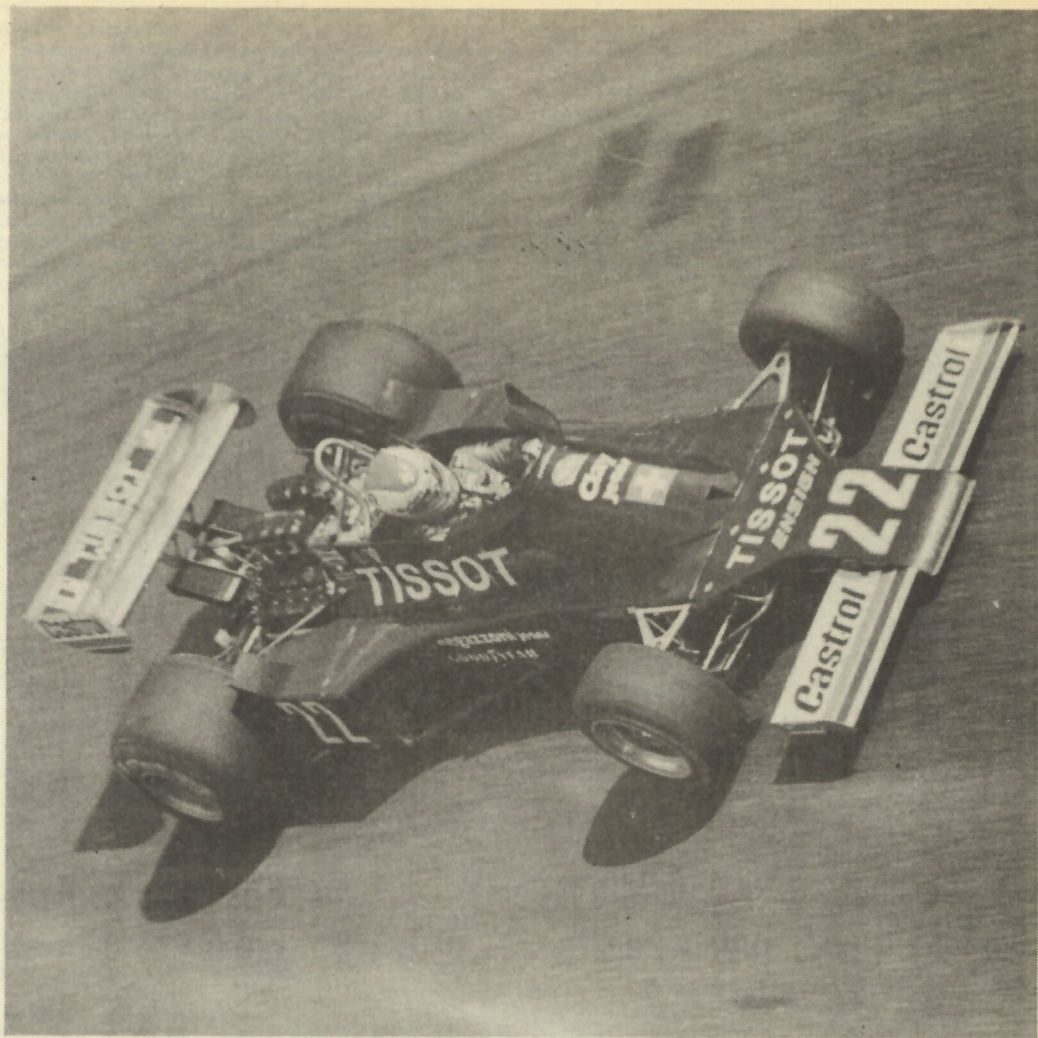
When the green finally did show, the front row of Hunt and Reutemann did not get away particularly well, and it was Jody Scheckter's Wolf which grabbed the lead as they went away to the first of the chicanes, before the *Curva Grande*. From the fourth row, Clay Regazzoni made another of his sensational starts, the Ensign holding third place as the cars went out of our sight.

Jody's lead at the end of the first lap was truly impressive, the South African concentrating on getting away while the rest held each other up. But already Andretti had moved the JPS 78 past Hunt's McLaren, and the ease with which he pulled away over the first few laps suggested that this was to be a race between Wolf and Lotus only.

Behind them, Hunt led the two Ferraris of Reutemann and Lauda, Mass's McLaren, Stuck's Brabham and Regazzoni's Ensign. In the pits already, and out of the race, was John Watson's Brabham, an Alfa engine mounting broken after an off-course excursion at one of those damnable chicanes. A lap later, after a similar incident, Nilsson's miserable weekend came to an end when his JPS trickled in, a front upright broken. On lap five, Brett Lunger retired with a blown engine. Three cars out after less than 20 miles.

Meanwhile, Andretti was beginning to close on Scheckter. "It all started here for me, you know", he had said during the morning. "I came here in the early 'fifties to watch the race. Ascari was my hero. I've always wanted to win at Monza". Scheckter, who dominated the early stages of last year's Italian Grand Prix, was being reeled in—just as happened in 1976. By lap eight, the menacing black Lotus was right on the Wolf's tail, and two laps later it was by. After the Zandvoort fracas, of course, James told Mario that "We don't overtake on the outside in Formula 1". So how and where do you think the American passed Scheckter for the lead? Answer: around the outside at Parabolica. . . . After that, it was over. As they came down the pit straight, Jarier's ATS emerged from the pit lane and Scheckter made a determined effort to box Andretti in behind the Frenchman, but Mario was having none of that, thank you.

While the JPS began to consolidate its lead, there was further drama on the next lap. Reutemann, right on Hunt's tail, tried to box the McLaren in behind a backmarker as the two cars approached the first chicane. James, naturally enough, was unwilling to have this happen to him, but flicked the wheel over a little too quickly as he moved out from behind the



Regazzoni pleased the local fans with his fifth place for Morris Nunn.

other car. In a trice, the M26 was on the grass exiting the chicane, and spinning. Hunt rejoined in eighth place.

As you might expect, there was rapturous applause from the stands when the Ferraris came round, now in third and fourth places. Now it was a matter of time before they got themselves on terms with Andretti and Scheckter. But it never happened. For one thing, we had the somewhat ludicrous spectacle of the red cars being held up by Jarier's ATS Penske. JPJ had, of course, made a pitstop and was a lap behind. But, try as they might, Reutemann and Lauda could not get by. Now what was all that about Ferraris' massive horsepower advantage? There was little evidence of it here.

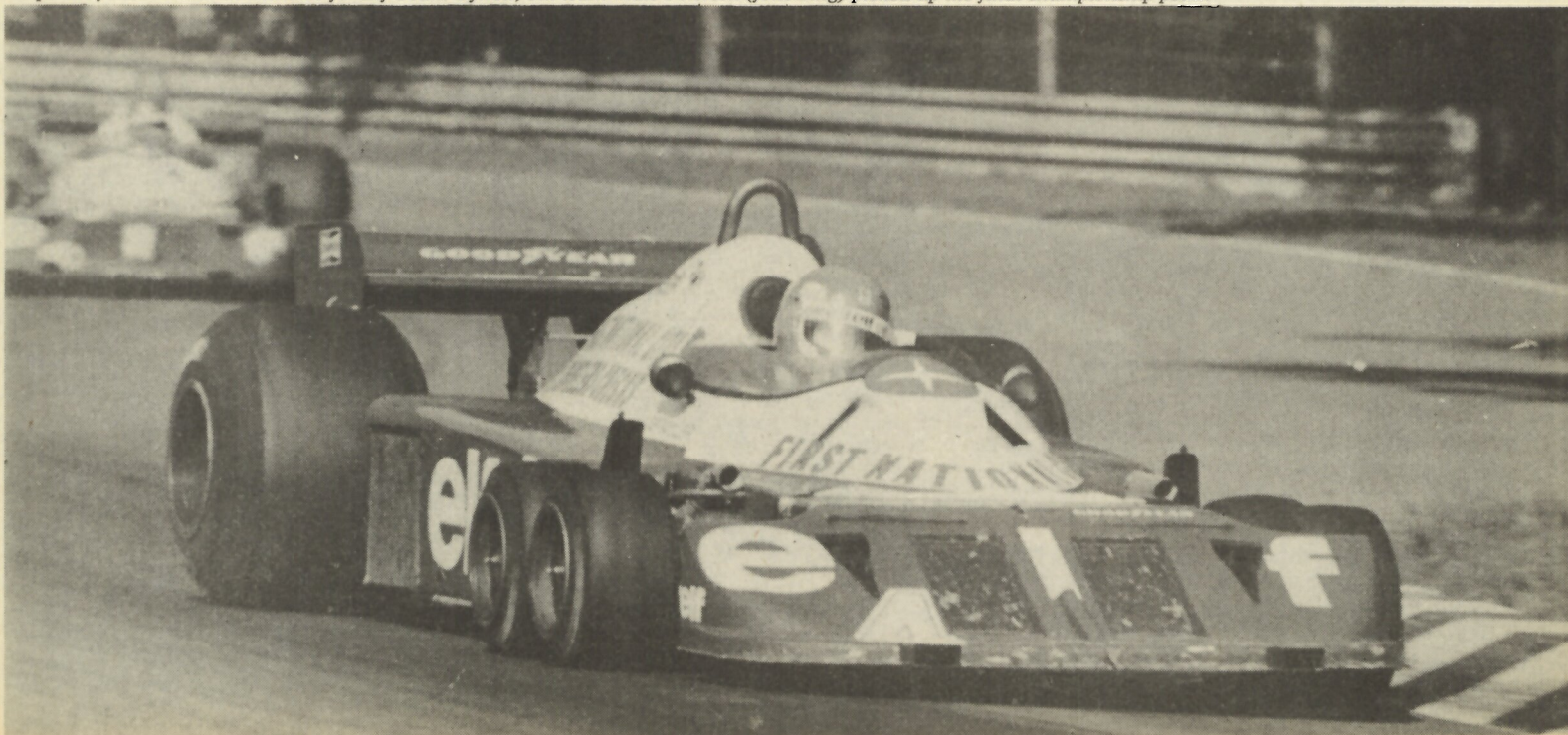
After three laps of this, Reutemann was becoming really angry, shaking his fist at Jarier as they came past the pits, the flat-12 patently unable to get him by

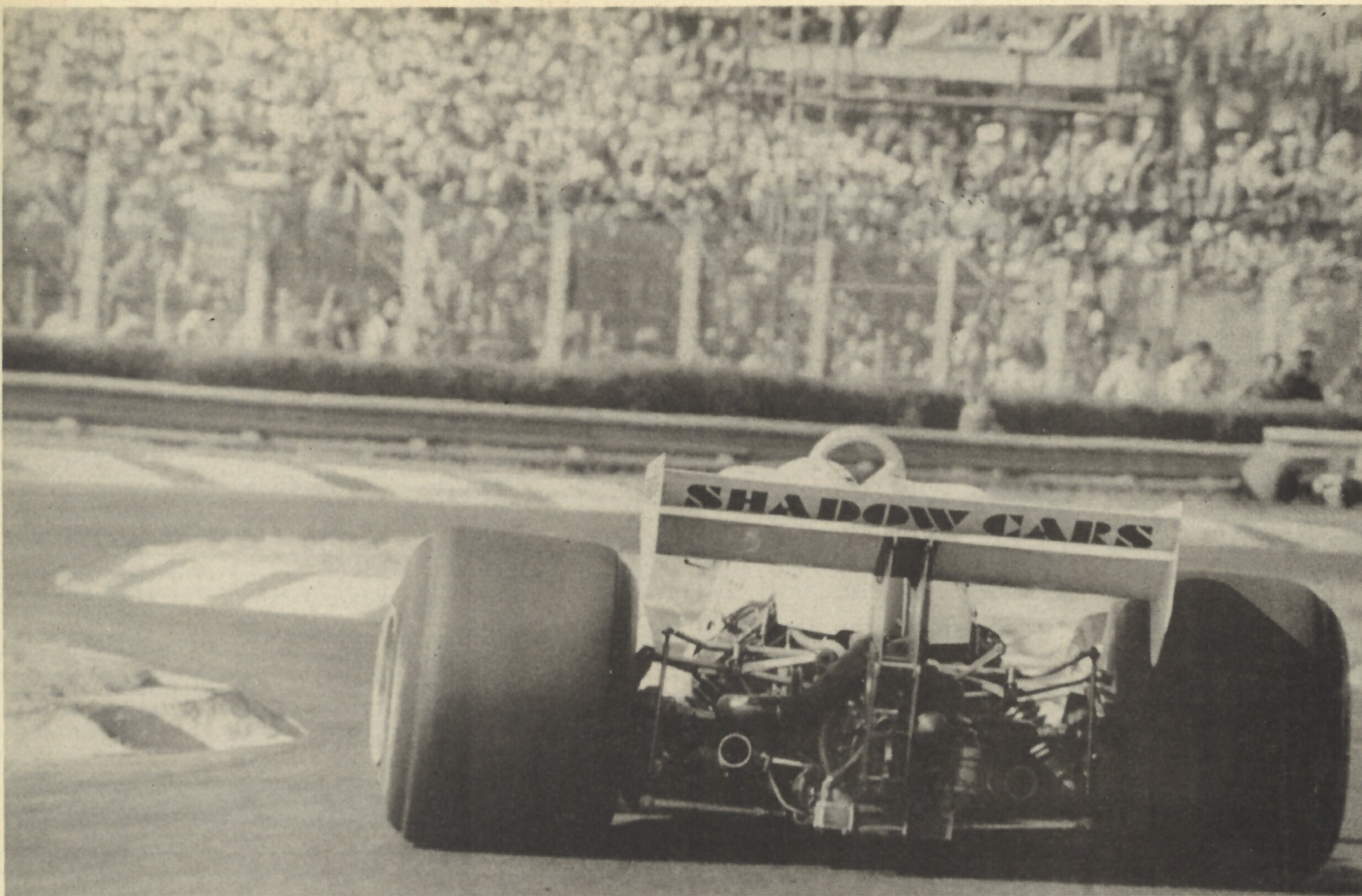
in a straight line. It was a matter of nine full laps before Jarier, out of contention after all, stopped being stubborn and let the Ferraris through. At the end of the next lap, the 20th, the ATS came slowly into the pits, its engine blown.

After several laps in eighth place, James Hunt caught up with his team-mate, passing him at Parabolica. There was presumably some sort of misunderstanding here, for Mass's car was punted into the air as Hunt went by. A few laps later, however, James came in for a very long pitstop, his steering requiring attention following that trip over the kerbing earlier on.

It is so easy to leave Alan Jones out of the reckoning before a race. Very rarely does the Australian start from a good grid position, but race day transforms him. There was very clear proof of this in Austria, and it came through strongly on Sunday.

Depailler failed to last the distance for Elf Team Tyrrell, but team-mate Peterson (following) picked up the final championship point.





Riccardo Patrese's first Italian GP ended in a disappointing retirement. Here he swings the Shadow into the first chicane.

Quietly, without any fuss at all, Alan had hauled himself up the leader board, moving past Stuck into fourth place on lap 24.

At exactly the same time, Jody Scheckter began a long walk back to the pits, his Wolf parked out on the circuit with a blown engine. This left Andretti even more secure, of course, now 9secs ahead of Reutemann.

The Ferraris apart, engine reliability in Grand Prix racing has been poor this year, particularly in the second half of the season. At Monza, the picture was the same. Immediately after Scheckter, it was the turn of Depailler to go out with a blown engine. Then Stuck's Alfa expired in front of the pits, the German parking it a little way down the road, at the paddock entrance gate.

With 20 laps to go, Andretti was looking untouchable, his lead over the Ferraris around 12secs. After

Worn roll-over bar on Tambay's Ensign.



Mario's astonishing run of engine blow-ups in the last four races, we listened intently as the car came past the pits. This, after all, has to be a circuit hard on engines. "No, nothing trick. Just a regular street motor", Andretti had said of his DFV before the race. Lap after lap, it sounded crisp and fresh.

Reutemann's Ferrari, however, did not. Part of the exhaust system came away and the car sounded dreadful, almost strangled. For all that, it motored on pretty quickly, but Lauda moved past into second place. Lole's fine run came to a full stop a few laps later, however. As the Ferraris prepared to lap Giacomelli's McLaren, the little Italian became the latest in a long line to suffer a blown engine. Lauda, who was right behind, used phenomenal reflexes, steered inside the oil and somehow kept his car on the road. But Reutemann and Patrese (just lapped) were unsighted by the Austrian's car, didn't see the oil until it was too late, and went off.

Lauda, who complained bitterly afterwards of a 'pathetic' engine, could make no impression on Andretti, who extended his lead to 20secs before the end. They finished that way. And, of course, as soon as Mario had taken the flag, the Kamikazes climbed the safety fences and swarmed all over the hallowed tarmac, oblivious to the fact that there were other racing cars out on the circuit whose race had not finished. As ever, they sprinted to nowhere in particular, doing nothing in particular when they got there, except stand, stare, shout, knock things over and get in the way.

The results, generally, had been pleasing to them. A John Player Lotus had won, but Andretti was the driver, and he was Italian-born. Lauda had finished second—he never wins at Monza—and so Ferrari's take from the day was honourable. Alan Jones's third place came after a really magnificent drive, unquestionably one of the highlights of the day. Jochen Mass, fourth: the pleasant German makes very little fuss but, like Jones, invariably goes better in the race than in practice. Clay Regazzoni drove really hard and well for his fifth place, the Ensign lacking a little straight-line speed. And it was good that Ronnie Peterson, a three-time winner here, finally finished up in the points with his Elf-Tyrrell.

This was very far from a great Grand Prix, or even a good one. For the most part, it was a bore, a word unthinkable for a race at Monza until a few years ago. If proof were needed that the chicane epidemic is harmful to motor racing, Sunday provided it. One way and another, the three at Monza contrived to eliminate a good percentage of the leading runners and to break the field up so as to make the race processional.

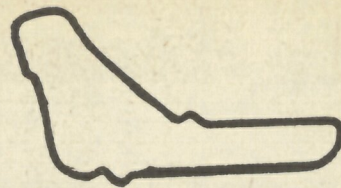


Above: Cheers for Niki. Below: 8am, race morning. . . .



CIRCUIT MONZA

WORLD CHAMPIONSHIP ROUND 14		LENGTH	52 laps of 3.604 mile circuit.		187.41 miles
WEATHER	HOT AND DRY		No. of STARTERS	24	FINISHERS 9
WINNER	M. ANDRETTI in JPS-78		av. speed 128.011 mph		
FASTEST LAP	M. ANDRETTI in JPS-78		No. 5 on lap 31	in 1 min. 39.10 sec.	130.920 mph
EXISTING LAP RECORD	R. PETERSON in MARCH 761			in 1 min. 41.30 sec.	128.083 mph
PREVIOUS YEAR'S RESULT	R. PETERSON in MARCH 761			at 124.124 mph	



ENTRIES

NO	DRIVER	CAR	ENTRANT	FUEL/OIL	CONTR	TYRE	CHASSIS	ENGINE	
1	J. HUNT	MARLBORO-MCLAREN M26	MARLBORO TEAM MCLAREN	TEXACO HAYOLINE	GOOD	M 26/2	DFV		
2	J. MASS	MARLBORO-MCLAREN M26	MARLBORO TEAM MCLAREN	TEXACO HAYOLINE	GOOD	M 26/3	DFV		
3	R. PETERSON	TYRRELL-FORD P34	ELF TEAM TYRRELL	ELF	GOOD	34/6	DFV		
4	P. DEFAILLER	TYRRELL-FORD P34	ELF TEAM TYRRELL	ELF	GOOD	34/7	DFV		
5	M. ANDRETTI	JPS-78	JOHN PLAYER TEAM LOTUS	VALVOLINE	GOOD	78-4	DFV		
6	G. NILSSON	JPS-78	JOHN PLAYER TEAM LOTUS	VALVOLINE	GOOD	78-3	DFV		
7	J. WATSON	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA	GOOD	BT 45B-5	Alfa Flat-12		
8	H. STUCK	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA	GOOD	BT 45B-3	Alfa Flat-12		
9	A. RIBEIRO	MARCH 761B	HOLLYWOOD MARCH RACING	VALVOLINE	GOOD	761B-3	DFV		DNQ. DNS.
10	I. SCHECKTER	MARCH 771	TEAM ROTHMANS INTERNATIONAL	CASTROL	GOOD	771-2	DFV		
11	N. LAUDA	FERRARI 312 T2	S.p.a. FERRARI S.E.F.A.C.	AGIP	GOOD	312 T2 031	Type 312 B		
12	C. REUTEMANN	FERRARI 312 T2	S.p.a. FERRARI S.E.F.A.C.	AGIP	GOOD	312 T2 029	Type 312 B		RACE CAR.
12T	C. REUTEMANN	FERRARI 312 T2	S.p.a. FERRARI S.E.F.A.C.	AGIP	GOOD	312 T2 030	Type 312 B		
14	B. GIACOMELLI	MARLBORO-MCLAREN M23	MARLBORO TEAM MCLAREN	TEXACO HAYOLINE	GOOD	M 23/8	DFV		
15	J.-P. JABOUILLE	RENAULT-ELF RS-01	EQUIPE RENAULT ELF	ELF	MICH	RS 01-1	1-5 TURBO V6 RENAULT		
16	R. PATRESE	SHADOW-FORD DN8	AMBROSIO TABATIP SHADOW RACING	FINA VALVOLINE	GOOD	DN8-5A	DFV		
17	A. JONES	SHADOW-FORD DN8	AMBROSIO TABATIP SHADOW RACING	FINA VALVOLINE	GOOD	DN8-4A	DFV		
18	L. LEONI	DUREX-SURTEES TS 19	DUREX TEAM SURTEES	FINA DICKHAMS	GOOD	TS 19-07	DFV		DNQ. DNS.
19	V. BRAMBILLA	BETA-SURTEES TS 19	BETA TEAM SURTEES	FINA DICKHAMS	GOOD	TS 19-07	DFV		RACE CAR.
19T	V. BRAMBILLA	BETA-SURTEES TS 19	BETA TEAM SURTEES	FINA DICKHAMS	GOOD	TS 19-06	DFV		
20	J. SCHECKTER	WOLF WR	WALTER WOLF RACING	FINA CASTROL	GOOD	WR 1	DFV		RACE CAR.
20T	J. SCHECKTER	WOLF WR	WALTER WOLF RACING	FINA CASTROL	GOOD	WR 3	DFV		
21	G. FRANCA	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA	GOOD	BT 45B-1	Alfa Flat-12		DNQ. DNS.
22	C. REGAZZONI	ENSIGN N177	TEAM TISSOT-ENSIGN WITH CASTROL	CASTROL	GOOD	N177/MN-07	DFV		
23	P. TAMBAY	ENSIGN N177	THEODORE RACING HONG KONG	-	GOOD	N177/MN-08	DFV		
23T	P. TAMBAY	ENSIGN N177	THEODORE RACING HONG KONG	-	GOOD	N177/MN-06	DFV		
24	R. KEEGAN	HESKETH 308E	PENTHOUSE RIZLA RACING	-	GOOD	308E-3	DFV		
25	I. ASHLEY	HESKETH 308E	HESKETH RACING	-	GOOD	308E-2	DFV		DNQ. DNS.
26	J. LAFFITE	Gitanes-LIGIER-MATRA	LIGIER GITANES	SHELL	GOOD	J57-03	Type MS 73/V12		RACE CAR.
26T	J. LAFFITE	Gitanes-LIGIER-MATRA	LIGIER GITANES	SHELL	GOOD	J57-02	Type MS 73/V12		
27	P. NEVE	MARCH 761	WILLIAMS GRAND PRIX ENGINEERING	-	GOOD	761-7A	DFV		
28	E. FITTIPALDI	COPIERSUCAR-FITTIPALDI F5	COPIERSUCAR-FITTIPALDI	-	GOOD	F5-01	DFV		DNQ. DNS.
30	B. LUNGER	MARLBORO-MCLAREN M23	BS FABRICATIONS WITH CHESTERFIELD	-	GOOD	M 23/14	DFV		
33	H. BINDER	ATS-PENSKE PC-4	ATS RACING TEAM	VALVOLINE	GOOD	PC 4-001	DFV		DNQ. DNS.
34	J.-P. JARIER	ATS-PENSKE PC-4	ATS RACING TEAM	VALVOLINE	GOOD	PC 4-002	DFV		
35	A. PILETTE	STANLEY-BRM P207	STANLEY-BRM	-	GOOD	P207-2	BRM V12		DNQ. DNS.
36	E. VILLOTA	MARLBORO-MCLAREN M23	IBERIA AIRLINES	-	GOOD	M 23/6	DFV		DNQ. DNS.
37	A. MERZARIO	MARCH 761B	TEAM MERZARIO	-	GOOD	761B-2	DFV		DNQ. DNS.
38	B. HENTON	BORO	HB BEWAKING ALARM SYSTEMS	-	GOOD	001/MN-04	DFV		DNQ. DNS.
40	L. KESSEL	APOLLON-WILLIAMS FW	JOLLY CLUB OF SWITZERLAND	-	GOOD	FW-03	DFV		DNQ. DNS.

RESULTS

[illegible]

RETIREMENTS

NO	DRIVER	LAPS	REASON
7	J. WATSON	3	ENGINE.
6	G. NILSSON	4	BROKEN FRONT UPRIGHT AFTER SHUNT.
30	B. LUNGER	4	ENGINE.
19	V. BRAMBILLA	5	RADIATOR.
23	P. TAMBAY	9	ENGINE.
34	J.-P. JARIER	19	ENGINE.
15	J.-P. JABOUILLE	23	ENGINE.
20	J. SCHECKTER	23	ENGINE.
4	P. DEFAILLER	24	ENGINE.
1	J. HUNT	26	SPUN OFF.
8	H. STUCK	31	ENGINE.
14	B. GIACOMELLI	38	ENGINE, SPUN OFF.
12	C. REUTEMANN	39	SPUN OFF ON OIL.
16	R. PATRESE	39	SPUN OFF ON OIL.
10	I. SCHECKTER	41	TRANSMISSION.

CHAMPIONSHIP POINTS

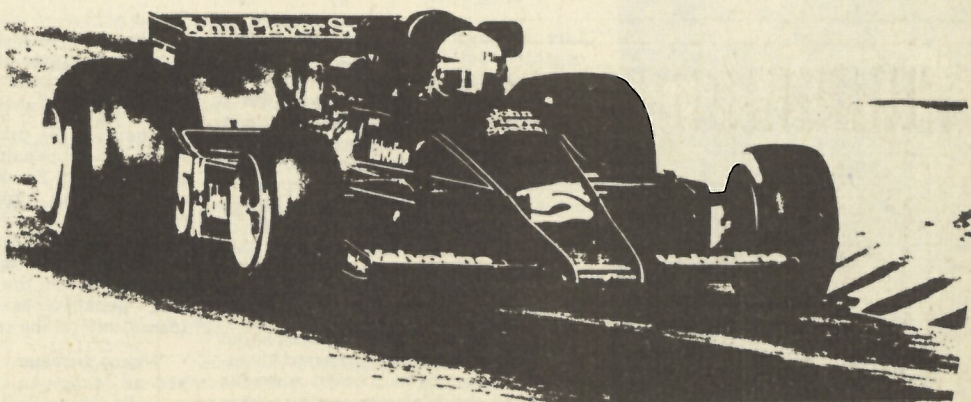
DRIVERS		MANUFACTURERS			
N. LAUDA	69	J. WATSON	9	FERRARI	86
J. SCHECKTER	42	R. PETERSON	7	JPS-FORD	56
M. ANDRETTI	41	C. PACE	6	WOLF-FORD	42
C. REUTEMANN	35	V. BRAMBILLA	5	McLAREN-FORD	38
J. HUNT	22	P. TAMBAY	3	BRABHAM-ALFA	27
J. MASS	21	C. REGAZZONI	3	SHADOW-FORD	17
G. NILSSON	20	J-P. JARIER	1	TYRRELL-FORD	17
J. LAFFITE	16	R. ZORZI	1	LIGIER-MATRA	16
A. JONES	16			FITTIPALDI-FORD	11
H. STUCK	12			ENSIGN-FORD	6
E. FITTIPALDI	11			SURTEES -FORD	5
P. DEPAILLER	10			ATS-PENSKO-FORD	1

DATE	FRI a.m. 9 SEPT.	WEATHER	HOT, DRY.	DATE	FRI p.m. 9 SEPT.	WEATHER	HOT, DRY.	DATE	SAT p.m. 10 SEPT.	WEATHER	HOT, DRY.	STARTING GRID
PRACTICE 1				PRACTICE 2				PRACTICE 3				POLE
11	N. LAUDA	1m	38.97s.	5	M. ANDRETTI	1m	39.54s.	1	J. HUNT	1m	38.08s.	1 J. HUNT
12	C. REUTEMANN	1m	39.18s.	8	H. STUCK	1m	39.61s.	12	C. REUTEMANN	1m	38.15s.	12 C. REUTEMANN
22	J. WATSON	1m	39.21s.	1	J. HUNT	1m	39.87s.	20	J. SCHECKTER	1m	38.29s.	1m. 38.08s.
5	M. ANDRETTI	1m	39.62s.	11	N. LAUDA	1m	40.06s.	5	M. ANDRETTI	1m	38.37s.	5 M. ANDRETTI
20	J. SCHECKTER	1m	39.70s.	7	J. WATSON	1m	40.10s.	11	N. LAUDA	1m	38.54s.	20 J. SCHECKTER
8	H. STUCK	1m	39.96s.	4	P. DEPAILLER	1m	40.12s.	16	R. PATRESE	1m	38.683s.	5 M. ANDRETTI
15	J.-P. JABOUILLE	1m	40.06s.	12	C. REUTEMANN	1m	40.28s.	22	C. REGAZZONI	1m	38.684s.	1m. 38.29s.
1	J. HUNT	1m	40.11s.	26	J. LAFFITE	1m	40.34s.	26	J. LAFFITE	1m	38.77s.	11 N. LAUDA
26	J. LAFFITE	1m	40.14s.	3	R. PETERSON	1m	40.70s.	2	J. MASS	1m	38.86s.	16 R. PATRESE
23	P. TAMBAY	1m	40.19s.	22	C. REGAZZONI	1m	40.70s.	19	V. BRAMBILLA	1m	38.92s.	22 C. REGAZZONI
19	V. BRAMBILLA	1m	40.22s.	2	J. MASS	1m	40.77s.	8	H. STUCK	1m	39.05s.	26 J. LAFFITE
3	R. PETERSON	1m	40.50s.	23	P. TAMBAY	1m	40.83s.	3	R. PETERSON	1m	39.17s.	2 J. MASS
14	B. GIACOMELLI	1m	40.59s.	20	J. SCHECKTER	1m	40.91s.	4	P. DEPAILLER	1m	39.18s.	19 V. BRAMBILLA
17	A. JONES	1m	40.63s.	6	G. NILSSON	1m	41.22s.	14	B. GIACOMELLI	1m	39.42s.	8 H. STUCK
2	J. MASS	1m	40.83s.	14	B. GIACOMELLI	1m	41.23s.	17	A. JONES	1m	39.50s.	3 R. PETERSON
10	I. SCHECKTER	1m	41.00s.	10	I. SCHECKTER	1m	41.37s.	10	I. SCHECKTER	1m	39.62s.	1m. 39.05s.
34	J.-P. JARIER	1m	41.16s.	17	A. JONES	1m	41.50s.	34	J.-P. JARIER	1m	39.63s.	4 P. DEPAILLER
22	C. REGAZZONI	1m	41.28s.	16	R. PATRESE	1m	41.89s.	7	J. WATSON	1m	39.81s.	7 J. WATSON
6	G. NILSSON	1m	41.54s.	19	V. BRAMBILLA	1m	41.91s.	6	G. NILSSON	1m	39.85s.	14 B. GIACOMELLI
18	L. LEONI	1m	41.84s.	34	J.-P. JARIER	1m	42.61s.	15	J.-P. JABOUILLE	1m	40.03s.	17 A. JONES
16	R. PATRESE	1m	41.95s.	18	L. LEONI	1m	42.70s.	30	B. LUNGER	1m	40.26s.	1m. 39.42s.
4	P. DEPAILLER	1m	42.00s.	27	P. NEVE	1m	42.73s.	24	R. KEEGAN	1m	40.28s.	10 I. SCHECKTER
28	E. FITTIPALDI	1m	42.67s.	25	I. ASHLEY	1m	42.85s.	27	P. NEVE	1m	40.51s.	34 J.-P. JARIER
24	R. KEEGAN	1m	42.72s.	24	R. KEEGAN	1m	42.99s.	9	A. RIBEIRO	1m	40.79s.	6 G. NILSSON
38	B. HENTON	1m	42.80s.	28	E. FITTIPALDI	1m	43.15s.	28	E. FITTIPALDI	1m	40.97s.	15 J.-P. JABOUILLE
27	P. NEVE	1m	42.92s.	30	B. LUNGER	1m	43.36s.	18	L. LEONI	1m	41.03s.	1m. 39.85s.
33	H. BINDER	1m	43.21s.	9	A. RIBEIRO	1m	43.75s.	38	B. HENTON	1m	41.13s.	23 P. TAMBAY
25	I. ASHLEY	1m	43.32s.	33	H. BINDER	1m	43.80s.	36	E. VILLOTA	1m	41.21s.	30 B. LUNGER
30	B. LUNGER	1m	44.19s.	35	A. PILETTE	1m	44.27s.	25	I. ASHLEY	1m	41.22s.	1m. 40.19s.
35	A. PILETTE	1m	45.09s.	36	E. VILLOTA	1m	44.43s.	23	P. TAMBAY	1m	41.67s.	24 R. KEEGAN
36	E. VILLOTA	1m	46.26s.	38	B. HENTON	2m	05.30s.	35	A. PILETTE	1m	41.92s.	27 P. NEVE
40	L. KESSEL	1m	46.28s.					33	H. BINDER	1m	43.10s.	1m. 40.28s.
21	G. FRANCIA	1m	49.67s.					40	L. KESSEL	1m	49.95s.	1m. 40.51s.

LAP CHART

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	
1 J. HUNT	20	20	20	20	20	20	20	20	20	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
12 C. REUTEMANN	1	5	5	5	5	5	5	5	5	20	20	20	20	20	20	20	20	20	20	20	20	20	20	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
20 J. SCHECKTER	5	1	1	1	1	1	1	1	1	1	12	12	12	12	12	12	12	12	12	12	12	12	12	12	11	11	11	11	11	11	11	11	11	11	11	12	12	
5 M. ANDRETTI	22	12	12	12	12	12	12	12	12	12	12	11	11	11	11	11	11	11	11	11	11	11	11	17	17	17	17	17	17	17	17	17	17	17	17	17	17	
11 N. LAUDA	12	11	11	11	11	11	11	11	11	11	11	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8		
16 R. PATRESE	11	22	2	2	2	8	8	8	8	8	8	2	2	17	17	17	17	17	17	17	17	17	17	1	2	2	2	2	2	2	2	22	22	22	22	22		
22 C. REGAZZONI	2	2	8	8	8	2	2	2	2	2	2	17	17	2	2	2	2	1	1	1	1	1	1	2	22	22	22	22	22	22	3	3	3	3	3	3		
26 J. LAFFITE	19	7	22	22	22	22	22	22	22	22	17	1	1	1	1	1	2	2	2	2	2	2	2	22	3	3	3	3	3	3	3	10	10	10	10	10		
2 J. MASS	8	8	16	16	16	16	17	17	17	17	22	22	22	22	22	22	22	22	22	22	22	22	22	4	10	10	10	10	10	10	14	14	14	14	14	14		
19 V. BRAMBILLA	7	16	3	3	17	17	3	3	3	3	3	3	3	3	3	3	3	3	3	4	4	4	4	3	10	14	14	14	14	14	16	16	16	16	16	16		
8 H. STUCK	3	3	17	17	3	3	34	34	4	4	4	4	4	4	4	4	4	4	4	3	3	3	3	3	10	14	24	24	16	16	16	27	26	24	24	24		
3 R. PETERSON	16	17	34	34	34	34	4	4	16	16	16	16	15	15	15	15	15	15	10	10	10	10	10	14	24	16	27	27	27	27	26	26	26	26	26	26		
4 P. DEFAILLER	17	34	19	19	19	4	15	16	15	15	15	15	10	10	10	10	10	10	15	15	15	15	14	24	16	27	26	26	26	26	26	24	24	24	24	24	24	
7 J. WATSON	34	19	4	4	4	15	16	15	10	10	10	14	14	14	14	14	14	14	14	14	14	14	14	14	24	16	27	26	24	24	24	24	24	24	24	24		
14 B. GIACOMELLI	4	4	6	15	15	14	14	10	14	14	14	14	16	24	24	24	24	24	24	24	24	24	24	16	27	26	24	24	24	24	24	24	24	24	24	24		
17 A. JONES	14	6	15	24	24	24	10	14	24	24	24	24	24	24	27	27	27	27	27	27	27	27	16	16	16	16	27	26										
10 I. SCHECKTER	6	14	24	14	14	10	24	24	24	27	27	16	16	16	16	16	16	16	16	16	16	16	16	27	26													
34 J.-P. JARIER	15	15	7	10	10	23	23	23	27	34	34	34	34	34	34	34	34	34	34	34	34	34	26	26	26	26												
6 G. NILSSON	23	23	14	30	23	27	27	27	34	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26												
15 J.-P. JABOUILLE	24	24	23	23	27	26	26	26	26																													
23 P. TAMBAY	30	30	10	6	26																																	
30 B. LUNGER	27	10	30	27																																		
24 R. KEEGAN	10	27	27	26																																		
27 P. NEVE	26	26	26																																			

38	39	40	41	42	43	44	45	46	47	48	49	50	51	52
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17	17	2	2	2	2	2	2	2	2	2	2	2	2	2
2	2	22	22	22	22	22	22	22	22	22	22	22	22	22
22	22	3	3	3	3	3	3	3	3	3	3	3	3	3
3	3	10	10	27	27	27	27	27	27	27	27	27	27	27
10	10	27	27	26	26	26	26	26	26	26	26	26	26	26
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Ford and Fiat in Canada

Another straight fight: five against two in the forests

Today (Thursday), the eighth round of the World Championship for Makes gets underway from Montreal in Canada. The WCR this year has resolved itself into a straight fight, a no-quarter battle between Ford and Fiat. It's a battle that doubtless now has an added touch of bitterness following certain allegations that have recently been appearing in the Italian press. It seems that the Italians may already be preparing their excuses for failure, but it cannot have exactly promoted an atmosphere of camaraderie between the two sides.

Canada, more than any other rally so far this year, is a straight fight between the two companies—there are no other serious peripheral rivals to complicate the issue or split the odds. With only 58 entries in total, including five Fiats and two Fords, there has scarcely ever been a more direct or simple confrontation. Most of the competing cars were airlifted into Canada for the Criterium du Quebec on Monday, and it is believed that Fiat have a number of cars fitted with the dry sump lubrication system first seen fitted to Hannu Valtaharju's car on the 1000 Lakes, and used again by Walter Rohrl on the San Martino last week.

Ford's two RS1800s—seeming almost lonely in the company of so many Fiats and so many Italian personnel, are ex-Safari cars for Roger Clark and Ari Vatanen.

Like the struggle before them, the rally itself is simple in the extreme, and by WCR standards, not physically exacting. The 1000 mile route is divided into three sections including about 400 miles of special stages of which there are 15 in total. Scrutineering takes place today and this evening there are two classification tests in the vicinity of Montreal. Most of the real action (95 per cent) takes place in the Laurentian Provincial Park area north and north east of Montreal itself, although the Friday start in the Place Ville Marie is a prelude to some stages near to the city.

The route has had to be slightly curtailed of late owing to the fact that the Canadian hunting season has now begun, but there are seven short stages in all, four of which are within the city limits of Montreal and a further three en route to the Mont Tremblant area. The action on Saturday (restart 07.00) takes place entirely in two massive



It's going to be a very fast rally, and Vatanen (above) really needs a good result here. If he keeps the car in one piece, he could be Ford's trump card. Below: Timo Salonen—second in Finland; what now?



forest parks. There are three stages during the day, firstly of 28kms; then a very rough 53kms test which has to be tackled no less than three times; and finally an eight kilometre test to be driven twice. During Saturday night and Sunday morning the rally then takes in a further two stages, each run twice; a very fast 33kms and a classic stage of 113kms which apparently contains every conceivable condition of loose surface forestry rallying. This long test, on the second attempt, forms the final stage of the rally.

Restrictions on practice have not been so stringent as first feared, although the forests themselves have been closed to competitors at 10.00pm. It has been an easy event for which to practise and not unpleasant in the cool autumn conditions. Most crews have even encountered bears at some of the more remote points on the route! The countryside is perhaps best described as 'Finland, but with hills'. The stages themselves tend to be fast and wide in character, with a loose sandy surface and flowing high speed bends rather than a profusion of slow corners.

It certainly is a very fast rally, so much so that Ford even considered a change of differential ratio at one point, before committing themselves to the tried and tested 5.1 ratio as usual. Roger has been practising in a V8 Granada, while Ari finished off his race in a Ford Fiesta.

The Fiat entourage meanwhile have been seen in various assorted types of 131. New recruit to the ranks, Walter Rohrl, seems to be very happy in the team, remarking that the 131 "is the noisiest rally car I've even been in". He was not too upset to have missed an air connection to Copenhagen and thus failed to have a date with the Sachs Baltic Rally!

The top ten are as follows: 1, Silmo Lam-pin (Fiat 131 Abarth); 2,—; 3, Roger Clark (RS1800); 4, Walter Rohrl (Fiat 131 Abarth); 5, Markku Alen (Fiat 131 Abarth); 6, Ari Vatanen (RS1800); 7, Timo Makinen (Fiat 131 Abarth); 8, Timo Salonen (Fiat 131 Abarth); 9, Walter Boyce (Triumph TR7); 10, John Buffum (Triumph TR7); 11, John Paul Perusse (Saab 99EMS); 13, Taisto Heinonen (Toyota Celica GT).

It may well be that the Abingdon built TR7s of Buffum and Boyce could pick up some useful places after the major spoils of battle have been divided up.

Manx:

As the 'Flag Stratos

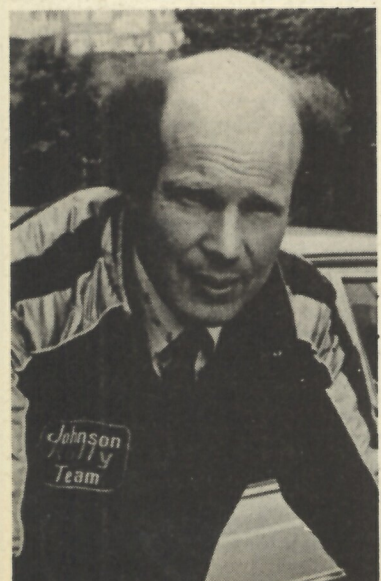
Once more RAC championship contenders leave the mainland this weekend. This time the action centres upon the Isle of Man and the sole remaining international pace note rally in the calendar—the Manx International Trophy which once more makes excellent use of the local Highway and Transport Board road closing orders in organising a closed public road special stage event, which outside the confines of Ireland is unique to British competitors within their own sphere of operations.

As usual, this year's Manx is based on the capital town of Douglas, where rally HQ is once again the Sefton Hotel—a widely known venue of varying reputation, according to what time of day or night one seeks an opinion on it! This year there are 43 stages in all, equalling 228 competitive miles within an overall route of only 430. Naturally on an island scarcely 40 miles long, the rally is, by definition, compact, and most of the special stages will be familiar to regular competitors here.

However, efforts have obviously been made this year to eradicate the profusion of 'Mickey Mouse' tests which have preceded each other in the past and, owing to their short lengths, have often resulted in as much as 70 per cent of the field being separated by only five or 10 seconds. This year the longest stage is 12 miles, and the shortest 2½. Last year's classification test which so decimated the entry, has been abandoned and the 1977 rally starts at 09.30 tomorrow (Friday) preparatory to some new stages before the first session ends at 15.30 on the same day. At 01.30 on Saturday, drivers will be braving the dawn and restarting for the major and final section of the event, which lasts throughout Saturday, finishing once more at approximately 15.30.

Prizegiving and the party takes place at the Palace Lido, Douglas Promenade from 20.00 on Saturday evening. Scrutineering prior to the rally takes place at Mylchreests Motors, and it starts at 09.00 this morning.

The character of the tests on the Isle of Man varies according to altitude, but in general, those on the higher moorland ground tend to fast, open and unfenced roads, while those in the lowland lanes tend to be very narrow and twisty, affording no margin for error



Tony Fowkes—application and stamina.

Fowkes takes lead

Delayed ship may mean trouble later

Life is never that easy for a rally organiser but no one who takes on the task expects a bent propeller on a ship to delay their event. However, this is just what has happened to the organisers of the Singapore Airlines London/Sydney Marathon, and has meant that competitors must spend an extra unscheduled two days in Singapore. The boat, complete with the 51 surviving crews, was originally supposed to leave Singapore on Sunday but with the technical problem, Tuesday was the new date.

The other major piece of news about the rally as the crews prepared themselves for the long haul across Australia concerned the Malaysia section where Tony Fowkes took over the lead from Sobieslaw Zasada. First reports through suggested that the Pole had in

fact lost his way in his Porsche, but on Monday the press office had also heard that he could have perhaps overslept. . . .

Whatever his problem, he incurred 9mins 28secs penalties on the stage in question, with Fowkes in the Mercedes only incurring 1min 39secs. But the fastest man of all in Malaysia was Australian Ross Dunkerton in his Peugeot 504Ti, who set quickest time on both stages. On the first stage he had a 3sec penalty, as against Fowkes's 15secs, and on the second 1min 36secs.

When problems first arose on the second Malaysian stage, the organisers cancelled it, believing that it may have been possible to take short cuts, but after protests from some competitors, the Stewards reinstated the stage.

Paddy Hopkirk's Citroen CX2400 also went well on the first test, with only a 5sec penalty, but he dropped time on the second with a 2min 8sec penalty.

As the cars were on their way to Freemantle the current positions were:

1, Tony Fowkes (Mercedes 280E) 1h 9mins 22secs; 2, Sobieslaw Zasada (Porsche Carrera) 1:10:4; 3, Andrew Cowan (Mercedes 280E) 1:12:19; 4, Alfred Kiling (Mercedes 280E) 1:18:49; 5, Paddy Hopkirk (Citroen CX2400) 1:21:46; 6, Brian Hilton (Peugeot 504Ti) 1:38:32; 7, Ross Dunkerton (Peugeot 504Ti) 1:42:00; 8, Herbert Kleint (Mercedes) 1:43:31; 9, Bob Holden (Peugeot 504Ti) 1:48:28; 10, Jacky Prive (Range Rover RRI) 1:52:47.

With the two-day delay the rally will now be running late across Australia and the organisers will be trying to compensate. The most likely way for them to do so seems to be by reducing the rest halts, but they still expect to finish a day late with a finish at Sydney on September 28.

The Australian stretch, which should now start on September 20, will include five special sections. These will be from Cleary to Menzies (600kms), Mount George to Hooker Creek (110kms), Warrigata to Kihee (233kms); Goodna to Camira (23.5kms) and Rockdale Road to Durikai (54kms).

bigger, better

heads for Cyprus, RAC men settle in Douglas

whatsoever. Gradually, over the years, the profusion of dangerous places on the Manx route have been eliminated, and this year, most of the notorious areas of old are no longer with us.

Pace note rallies are not a system with which British drivers have ever been over-familiar, but note making and practising on the Isle of Man by European standards a cheap and quick affair since the route is so compact and stages are repeated. In general, leading drivers will not have spent more than a total of six days (and perhaps 1600 miles) working at their practice, but there are more than a handful who attempt to learn the entire route in the fashion of leading Finnish drivers on the 1000 Lakes. For those few works or professional drivers who can afford to do so, the advantage is obviously great. Fog is a familiar natural hazard on the island in September, particularly just before dawn and in the early hours of the morning. This is so often a time when the days of training become especially vital.

This year's timing uses a system of targets based on a section from the finish of a special stage to the start of the next. There is both penalty for early and late arrival. In general the system bears close relation to the European and particularly to Finnish practice. The unfenced roads of the upper moorlands are not used at night owing to hazards of wandering sheep etc and many of the lanes stages use sections of closed main road to make up their length.

For the second time the rally counts towards the ECR (coefficient one) although next year it is to be raised to two. The introduction of a 'Saturday Run' will allow competitors who retire on the Friday stages to re-enter for a separate competition. Neil Hanson, is Clerk of the Course once again, and results etc will of course be in the capable hands of the Manx Computer Bureau.

The entry list shows an increase on previous years, which reflects the popularity and challenge of this unique (to the British calendar) event. The current Motor/RAC championship leader, Russell Brookes, will be driving his RS1800 almost unchanged after its second place

gained on the Ulster Rally recently. A rebuilt Terry Hoyle BDA replaces the ex-Waldegaard Acropolis motor which sufficed in Ireland; and the rebuilt engine has marginally more power thanks to revised camshafts which should help to produce nearly 250bhp. The car was brought over to the island yesterday, and only detail changes have been made; ie: the car has become marginally heavier thanks to reversion to G4 specification and Peter Harrison has incorporated rather more suspension travel on the back axle. There is also a modification to the nylon steering bush which it is hoped will stop, or inhibit,



any excessive movement in the steering rack which has resulted from the effects of extra wide slicks and CR82s. Otherwise the car is little changed, and of course there are compression front struts, a Panhard rod leaf spring rear, and 'standard' triple plate clutch five speed gearbox assembly.

Russell is an experienced tarmac exponent these days, but he will have strong competition once more from Mikkola's powerful and torquey Toyota Celica GT; the two DTV Chevettes driven by their usual drivers (Pentti Airikkala bringing along the personable Risto Virtanen—his regular Finnish co-driver), John Taylor (hopefully with more braking effort than his car was capable of in Northern Ireland); Brian Nelson (Kremer engine?) and Andy Dawson, whose car is sporting compression front struts for the first time, an exceptionally low ride height, a Watts linkage and coil springs all round. He is very enthusiastic about its prospects, despite the fact that Stuart Pegg is apparently unfamiliar with pace notes, and Andy has not had the time for an extensive recce this year.

The unknown quantity this year appears to be Leyland, whose TR7s withdrew from a prior commitment to the Burmah in order to concentrate upon V8 engine testing and on development of a tarmac specification for this event and for the Tour de Corse, the team's most important fixture this year besides the RAC Rally. We gather that more power has been found from the Dolomite 16-valve engines, and that various detail modifications have been carried out, but exactly how successful these changes have been remain a matter of conjecture. The cars have certainly been tested extensively recently, and Tony Pond's knowledge of the island is second to none—thanks to painstaking preparation last year, and similar though not perhaps quite as exhaustive training this year. The two cars are expected to go well, and should not be dismissed in terms of overall victory. Last year Tony finished a fine third overall here and the team will certainly be looking to better it—Tony will be looking to better it by two places.

Jim McRae will be expecting to extend his lead over Elsmore and Wilson in the Group One section of the championship. Vauxhalls have always gone especially well on tarmac where their stability counts for much and their power advantages can be made to tell. Jim, however, will once more have the country's quickest Group One car up against him—Leyland's Dolomite Sprint driven by Pat Ryan. There should certainly be some epic battles.

Regrettably however the Chequered Flag Stratos will not be present as Graham Warner and the team are heading for Cyprus this weekend to compete in the three-day ECR round which starts on tomorrow week. The car, which was last used in Ypres, will be driven as usual by Billy Coleman.

The Manx is a great social occasion. Perhaps it has something to do with the feeling of freedom or lack of responsibilities imparted by leaving the mainland. But it also has plenty to do with the laws of the land and the hospitality of the local population. The Manx is an exciting and eagerly awaited rally. It all starts tomorrow and once there on the island it needs no special efforts to induce an atmosphere—it has one of its own. Even the speculating is easy. . . .

Special Stages and vantage points

SS NO.	START REF.	FINISH REF.	ROADS CLOSED
1. INJEBRECK—1	385 792	322 871	09.30 — 12.30
2. BRANDYWELL—1	365 916	389 858½	09.55 — 12.55
3. THOLT-Y-WILL	395½ 867	386 940	10.10 — 13.10
4. STAARVEY	282 868½	277 829	10.45 — 13.45
5. GAREY	276½ 815	242 797½	11.30 — 14.30
6. ROUND TABLE	220 779	272 706½	11.40 — 14.40
7. MULLINARAGHER	297 731½	316½ 758½	12.00 — 15.00
8. CREG-NY-BAA	408 796	393 819	12.45 — 15.45
9. BRANDYWELL—2	389 858½	368 911	13.00 — 16.00
10. INJEBRECK—2	321½ 821½	358 818½	13.13 — 16.30
11. BRADDAN	362½ 767½	327 742	19.00 — 22.30
12. SANTON	354½ 739	299 711	19.15 — 22.45
13. SOUTHBARRULE—1	247 705	277 767	19.40 — 23.10
14. STAARVEY	277 819	319 881	20.20 — 23.50
15. LITTLE LONDON	320 880	302 858	20.35 — 00.05
16. BROUGHJAIRG	322 916	339½ 958	20.50 — 00.20
17. CURRAGHS	351 965	345 940	21.00 — 00.30
18. LHEN	385 975	412 999	21.50 — 01.20
19. BRIDE	415 001	429 007	22.00 — 01.30
20. GLASCOE	451 980	410 944	22.15 — 01.45
21. BALLAGLASS	460 911	456 876	23.30 — 03.00
22. GLEN ROY	426 845	432 829	23.45 — 03.15
23. BALLACOGAR	431 817	409 797	23.55 — 03.25
24. LITTLE MILL	399½ 789	329 797	00.15 — 03.45
25. EAIRY	281 808	297 779	00.55 — 04.25
26. SOUTH BARRULE—2	277 767	272 707	01.15 — 04.45
27. BALLANANK	275 727½	329 783½	01.30 — 05.00
28. BRANDYWELL	389 858½	368 911	09.00 — 12.00
29. INJEBRECK	302 858	358 818½	09.30 — 12.30
30. GAREY	276½ 815	242 797½	10.00 — 13.00
31. ROUND TABLE—1	220 779	277 755½	10.10 — 13.10
32. MULLINARAGHER	297 731½	316½ 758½	10.30 — 13.30
33. BEGOADE	408½ 796	420 818	11.30 — 14.30
34. GLEN ROY	416 845	393 819	11.50 — 14.50
35. THOLT-Y-WILL—1	395½ 867	386 940	12.05 — 15.05
36. EAIRY	281 808	297 779	13.15 — 16.15
37. RONAGUE	272 707	235 713	13.35 — 16.35
38. ROUND TABLE—2	215 702	220 778	13.50 — 16.50
39. GLEN RUSHEN	243 790	277 814	14.05 — 17.05
40. STAARVEY	277 829	319 881	14.35 — 17.35
41. CURRAGHS	342 967½	345 940	15.05 — 18.05
42. THOLT-Y-WILL—2	381 928	395½ 867	15.20 — 18.20
43. BALDWIN	389 858½	384 794	15.30 — 18.30

SPECTATORS' GUIDE TO VANTAGE POINTS

Stage No	Location	Direction of Approach	Roads Closed (Friday)
1	Abbeylands cross roads (371 794)	From Douglas (A22)	09.30-12.30
1	Ballacootes (365 791)	From Strang (A22)	09.30-12.30
1	Reservoir House (358 831) (limited parking)	From West Baldwin (B22)	09.30-12.30
3	Tholt-Y-Will Hotel (378 897)	No access or egress while roads closed	10.10-13.10
5	Old Mines (262 789) (good parking)	From Foxdale—Castletown Road (A4) via A36	11.30-14.30
6	Round Table cross roads (247 759)	From Foxdale—Castletown Road (A4) via A36	11.40-14.40
8	5½-Mile Corner (418 832)	From Laxey (B12)	12.45-15.45
(Friday-Saturday)			
13 & 26	Round Table cross roads (247 759)	From Dalby (A27) or Port Erin (A36)	19.40-23.10 01.15-04.45
14	Staarvey cross roads (295 863)	From Cronk-Y-Voddy (A4)	20.20-23.50
20	Glascroe Chapel (447 989)	From Coast Road (A10)	22.15-01.45
22 & 23	5½-Mile Corner Area (418 832)	From Creg-Ny-Baa only (B12)	23.45-03.25
24	Cronk-Ny-Mona (385 792)	From Governors Bridge (A18) or Willaston (A21)	00.15-03.45
24	Abbeylands cross roads (371 794)	From Douglas (A22)	00.15-03.45
(Saturday)			
28	Druidale River (355 880)	No access or egress while roads closed	09.00-12.00
30 & 39	Old Mines (262 789) (good parking)	From Foxdale—Castletown (A4) via A36	10.00-13.00 10.10-13.10
31 & 38	Round Table cross roads (247 759)	From Foxdale—Castletown Road (A4) via A36	13.50-16.50 12.05-15.05
35 & 42	Tholt-Y-Will Hotel (378 897)	No access or egress while roads closed	15.20-18.20
43	Brandywell Cottage (345 866)	From Baaregarrow (B10)	15.30-18.30
	Ballacootes (365 791)	From Strang (A22)	15.30-18.30
	Abbeylands cross roads (371 794)	From Douglas (A22)	15.30-18.30

Top entries

1. Pentti Airikkala/Risto Virtanen	(Vauxhall Chevette 2300)
2. Hannu Mikkola/Arne Hertz	(Toyota Celica GT)
3. Bor Danielsson/Ulf Sundberg	(Opel Kadett GT/E)
4. Russell Brookes/John Brown	(RS1800)
5. Tony Pond/Fred Gallagher	(Triumph TR7)
6. Brian Nelson/Malcolm Neil	(Porsche Carrera)
7. Andy Dawson/Stuart Pegg	(RS1800)
8. Chris Soler/Martin Holmes	(Vauxhall Chevette 2300)
9. John Taylor/Phil Short	(RS1800)
10. Brian Culheth/Johnstone Syer	(Triumph TR7)
11. Nigel Rockley/Derek Tucker	(RS1800)
12. Derek Boyd/Roy Kameghan	(Porsche Carrera)
13. Bernard Unett/Paul White	(Chrysler Avenger)
14. Ian Corkill/Jane Weldon	(Porsche Carrera)
15. John McClean/Donald Grieve	(Porsche Carrera)
16. Pat Barrett/Horace Saville	(RS1800)
17. Will Sparrow/Ron Crellin	(Chrysler Avenger GT)
18. Pat Ryan/Mike Nicholson	(Triumph Dolomite Sprint)
19. Jim McRae/Ian Muir	(Vauxhall Magnum)
20. Henry Inurieta/Dave West	(RS2000)
21. Malcolm Wilson/John Davies	(RS2000)
22. Graham Elsmore/Stuart Harrold	(RS2000)
23. Herve Maiber/TBN	(Opel Kadett GT/E)
24. David Shacklock/Martin Waseley	(Porsche Carrera)
25. Peter Thompson/Frank Main	(RS1800)
26. Jill Robinson/Pauline Gullick	(RS1800)
27. David Grainger/Lyn Jenkins	(Triumph TR7)
28. Yuk Hodgson/Christine Procter	(RS1800)
29. Gavin Vaughn/Peter Handy	(Chrysler Avenger)
30. David Robbins/Graham Daws	(RS2000)
31. Chris Wethen/Walter Ainsworth	(RS2000)
32. Chris Lord/Tony McMahon	(Vauxhall Magnum)
33. Philip Cooper/Eddy Bamford	(Mini)
34. Gary Leese/Martin Quine	(Escort)
35. Ken Clarke/Geoff Brew	(TBN)
36. Gilbert Sourrah/Rod Mason	(RS1800)
37. Nigel Corlett/Ian Carter	(BMW2002)
38. Chris Field/Kath Read	(Chrysler Avenger GT)
39. Kevin Doyle/Nicholas Moffit	(Chrysler Avenger)
40. Cyril Bolton/Ian Grindrod	(Mini 1275 GT)
41. Theodore Bengry/James Watkins	(Opel Kadett GT/E)
42. Ian Hughes/Richard Yates	(RS2000)
43. Ron Besoroti/John Millington	(RS2000)
44. Trevor Fleming/Maurice Beckett	(Mazda RX3)
45. James Haslegrave/Andrew Gardiner	(Chrysler Avenger)
46. John Parsons/Dave Knight	(Chrysler Avenger)
47. Drew Henry/Jimmy Meekie	(Chrysler Slotted)
48. Richard Frew/Richard Jones	(Alfa Romeo Giulia GT)
49. Julian Roderick/David Holmes	(Vauxhall Magnum)

Can it be Bill's year?

Consistency never used to be an appropriate description of Bill Taylor's approach to rallying. However, after denting a rear quarter of his Escort on the very first stage of the Rippin Saltire Rally, he settled down to win the event, after a hectic dice with Donald Heggie and Eric Howden, with the Samson brothers never far behind.

The results of the rally put Eric Howden into the lead of *The Scotsman/Glayva* championship, but Bill Taylor now holds a strong position in equal third place, having scored in only five events, against the six scores of his nearest rivals.

The Saltire Rally, sponsored by the local firm of Rippin Structures, was typical of those counters unique to the Scottish championship—it was a relaxed affair, with some marvellous stages, a sprinkling of dreadful ones, and with a great domestic battle among the Scots drivers.

In all, there were 14 stages totalling about 60 miles, of which four stages were 'farm road' types and the nine miles which these stages contributed rather detracted from the event. The balance included Glenisla, Kindrogan, Drummond Hill, Craigvinean (the last three all regressed and in superb shape), Errochty (untouched since the 'Scottish' and quite diabolical!), and the short stages at Ladywell, Keillour, Pitmedden and Weddersbie Hill.

From the start Donald Heggie (his first rally since the Scottish) dominated proceedings with fastest or equal fastest times on all of the first five stages, pulling out a 22-second lead on Bill Taylor.

Already Drew Gallacher was struggling with fan belt problems, as was Alastair Brearley with suspected camshaft failure—both retired early. Eric Howden's rear axle was howling furiously, and he changed this at lunch, being somewhat surprised to have got so far. Allan Arneil was finding his ex-DTV Magnum something of a handful in the slippery going and had savaged a few verges in what was an eventful day for him.

The leader board changed rapidly after Drummond Hill, however, when Taylor returned a brilliant time, 16 seconds clear of the field for the epic 10-mile stage, while Heggie had a quick spin, stalled the engine and lost half a minute restarting.

At lunch it was all to play for in the second half with Taylor on 36.39; Heggie 36.54; Howden 36.59; and Samson 37.09. Kenny Wood's TR7 was next up, in his best outing to date.

It was Eric Howden who stunned the field immediately after lunch with a remarkable effort in Craigvinean, to be

16 seconds clear of Heggie and Taylor, and to make his challenge for the lead. Quickest again with Heggie and Samson at Ladywell, Eric found himself tied with Bill Taylor, but sadly he punctured at Weddersbie Hill and then spun through a fence at St Fort, losing all chance of a win.

Meanwhile the Samsons were making their presence felt with a series of very fast times, indicating that they have now recovered their best form, while John Nichol had got over an unhappy morning and was literally 'at home' on the Weddersbie stage, heading for a strong sixth overall in his now rather elderly and underpowered car.

Taylor got a gate a little bit wrong at Weddersbie and suddenly Heggie was back in contention as the rally entered the last three stages—all farm road, edge-of-field affairs. The first caused the biggest problem, with a downhill left through a gate on wet grass at the edge of a field.

Countless cars smashed into the wall at the bottom and several were heavily damaged, in what was a somewhat pointless exercise. Samson showed that farmers are best at this type of stage, to be streets ahead of the potato merchants (Taylor) with a farmer/potato man (Nichol) third. The most remarkable effort, to be fourth quickest, came from Ivor Clark in his RAC championship class-leading Avenger 1300. He went on to finish an excellent eighth overall! Heggie spun away his chances again and had to be content with second place, just scraping home in front of the late rush by the Samsons. Andy Smith survived a bit of scenery-visiting in Craigvinean to finish sixth, just behind Kenny Wood's TR7 which, too, had hit the infamous wall at the bottom of the rally-ski slope. Bill Murray was ninth just in front of Murray Grierson who had encountered a number of problems in the Datsun.

The next counter in the championship is the Autumn Stages, where Bill Taylor will be trying hard to clinch the title which has so far eluded him. His career has seen him at the front of Scottish rallying since (I reckon!) 1962—he will certainly have earned the title.

GEORGE DEAN

Rippin Saltire Rally

Scotsman/Glayva round.

1. W. Taylor/I. Maciver (RS1800) 70.38;
2. D. Heggie/G. Dean (RS1800) 70.43;
3. C. Samson/A. Samson (RS1800) 70.47;
4. E. Howden/I. Marwick (RS1800) 71.38;
5. K. Wood/A. Barron (TR7) 72.45;
6. J. Nichol/J. Leighton (RS1600) 74.30;
7. A. Smith/J. Meechan (RS1800) 74.52; 8. I. Clark/A. Ainsley (Avenger 1300) 75.10; 9. W. Murray/J. MacDowell (RS1600) 75.12; 10. M. Grierson/J. Shannon (Datsun Violet) 75.21.

Buzby rescues SWAC

The *Western Mail* and SWAC have recently announced that the Wales and Marches Telecommunications Board, of the Post Office have agreed to sponsor the '78 Welsh in conjunction with the *Mail*. The dates of the event are 11/13 May and the rally will be known as the *Western Mail* Phonepower International Welsh. As usual it will qualify for ECR, RAC Open series and Welsh championships. Improved telecommunications are just one of the advantages which the new sponsors will bring to the rally, and it is expected that there will be a worthwhile increase in stage mileage also next year.

After a substantial loss was made on the event last year, the rally organisers had been most reluctant but almost resigned to raise the entry fees further. The arrival of a genuine deal which

matches that of the *Western Mail* involvement should allow them some room to manoeuvre. Between them, both the *Mail* and WMTB are expecting to launch several promotions around the rally, and both are once again highly enthusiastic. In fact WMTB's initial enthusiasm was brought about by the enormous interest shown in the results service they offered on this year's event. They "want to take advantage of the young, dynamic image of international stage rallying to promote their services to the general public." One is left with the idle thought: What do you get when you cross Buzby (the bird and not the line) with Dewi (the *Western Mail* Dragon)? The answer would appear to be: Phonepower! Wonder what he/she or it looks like. . . .

CSI: is it all sorted out now?

Last week's CSI meetings in Rome have produced some interesting results, especially for the British, although the full implications of the details are not yet readily available. It seems that Messrs Kemsley and Belton, representing the RAC, have again succeeded in 'routing the ranks of the opposition' on the pace notes versus secret routes controversy. The various stipulations which at one time directly threatened the connection between British and foreign events, through the ECR and WCR, have now been satisfactorily dealt with, and it is now apparently possible for any rally organisers in any European country to run an event in any way they wish (subject to the laws of the land, Traffic Acts etc). Thus, only those who wish to stipulate practice, will do so in future.

In addition the British committee members have succeeded in setting a new precedent for British events by securing for the Scottish a maximum ECR coefficient of 4. At the same time, the Manx has been elevated to the status of coefficient 2. The fact that neither of these coefficient changes will make any real difference to the entry lists of these rallies, is really not the point—it's the precedent that's important!

More Manx

Despite another comprehensive battering on the Ulster Rally a fortnight ago Malcolm Wilson's RS2000 will be out on the Manx. Since the rally, County Garage's panel beaters have been knocking the car back into shape and miraculously only a new front end was needed to make it ready for battle once more. This car must be one of the most well 'used' RS2000s rallying this year but County Garage's Paul Gilligan commented after the Ulster that they are in the process of building a new car for Malcolm, which should hopefully be out for the first time on the Lindsfarne Manx Radio will, of course, be keeping close track of the course of the even and mainland enthusiasts can find out what is happening by contacting the rally phone-in service for progress reports and final results. The numbers to ring are: 051-246 8060 or 061-246 8060.

● A disappointed non-starter on the Manx is Jenny Birrell. Del Lines who runs her Century Oils TR7 said that they just could not afford to contest the event after the heavy expenses incurred at the beginning of the year getting the car sorted. The next event for the car will now be the B & I Cork 20, and after that it is only scheduled to do the Castrol '77 and the RAC. On the Castrol, Del will be also running another TR7 for himself.

● And what of the Ulster Rally hero Derek Boyd. Apparently he is taking the Manx very seriously and disappeared to the island shortly after the celebrations of his victory had died away. He seems confident that he can 'do it again' and if his car is not the fast, it's certainly been very reliable.

Chevettes to Telford (at last!)

This Saturday, the long awaited and often postponed Lloyds of Stafford Telford Forestry Stages is finally taking place. Run by Telford AC, the rally is a Pirelli/Cars and Car Conversions and Welsh Championship round; the entry list is most interesting and the weekend at Newtown, Powys, promises to be good entertainment.

A drought last summer postponed the original event and snows this winter postponed it again. Perhaps a plague of locusts will descend from the heavens on Saturday. There are 45 miles of stages within the compact 130-mile route, and the rally starts at 09.00 from the bus station car park, Newtown (136/107917). The previous evening there will be a *Star Talk* at the village hall, Caerws, near Newtown at 8.00pm. On the panel, chaired as usual by Tony Mason, will be Ronnie McCartney and Barrie Lee. Ronnie apparently agreed to appear in the forum if he could

compete on the rally. This concession was granted and Ronnie is also anxious to sell the G1 RS2000 with which he is starting the event at number two. There are a total of 110 entries.

Leading entries as follows: 1, Geo and Alan Simpson (RS1800); 2, Ronnie McCartney/Colin Wilson (RS2000); 3, George Hill/Roger Jones (Vauxha Chevette); 4, Frank Pierson/Arthur Brick (RS1800); 5, Roger Chilman/Bi Griffiths (RS2000); 6, Geoff Lobbs/Tony Thorne (Opel Kadett GTE); 7, Derek and Terry Evans (Vauxhall Chevette); 8, Jon Vicker/Jim Blockle (RS2000); 9, Martin Watson/Pete Stokes (Escort TC); 10, Dominic Buckley/Walter Dugiud (RS1600).

The Evans brothers are debuting their ex-Sclater Chevette (with running gear taken from their single camshaft 190bhp Magnum), while George Hill will also be out with the Martin Grou 16-valve car.

Where to watch

- SS 1 Sarn 1** Start reference 1844875. First car due 09.20. Approach via 161902, 164866 & 185870 and park in the forest. The entrance to the spectator car park is at 195870 (depart NE). Drive with extreme care between the crossroads at 185870 and the car park, as you will be going against rally traffic. Suggested viewing places—Junction at 199871 and the hairpin at 201877.
- SS 3 Red Lion 1** Start reference 050770. First car due 10.15. Approach via 086824 and 047763, beware of oncoming rally traffic from this last reference on the white road running to the NE. Parking facilities are available on the forestry road running south from 057764. Suggested viewing places: crossroads at 058769 and hairpin at 067778. Do not use the white road between 060077 and the hairpin—it is extremely narrow and may be needed for emergencies.
- SS 7 & 10 Waunmarteg 1 & 2** Start reference 024770. First car due 11.46. Approach from Llanidloes via 001817. Do not go through Bwlch-Y-Sarnau (MR: 029746). It is a 'black spot.' Car parking available in old quarry at 010770. Suggested viewing areas: fork at 018775, hairpin at 0254779.
- SS 14 Red Lion 2** Start reference 057764. First car due 15.13. This stage is the same as SS 3 but in reverse. All other details as before.
- SS 16 Sarn 2** Start reference 200869. First car due 16.10. This stage is the same as SS 1 but in reverse. Suggested viewing place: Junction at 199871. All the details as before.

A new deal on tyres?

Goodyear's next 12 months may well witness a complete return to the front line of international rallying, thanks to a transatlantic change of heart. PETER NEWTON discussed the background to the current situation with Harry Gee, the company's rally tyre specialist.



It was Goodyear's involvement with Ford on original equipment supplies of road car tyres, which gradually drew them into Ford's rally aspirations. This was the era of the rally Cortinas, and Goodyear, through Bert Baldwin who now works as chief engineer for Racing Division, introduced their 175 x 13 Ultragrip, the company's first specialist rally tyre. With Timo Makinen now involved on development, a spacer was inserted in the mould which enabled this tyre to be produced in a massive 225 size. Meanwhile the search for rapid introduction of new types resulted in Tony Chatterton's adaptation of the German Ultragrip by removing the sipes and altering tread and sidewall gauges. In those early days of rally tyre technology, the tread pattern was the centre for all design and development work—the compound, although not totally insignificant, was then considered to be of lesser importance.

Harry's introduction to the specialist world of motorsport came while he was employed in the 'test cage'—a small tyre analysis department on the Wolverhampton premises. "Leo Mehl (then the manager of Racing Division) asked me if I'd help out at Silverstone one day. They had Bobby Unser over, testing a BRM, and Leo knew I'd taken tyre temperatures before!" Harry's introduction to the world of motor racing would not have been complete without the sight of a geriatric Morris Minor (driven by Ken Marsh, the race tyre service manager) plodding out of Woodcote and past the pits at a pace befitting its age, while pandemonium reigned along the pit wall itself . . . Mr Unser was due out of Woodcote at any second!

Two weeks later, Harry was offered a job as race tyre engineer, and after long consultations and thoughts over the possibility of a service manager's job at Watford, he decided to take the plunge into Europe following the completion of a six month technical course. Harry then spent eight years traversing the roads and race tracks of Europe. Eight years during which he was involved mainly with sports cars; with Matra and Porsche, Vic Elford, the 908/3 and the proud days of the Targa Florio. It was for

Harry Gee is a Stratford man. With a background in the market gardening trade, he joined Goodyear at Wolverhampton some 16 years ago, knowing nothing about tyres but having passed the stringent medical and other tests which allowed him to take up a post as 'test driver'. In those days test driving comprised hundreds of monotonous hours of motorway work interspersed with impromptu weekend test sessions inside the factory gates. Activities consisted of charging round the factory's private roads attempting to ascertain tyre breakaway points etc . . . this was the company's original tyre test 'facility'.

Today, Harry is a widely experienced tyre technologist. There is not much to do with tyre development and production that he has not either experienced directly or been in some way involved. Far from narrowing his vision and blunting his enthusiasm, sixteen years at Goodyear seem to have worked in a diametrically opposite manner. Perhaps this is because Harry is a died-in-the-wool motorsport enthusiast; however, more likely the answer is to be found in the character of the man. Never an individual to brood upon events, Harry's outlook is refreshingly straightforward. Life is too short for lengthy depressions or dishonest deception and Harry positively bristles with vitality and humour. He enjoys life to the full and his infectious enthusiasm for things, whether or not they happen to be round and black, have made him the highly popular and respected figure he is.

But Harry has more stoic criteria to call upon, like an attitude by which he has always taken store—never to take 'no' for an answer. He has not found it necessary to 'come to terms' with corporation politics; he just lives with them cheerfully and exploits such openings and opportunities which he thinks may benefit the company, as and when they appear. In Harry's book, the business of not accepting 'no' does not in any way imply dishonesty or skulduggery.

Harry a rewarding yet exhausting time, a period when, Targa Florio apart, each track began to assume the characteristics of all the others, when living out of a suitcase gradually palled. He was once more thinking of moving on when a post on the rally side materialised.

Much had taken place in Harry's absence from Wolverhampton and it was to affect him greatly. Ed Alexander had taken over the reins from Leo Mehl, and three years before, Ford, hitherto Goodyear's *raison d'être* in rallying, had under Turner's influence, extricated themselves from the company in rather less than mutually amicable circumstances (were Goodyear really only interested in F1 to the exclusion of all else?); and perhaps most momentous of all, so far as Harry was concerned, the moulds for rally tyres had been removed from the traditionally autonomous Racing Division and reinstated amid the department of general production. Goodyear's involvement in rallying had reached a nadir in its short history, and Harry was taking over a position from Stuart Muggeridge which, by definition, was almost moribund. It was just the sort of situation and challenge which appealed to him—a long time rally enthusiast. He was only too aware of the excellent business which could be made out of this sector of motorsport.

Stuart Muggeridge had been involved in the setting-up of a dealer network to market rally tyres and Harry now spent the next 12 months visiting dealers and seeing for himself how they, and driver contractees still connected with the firm (like Nigel Rockey and others) fared in the field. After so many years working in the rarified professional atmosphere of top level motor racing, Harry was in his own words, "appalled!"



HARRY GEE

"I reckon we could run one of the latest wet F1 compounds as a slick in the forest. . . . I'm also convinced we've got to run tyres tubeless. Half the punctures in rallying these days are due to the inner tubes tearing out the valves."

gery. It's something more akin to obstinacy; a refusal to be disheartened. That's why, towards the end of 1977, Goodyear may well be poised to return to big time rallying. If they do so, it will have been largely due to Harry Gee's efforts; they could not have wished for a better man at the helm.

With the sobering effects of contractee efforts very much in his mind, Harry set about rejuvenating a forlorn situation. Since rally tyres were now a miniscule part of general production, rather than within the privilege walls of Racing Division, Harry's efforts came firmly under the banner of Car Tyre Sales and his boss, sales manager Jack Lunt. Not surprisingly there was little enthusiasm for Harry's plans initially, so he began a limited programme of servicing entirely of his own volition. The aims were twofold; firstly to recreate internal interest, and secondly to start the rally "business" on a strong financial footing. Harry was only too acutely aware that even in those days the rally range desperately required new ideas and new designs. They were largely out of the question then, and until just recently the situation has remained very much the same.

"Jack (Lunt) was pleased with the way things were going, but we desperately needed new tyres. We possess nothing today which we didn't have when Goodyear were with Ford. Although Tony (Chatterton) was developing rallycross tyre with the four-wheel-drive Capri for Ford's Safari project when they pulled out. The design immediately died a death. We've got nothing new at present except a steel brace 195/60 HR 13 tyre to a G800S pattern. Its really a road tyre and even that was developed and designed in Luxembourg."

Despite an obvious corporate reluctance to commit time and energy towards development of a new series of rally tyres, Harry has succeeded in building up the meagre resource of his 'department' into a highly profitable organisation. After all, when one considers that the profit margin on road tyres represents some 10 percent per unit retail cost, while competi-

tion tyres net some 50 to 60 percent, its not difficult to see how money can be made. This is of course the alternative argument to that which is expressed by large volume manufacturers who are called upon to fulfil numerically small and specialised orders. It may be mass production's nightmare, but it also makes money.

"I think that our tyre is still the equal of the M&S, even though we've done so little to it over the years."

Harry has not confined his operation solely to rally servicing, dealer support and profitability however. He's been hard at work converting the ranks of the 'ungodly' as well. He feels that the staff of the current Racing Division know rather more about rallying, and are thus more sympathetic towards his demands, as a result of a number of test days in which he has been the prime mover. The current boss of Racing Division, Denny Chrobac, has ridden 'shotgun' with Nigel Rockey before now, and it seems he came back with a more accurate view of the modern day demands made upon tyres in the forest. Harry is only too keen to enlist the help of these men. "I think that our tyre is still the equal of the M&S, even though we've done so little to it over the years. You see, it's not at all like being attached to Racing Division where you just snap your fingers and the tyres appear. On the other hand, it broadens your outlook being attached to the sales side. I enjoy the scene, and I want the rally business to amount to something, especially if it means better tyres for everyone. I've had plenty of help from Jack (Lunt) too, he's always listened."

Clearly Harry is one of those men who 'get things done'. However, he has also mastered the art of doing so without riding roughshod across the political and policy boundary lines inherent in large companies like Goodyear. Harry is a company man; very much aware of the massive technology available to him, and so tantalisingly in reach, should the 'Word' go out. If they decide to return to rallying properly, the company are in an excellent position to capitalise on the market, such is the enormous variety of racing type compounds and wealth of detailed information available to them.

"Strength is easy to find in a crossply carcass, but there's no 'give' in the tyre, and this is where you lose a load of grip."

Harry's views on development of this as yet embryonic new range are most interesting. "When the A2 first appeared, our drivers were at a distinct disadvantage—it was the first indication to them that rally tyre development had shifted its parameters—from the importance of tread design to the importance of compounds. I reckon that A2 types need to be developed in radial ply form. Strength is easy to find with a crossply carcass but there's no 'give' in the tyre and this is where you lose a load of grip. The P7 is a classic case. . . . Flexing is obviously necessary; perhaps some steel bracing in the sidewall only, could help solve the puncture problem. Compounds are and have been *the thing* for years now. I reckon we could run one of the latest wet F1 compounds as a slick in the forest. If the testing was done right, I'm sure we could find a compound which wouldn't tear on loose surfaces, it would just wrap itself round obstacles and 'give'. 'I'm also convinced we've got to run tyres tubeless. Half the punctures ever sustained in rallying these days are due to inner tubes tearing out the valves."

"But we want a complete range for works and Clubman's tyres. How many people can afford A2s these days? I think Goodyear are capable of mass producing something along similar lines without changing the compound in the process. In short, I reckon we can cut the price of so-called specialised tyres dramatically."

Harry is in no doubt whatsoever of the vast



Rockey on the Scottish. Nigel has been one of Goodyear's long-standing contractees. . . .

capabilities of his company. He sees very few obstacles in view once a 'go-ahead' decision has been made. He foresees a time span of 18 months between an affirmative decision and the completion of work on an entirely new and ultra-modern range of Goodyear rally tyres—he even envisages something new in time for the RAC this year! Harry has not been idle, and besides time spent doing his sums, he has also been escorting Goodyear representatives to watch rallies and see for themselves the immense promotional possibilities. The American managerial staff who watched the Welsh this year, came at Harry's invitation. They'll be back again for the Castrol '77.

Any new range of tyres would obviously require enormous amounts of testing, which would almost pre-suppose the involvement of a works team. Again Harry has no doubts whatsoever on his ability to attract one or more teams (it has almost happened before on more than one occasion) and such a move would in any case probably be welcomed by Dunlop, whose compromise efforts to please the Big Four, while giving Ford (their primary concern) a superior service, must be a thankless task.

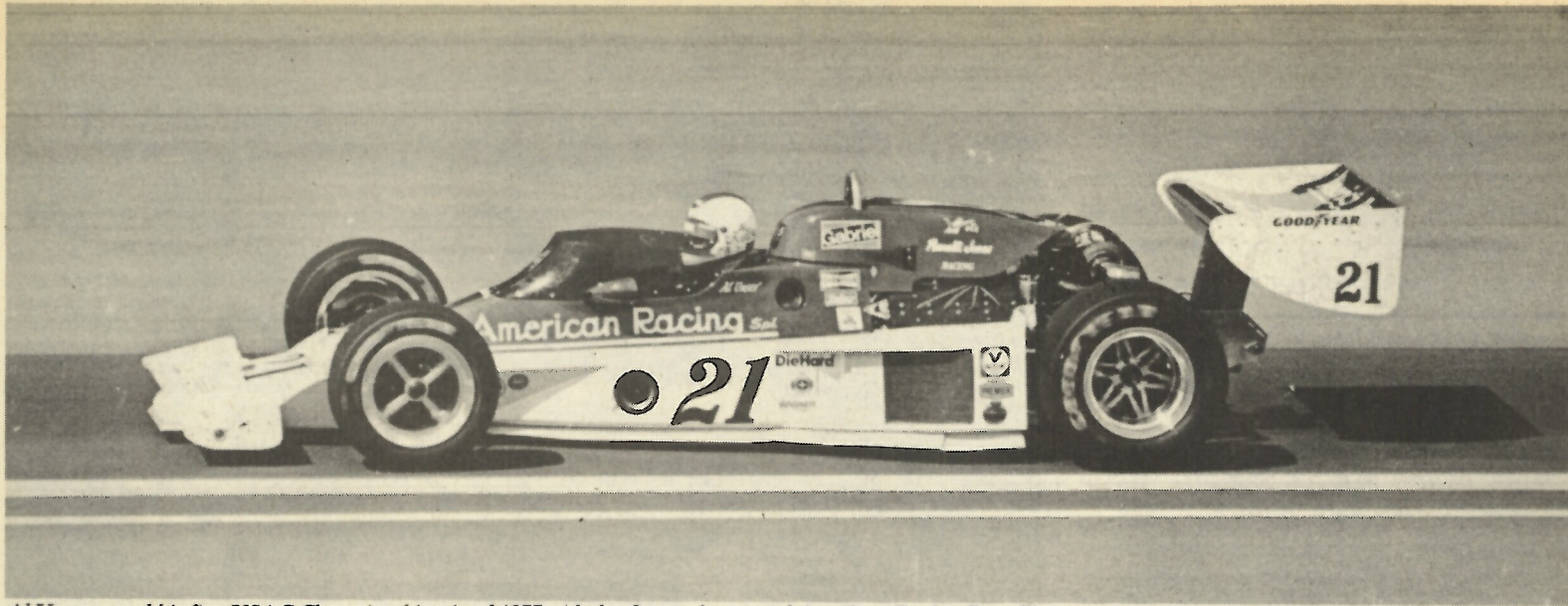
Harry Gee is one of those special brand of technical people who neither need nor manage to blind the layman with scientific 'mumbo-jumbo' in order to illustrate or prove a point. Harry describes his tyre ideas in a logical, simple fashion (but he does point out that the most illogical thoughts often work out surprisingly well in practice). "Racing tyre development is limited in nature. The use and type of fabrics for construction is one of the few areas where experimentation is very much alive. It seems more sensible to me to develop tyres for the forest rather than for the circuit; the widths of these racing types alone make their application to anything else completely ludicrous. Rally tyres are leaning heavily on race tyre technology at present, but of course that's only

half the battle. Extended durability and puncture resistance are *not* primary aims for the racing circuit, but they are for the man in the street—and also in rallying. So far as treads are concerned, I reckon that blocks are more competitive than suction pads or snow blades. The secret of rally tyres these days has to be in the compounds, and the more of that compound you can utilise, then so much the better. Bert Baldwin (Goodyear's chief engineer in Racing Division) would like all his blokes to work on the challenge of rally tyre development, just for the experience—so I've got my allies!"

Developments in rally designs seem to have much more relevance to road car application than those of racing. The name of the game is, after all, selling tyres; and the promotion of such aims demands the reinforcement of an 'image'. Harry understands the full implications of the words 'cost effective' and has no doubt that the rally programme could stand on its own feet if necessary. "If we can build-up this side of business *and* make a profit, then the effects on sales will be phenomenal."

Already this year, the rally 'department' has not done too badly. At the outset they handled some 30 per cent of Castrol/AUTOSPORT championship business. During the course of the past six months they have increased this figure to nearly 50 per cent, and have Goodyear contractees in the first three places overall! The majority of this success has been thanks to the 180 size Ultragrip, at present the firm's most competitive special stage tyre—and a design that is basically over 10 years old. . . .

If the decision to go ahead on rally expansion is made, and Harry finds himself once more under Racing Division's roof, using their facilities, designers, compounds, and *carte blanche*, neither he nor Goodyear's racing personnel will be surprised. The only organisations who may be surprised are Goodyear's competitors.



Al Unser scored his first USAC Championship win of 1977 with the Cosworth-powered American Racing Parnelli.

"Aw heck, we was havin' trouble all day." Al Unser was talking about the difficulties which had beset his Parnelli-Cosworth on the way to a particularly keenly judged win in the California 500. Unser's car had given him trouble, first with a faulty boost control gauge and then with fluctuating oil pressure; but the big problem was one of tyres. "As soon as the tyres got hot," Al explained, "the handlin' would go away one way or another. Sometimes it's push, other times it'd get loose. You had no way of knowin' what was gonna happen."

Other drivers complained of similar problems—no balance, that is no consistent balance. Each time a team changed tyres their driver would find himself playing a game of blind roulette in conditions already turned tricky by considerable heat and a stiff wind.

A. J. Foyt, for instance, complained: "I'd get two laps good, then two laps bad. Heck, I wish I knew what was wrong." That was enough to keep Foyt from leading the race even once and ultimately he was plain lucky to finish second, barely inside the same lap as winner Unser. Equally Tom Sneva struggled into third place as much as a lap and a half behind, his pace reduced for most of the race with a constant 'push'. Mind you, for Sneva that result was good enough that, with three USAC Championship rounds remaining, he has assured himself and Penske Racing of their first USAC title. Sneva's closest championship challengers all retired—Johnny Rutherford with engine failure and Wally Dallenbach likewise, while Gordon Johncock crashed while leading just 25 laps from home. Sneva's team-mate Mario Andretti lost time in the pits then ran out of fuel in the final minutes so that he trickled home in fourth place, three laps behind.

A superb performance came from Unser's Parnelli team-mate Danny Ongais. It was at this race a year ago that Ongais made his USAC debut and this time, starting from the seventh row (he was fastest of all in qualifying but as an engine failure meant he had to make his qualifying run on the second day he was well down the grid) the Interscope Racing driver came up to lead the race despite once overshooting his pit. Later he lost more time because of a flat tyre and after again pulling himself back into the chase Ongais's Parnelli ran out of fuel. His car had to be towed around to the pits before Danny could carry on, fast as ever, to finish eighth.

Al's game, Tom's match

Unser opens 1977 account at last—Foyt second from Sneva and Andretti—Sneva clinches title as closest rivals retire—Superb drive by Ongais—Report: GORDON KIRBY.

There's no question that this is the year of the Cosworth in USAC. Before the California 500—the last of three 500 milers of the season—Cosworth engines had carried three drivers (Tom Sneva, Johnny Rutherford and Danny Ongais) to seven wins among the 11 rounds. Given that Al Unser won three races with a Cosworth last year and that A. J. Foyt and Gordon Johncock have been the only men to seriously threaten the five Cosworth-powered machines of this year, the hints for the future should be plain enough. Next year Cosworth Engineering will produce a minimum of 20 engines for other USAC customers (remember that the Parnelli and McLaren teams have done their own design and development) and many engine and chassis builders hitherto uninvolved in USAC are actively working on designs for next year or soon thereafter. It, therefore, begins to look as if the introduction of the Cosworth V8 has heralded a catharsis of more extensive proportions than any that has ever affected the USAC Championship.

Qualifying for the California 500 was run in hot, humid and smoggy conditions—a not unfamiliar combination of factors in the long, flat valley 50 miles inland of the Pacific Ocean where the vast steel and cement expanses of the Ontario Motor Speedway reside. In conjunction with those conditions OMS is almost invariably visited by a strong wind from the west which builds in strength and persistence in the late hours of the morning and reaches a crest of gustiness by mid-afternoon. Given the 190mph-plus speeds at which your USAC racer negotiates the geometrically precise bends of Ontario you might properly guess that the heat and wind play games of unpredictability on engines, tyres and human sensibilities.

Indeed, works McLaren man Jonny Rutherford, winner of the past two USAC Championship events, was surprised that he wound up with pole position. "The car wasn't right," he reported, "we hadn't been able to get it balanced right and, in my qualifying run, the thing changed on me about three times." That was reflected in the comparative inconsistency of JR's four laps but as he managed an average of more than 195mph and as his run came early in the afternoon (which meant less wind) the First National City McLaren M24 looked safe for the front row at least. The McLaren mechanics reported they had discovered some considerable differences in the dimensions of tyres supplied to them and, after sorting out

those which had assumed an oval profile, they set to in the practice that remained trying to sort out the differences in feel and balance that some tyres (fronts in particular) were showing.

Similar problems were being discussed and solutions pursued in other teams too. As it was, a combination of this problem and increasing wind kept anyone from seriously threatening Rutherford's pole. Mario Andretti returned to USAC after a two month hiatus and qualified for the middle of the front row. "The thing was pushin' real bad in the first turn," said Mario, "and that's always difficult. When it's loose you can live with it but when the front end goes away boy, you just gotta hang on and hope you keep out the wall."

Making it an all-Cosworth front row was Al Unser who discovered that a simple change of tyres in one instance lost him 6mph! "I tell ya," Al grinned, "this is gonna be a wierd race. Ain't gonna be anybody who knows what's goin' on until we get right near the end."

Fourth fastest qualifier was Tom Sneva, hot on the trail of his first USAC Championship, driving the other Penske McLaren M24. Given that it has Penske-built uprights and suspension pieces Sneva's car is also called a Penske PC5 but, being sticklers for trivia, we'll wait until the PC6 appears before we start talking about the Penske USAC machine. Roger himself, incidentally, says the new car is coming along well and he hopes that Sneva will be able to race it at least once before the season is finished.

As ever Gordon Johncock was fastest four-cylinder man, qualifying his STP Wildcat Mk 2 in the middle of row two. There was no sign of the smaller, long-chassised Mk 3 Wildcat at OMS and it is rumoured (no confirmation here) that the new Wildcats are being modified to accept team manager George Bignotti's self-designed engine (we think it's a flat-6).

Completing the second row was A. J. Foyt, making his eighth USAC appearance of the year. Foyt was slowed by an engine problem during his four qualifying laps and, directly thereafter, the car was wheeled away to its garage for a replacement V8 to be fitted. Last man to exceed 190mph on the first day of qualifying was Bobby Unser. The Cobre Tire team had hoped to have a Cosworth-engined Lightning for Bobby to drive at OMS but they were well away from completing the job and the elder Unser had to stick with the same Lightning-Offy which has thus far failed to finish a single race. Amid rumours that he would be returning to the Eagle team next year with sponsorship from Teddy Yip, Bobby was freely telling people, "the mechanics here just haven't been doing their job."

USAC CITICORP CUP CALIFORNIA 500 12

It was good to see sprint car graduate Bobby Olivero going well in the Alex Foods Lightning-Offy. He qualified the car next to Unser in the middle of row three, his best championship performance to date. Mike Mosley was also going well in his return to the cockpit following his crash at Pocono two months before. Mosley's Sugaripe Prune Lightning made the third row an all-Lightning display.

Veteran Roger McCluskey split his practice between his conventional FNCTC Lightning-Offy and the team's new 'laydown' Offy-powered Lightning. The new car was going well, lapping consistently in the mid-180mph bracket but, as the team was only beginning to learn about the machine, they decided to stick with the regular Lightning for this race at least.

Another veteran, Jim McElreath (winner of the first California 500 in 1970) qualified beside McCluskey. Driving Fred Carrillo's stock-block AMC V8-powered Eagle, McElreath gave the heavy but powerful car its best starting position of the season. Developed by Champion Spark Plugs' engine shop, the AMC V8 seems to be the most powerful of all USAC engines and next year it seems that an aluminum block and head version of the engine will appear which could well make the car surprisingly competitive.

The second day of qualifying was notable for Danny Ongais's fastest-of-all four lap run in the Interscope Parnelli. Admittedly in conditions of less wind than the day before, Ongais was a full second faster than Rutherford. That was the third successive race at which Ongais has been fastest qualifier! Confidence and surety beginning to define Ongais more and more, he said quietly, with a small grin, "Well, we're a day late but we would've made it."

Both Parnellis, incidentally, were fitted with revised VPJ6C bodywork (as they have been for two months), although both were equipped with conventional Weismann gearboxes rather than the team's self-built, Weismann-gearbox, transverse gearbox. Unser has raced with that 'box twice this year but problems with oiling and the gearset moving have meant its temporary retirement. Designer John Barnard is confident these problems can be easily solved and feels that, once the more compact transverse gearbox can be used on a regular basis the team will be able to begin development of a turbocharger intercooler. These are not yet used on USAC cars simply because of their bulk and weight.

Qualifying well back, on the eighth row, was the works Jorgensen Eagle driven by Pancho Carter. The car's track dimensions had been widened by 4ins since its last appearance in an attempt to give it some stability but this mod seemed to be of little worth. Carter, saying that he had lost confidence in the tricky machine some months ago, added "Now it's different again. It's not even as good as before. All I know is it's driving me crazy." As far as young Pancho knew this was to be his last race for Eagle.

THE GRID		
Johnny Rutherford	McLaren-Cosworth M24	195.111
Mario Andretti	McLaren-Cosworth M24	194.900
Al Unser	Parnelli-Cosworth VPJ6B	194.774
Tom Sneva	McLaren-Cosworth M24	193.736
Gordon Johncock	Wildcat-DGS MK2	193.684
A.J. Foyt	Coyote-Foyt	191.887
Bobby Unser	Lightning-Offy	191.042
Bobby Olivero	Lightning-Offy	189.274
Mike Mosley	Lightning-Offy	188.029
Roger McCluskey	Lightning-Offy II	187.441
Jim McElreath	Eagle-AMC	187.295
Dick Simon	Vollstedt-Offy	186.994
Spike Gehlhausen	Eagle-Offy	185.835
George Snider	Wildcat-DGS MK2	185.816
Lee Kunzman	Eagle-Offy	184.976
Johnny Parsons	McLaren-Offy M16C	184.096
Rick Mears	McLaren-Offy M16C	184.049
James McElreath	Eagle-Offy	182.741
Steve Krisiloff	Eagle-Offy	180.551
Danny Ongais	Parnelli-Cosworth VPJ6B	196.389
Wally Dallenbach	Wildcat-DGS MK2	189.334
Vern Schuppan	Lightning-Offy	185.519
Tom Bigelow	Watson-Offy	184.833
Pancho Carter	Eagle-Offy	184.776
Al Loquasto	McLaren-Offy M16B	184.021
Gary Bettenhausen	King Dragon-Offy	182.371
Janet Guthrie	Vollstedt-Offy	182.251
Salt Walther	McLaren-DGS M16C	180.252
Larry Dickson	McLaren-Offy M16D	179.042
John Martin	Eagle-Offy	178.882
Bill Vukovich	King Dragon-Offy	176.151
Larry Cannon	Wildcat-DGS MK2	174.995
Eldon Rasmussen	Rascal-Foyt	—
RESERVES		
Jerry Sneva	Eagle-Foyt	—
Bob Harkey	Eagle-Offy	—

RACE

There was a good crowd at Ontario this year. The best, it was said, in five years. Indeed the weather was comparatively clear and smogfree so that the mountains some ten miles beyond the Speedway were quite visible behind a dusky veil. Mind you, the thinner than normal layer of smog meant only that the air temperature would climb inevitably into the 90s.

In the face of that kind of heat and the vagaries of the tyre situation it seemed that it would be more important than usual to keep close to the front rather than risk a tactical, fuel-conserving run. Right away Andretti made for the lead, chopping across Rutherford's nose and allowing Al U's Parnelli across from the outside to similarly slice Rutherford. Within the lap these three had begun to bunch up and edge away with Johncock pushing ahead of Sneva and charging hungrily after them. Very soon Unser was nosing up to Andretti and taking a few runs up the inside of the leader but, before he or anyone else had much of a chance to really suss themselves out, one of those damnable yellow flags was fluttering from the starter's stand. George Snider had spun and stalled on the back straight. Too early as it was to bother stopping for fuel, all the faster cars remained on the track and when the green came out again two laps later Andretti again coursed away from Unser and Rutherford, the sharp-edged, nasal cry of the Cos-

worths splitting the air with precision before the hoarse bark of the Offies bloated along behind. Right away Unser was again attacking Andretti. More than once Al got his nose inside Mario's, but every time he had to relent to the leader's gentle squeeze. Later Unser, the man who finally won, was talking about these early laps of the race. "Boy that Mario's a hard racer, "he was saying, "I tell ya he really makes ya work for it". Did he mean, someone asked, that Andretti was wild? "Heck no!" Al shot back, his face wide and alive, "I mean you just gotta expect that from Mario. You put your nose inside him an' he's gonna lean on ya.

Further back, the fifth Cosworth in the field, Ongais's Parnelli, was beginning to humble the thickest glut of four cylinder men. Initially Ongais had taken it easy, not wishing to get involved in any early foolishness ("I didn't want to make any mistakes at the start. Everybody was looking for me to do exactly that.") but once the field had settled down and spread apart he began to take his black dart of a machine past car after car in swift, forceful manoeuvres. By the 11th lap Ongais was up to ninth, clear of the midfield and aiming across the gap to the leaders. Once again however—damn it—out comes the yellow.

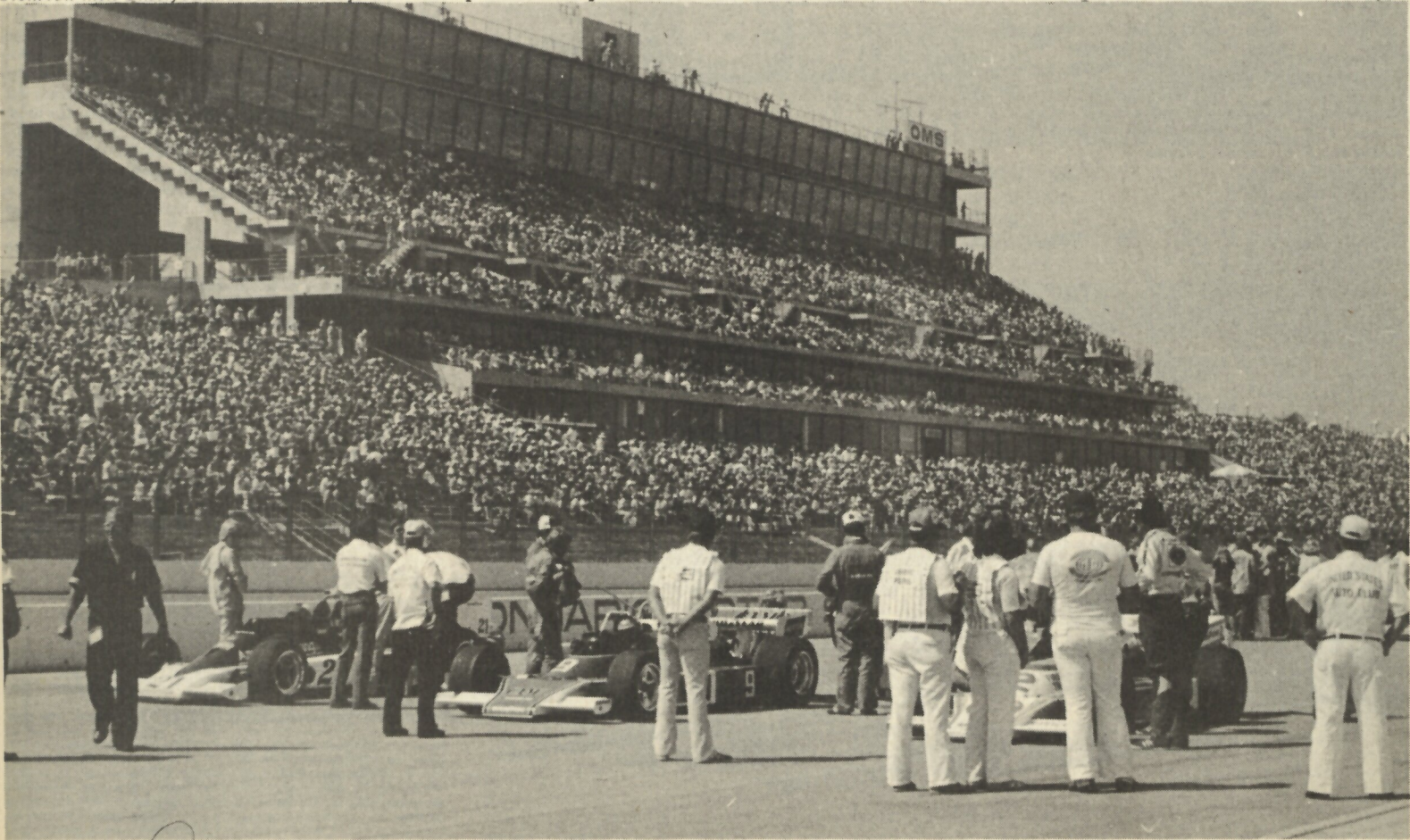
This time everyone decided to make for the pits. Except Ongais that was and, when the green came out five laps later, Danny led away from team-mate Unser, Johncock, Andretti, Foyt, Rutherford and Sneva. Barely a minute later however and a coil spring flew off the rear suspension of Bobby Unser's Lightning as it sped past the pits! Bobby made it through the first turn without damage, pulled the car down to the infield, and out came the third yellow.

Right away Ongais made for his pit. But . . . Christ, he couldn't stop! The Parnelli slid right through the legs of the black-suited mechanics and the driver had to get with it, make another lap and try again. Out of the pitlane he stormed past a few slower cars and, when he came in for another try, a USAC official waved a black flag at him. A word of admonishment, a load of fuel and three tyres and the Parnelli is away again now back in about 15th place.

With the green, Johncock makes a dive inside Al U. Wheels inside the yellow line, a bit of a twitch and the Wildcat slips ahead. Unser tacks onto Johncock's tail along the back straight and Andretti wails by in third from Foyt and Rutherford. Then comes Sneva, unable to match the pace of the leaders but well clear of the rest who are led by Mosley and Dallenbach. Further back Ongais is flying along fluidly and neatly and, within a matter of laps, he's past both Dallenbach and Mosley for seventh. It begins to look as if there's no holding this man on this day.

Just then Andretti and Sneva dive for the Penske pits and a third load of fuel. Bare seconds later the

Front row men Unser, Andretti and Rutherford await the pace car in the pit road.



continued

luck of the game catches them as Steve Krisiloff's old Eagle blows up and the yellow flag comes out. Everyone files madly into the pits. Al Unser has a fairly long stop as a rear wheel doesn't want to fit and has to be cast aside in favour of another. Foyt changes both left and right side tyres by way of a pair of stops—plainly the tyre game is already confusing people.

These minor delays are enough to help the cause of the Penske cars for, when the green comes out once more, they are both still well in the hunt. Johncock continues to lead from Andretti, Rutherford, Sneva, Ongais, Mosley, Al Unser, Pancho Carter (muscling the Eagle about manfully) and Foyt.

Moments later Rutherford peels away from the line and rolls into his pit. Mechanics fold themselves around the engine bay, probing for leads or cracks. They find nothing. Tyler Alexander tells Rutherford to shut off. Mechanics leap in again, unscrewing spark plugs, checking them. Then they find a damaged plug. It's obvious a cylinder is somehow finished. Rude words all around. Four wins the works McLaren may have had on short tracks this season but its 500-mile record has been abysmal.

While all that was going on Johncock continues to hold a close but comfortable lead from Andretti with the pair of Parnellis towing along some distance behind. Further back Foyt has caught and passed Sneva but he's unable to do anything about catching or even holding on to the Parnellis. Then, just as it begins to look as if the race is at last ready to take shape—another yellow flag.

Al Unser, cool and sharp-eyed, tells his crew as he bends through the fourth turn that he wants to come in. Smartly they agree and smartly too he snaps out of line and is the only one of the leaders to stop immediately. A lap later and the rest come streaming in with the exception of Mosley who stays out too long and, on the very lap he prepares to pit, finds the green flag is poised down at the starter's stand. So he keeps going and for three laps leads the race as Al Unser bears down on the Lightning. Promptly the Parnellis zap past and a few laps later Mosley has to stop for fuel and loses most of a lap.

For a while Unser leads by a few seconds from

Johncock, but the latter is charging and soon he's by and building up a small margin while Andretti and Ongais slip by Sneva (still troubled with the 'push' which has slowed him from the start) and then Dallenbach. As they pass the latter, Ongais uses the slipstream perfectly to pass not only Dallenbach but Andretti also as the three cars hammer into the first turn!

Then it's time for more fuel and interestingly, of the leaders, Andretti stops first and Ongais last, six laps later than Mario. People who are paying close attention and thinking about fuel consumption and pacing and strategy begin to mumble about whether this rookie Ongais can really be going as fast and conservatively as it appears. . . .

Soon Ongais actually takes control. After another yellow (that was because Dallenbach's engine blew) he's chasing and closing on team-mate Unser, both cars leaving Johncock and Foyt well behind them. On lap 100, halfway, Danny dives inside Al at the first turn and rapidly he edges clear. In a matter of four laps he builds up 7secs! Then it goes wrong.

On his next stop Ongais locks up the brakes and when he gets going again his pace is less strong than before. Soon Unser is reeling his team-mate in and when they get fouled up behind a slower car through the fourth turn Al is able to dive tight into Danny's slipstream and pass aggressively and narrowly into the lead. "Boy," Al later exclaimed, "when that Ongais went by and left me I said Hell! I sure was happy when I saw him comin' back to me!"

Meanwhile Johncock is finding his pace again and following a short battle he soon gets away from Foyt and begins to catch Ongais. Plainly the tyre curiosity is now taking effect as Gordie shoots by Danny and picks up on Al. It's about this time also that a few things go wrong for both Ongais and Andretti. First Danny overshoots his pit again so that once more he has to take a second run at doing the job. Luckily that happens under a yellow. A bit later however, under the green Andretti loses a lap in the pits when a rear wheel proves baulky and on the next lap Ongais also loses a lap when he has to stop under the green to change a flat rear tyre.

So, with 150 miles to go, given Foyt and Sneva's handling problems, Al Unser and Johncock find themselves a lap clear of A.J. and Tom with Andretti and Ongais some distance further behind.

Fifty laps from the end the leaders make what should be their second-last stops and the Parnelli team decide to change the front wing angles on Unser's car in order to combat an increasing understeer problem. Right away that turns out to be a mistake. Johncock, who had actually passed Unser on the lap they both stopped, gets out of the pits in front and starts to run easily away. In eight laps Gordie builds up a lead of 10secs.

Meanwhile Ongais, who has shaken off Andretti and caught and passed both Sneva and Foyt, manages to easily pass his oversteering team-mate and therefore unlap himself in relation to all save leader Johncock. Not long after, however, the final straw breaks the back of Ongais's run. Lap 166, 30 dangerously long laps after making his most recent fuel stop, Ongais feels his Parnelli run dry of fuel along the backstraight. Frustration gnawing at him Ongais could only sit in his drumming machine as it coasted lazily to a stop between the third and fourth turns.

The consequent yellow for the black Parnelli to be towed in brought both Johncock and Unser into the pits. While he was stopped Unser's crew changed their car's noseings again and, when the green came out again, Al was able to comfortably pick up on Johncock's tail and sit there close and menacing.

Four laps later Johncock, working hard to hold his lead, got out of the groove through the first turn, lost it and spun tail first into the wall! The impact was enough to break a wheel and leave the Wildcat immobile.

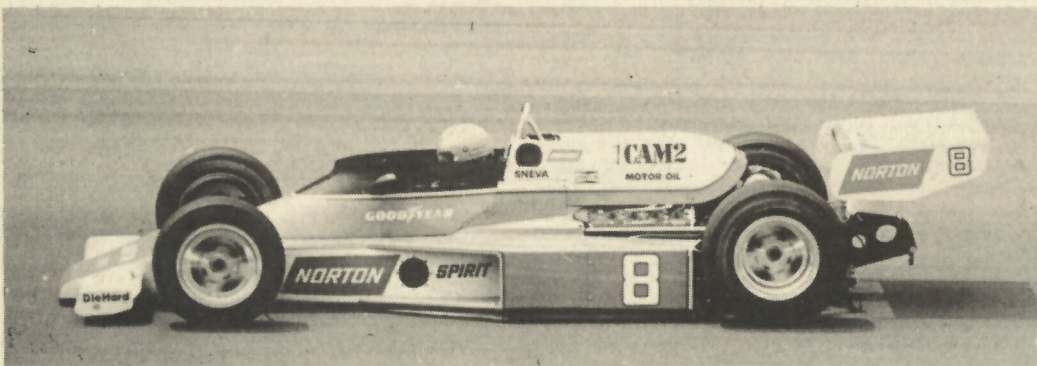
By that time, 25 laps to go, the field had dissipated to but ten cars. McCluskey had been long gone with a broken water pump, Mosley had survived a pit fire (he had to jump out of the car which was wheeled back to its own pit whereupon Mike got back in the cockpit) only to go out with engine failure and Carter had pulled the works Eagle in because of a cracked water header tank.

Once Johncock's car had been moved down to the infield the remaining runners set off again with Ongais running strongly at the head of the pack, although now eight laps behind. Al Unser made no effort to hang on to his team-mate, bothering only to keep an eye on Foyt, running directly behind, one lap back in second place. Six laps from home Al allowed A.J. to go by, problems with a broken boost control gauge (having been so since the earliest laps) now complicated by the heart-leaping fear of fluctuating oil pressure. Meanwhile Andretti was in real trouble. Two laps from the end his McLaren swallowed its last drink of fuel and thumped silently into the third turn. Ever slower the car coasted through the fourth turn and into the pitlane where it finally dribbled to a stop. Mario's mechanics pushed him home.

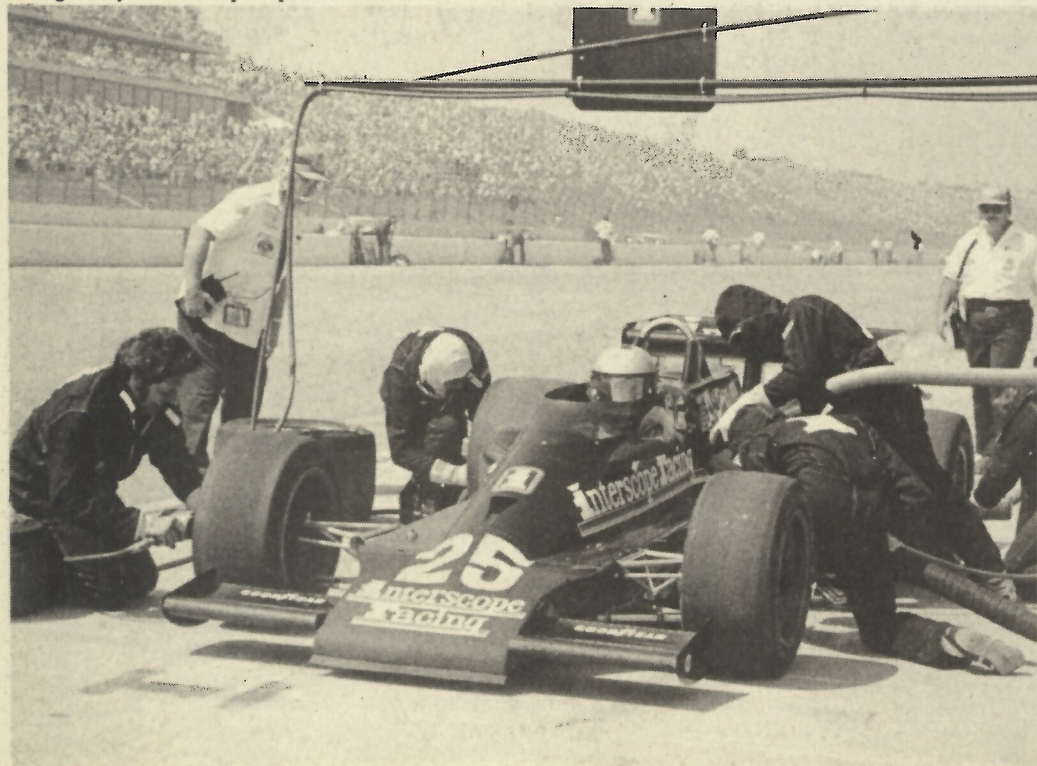
Following Andretti in fifth place, and scoring his best result yet in championship cars, was Bobby Olivero. Driving a clean, steady race from the third row, Olivero showed that, like Tom Sneva and Pancho Carter before him, the younger crop of sprint car drivers are at last moving into the centre of USAC's big league.

For most of the race, Olivero was led by team-mate Vern Schuppan. The Australian had started from the eighth row following an enforced second day qualifying run, but soon pushed his Lightning in among the first ten and ran well in range of the leaders, for most of the day. In the closing stages of the race, however, the heat and humidity began to wear away and burn, and USAC decided to black flag him for an 'inspection'. As it was he was allowed to carry on (after the race he was taken away to hospital for observation although he was soon released). But the time spent in the pits and his ailing pace lost Schuppan enough time for Olivero to slip by.

At the front, meanwhile, Al Unser had driven a fine race, scoring his first win in a season dampened by reliability problems and inner team politics. While everyone else had made mistakes or not been able to sustain their pace from pitstop to pitstop, Unser had driven quickly and faultlessly. For most of the 500 miles he had either led or held a strong second place. He had chased Gordon Johncock into a ruinous error and he had beaten A.J. Foyt by the best part of a lap. You can't do much better than that.



Above: Tom Sneva's third place was enough to clinch the USAC title. Below: Man of the race Danny Ongais during one of his crucial pitstops.



California 500
Citicorp Cup USAC Championship Trail, round 12
Ontario Motor Speedway, Ontario, California, USA, September 4
200 laps—500 miles

1. Al Unser (Parnelli-Ford/Cosworth VPJ6B), 3h 17m 16.37s, 154.687mph;
 2. A. J. Foyt (Coyote/Foyt), 3h 18m 4.3s;
 3. Tom Sneva (McLaren-Ford/Cosworth M24), 199 laps;
 4. Mario Andretti (McLaren-Ford/Cosworth M24), 197 laps;
 5. Bobby Olivero (Lightning-Offenhauser), 195 laps;
 6. Vern Schuppan (Lightning-Offenhauser), 195 laps;
 7. Larry Dickson (McLaren-Offenhauser M16D), 193 laps; 8. Danny Ongais (Parnelli-Ford/Cosworth VPJ6B), 192 laps; 9. Jim McElreath (Eagle-AMC), 186 laps; 10. John Martin (Eagle-Offenhauser), 186 laps.
- Retirements: Johncock, 174 laps, accident; Gehlhausen, 163 laps, transmission; Cannon, 161 laps, running; Carter, 154, overheating; Kunzman, 138, turbocharger; Mosley, 135, engine; Bettenhausen, 117, water pump; Loquasto, 112, broken manifold; Miss Guthrie/Simon, 112, accident/engine; Dallenbach, 78, engine; Rasmussen, 75, engine; McCluskey, 57, water pump; James McElreath, 48, engine; Rutherford, 46, valve; Walther, 45, piston; Mears, 42, engine; Krisiloff, 27, engine; Bigelow, 23, valves; Parsons, 23, piston; Bobby Unser, 18, suspension; Vukovich, 14, engine; Snider, 8, gearbox; Simon, 3, piston.

The Daly express

Chevron driver dominates latest BP F3 round—Elgh pips Warwick for second place—Report: JEREMY SHAW.

“It was easy in the end,” quoth the popular 24-year-old Irishman Derek Daly after his third ever Formula 3 win and his first in this country at Brands Hatch last Sunday. Daly leapt straight into the lead from pole position with his Jim Beams Whisky-supported Derek McMahon Racing Chevron B38, and left the others struggling in his wake as he powered confidently away to a fine BP championship win. The talented Irishman has had some bad luck this season, and has also been noted for some rather erratic performances, but his form over recent weeks has proved these to be things of the past. Derek showed great maturity as he drove quickly and consistently (most of his laps were within 0.2sec of each other) to a comfortable victory over Eje Elgh (Chevron) and Derek Warwick (Ralt).

This race, the 13th round of the prestigious BP series, was the highlight of a well-organised day’s sport presented by the BARC, which saw the eight events completed in just about three hours. Excitement was, perhaps, a little lacking in some of the supporting races, including the BAF Ford 2000 race in which four cars were eliminated and numerous others badly held up in an accident at Druids on the opening lap. The race proved somewhat processional thereafter, but this should not detract from another fine drive by Phillip Bullman (Hawke), who left the others well behind.

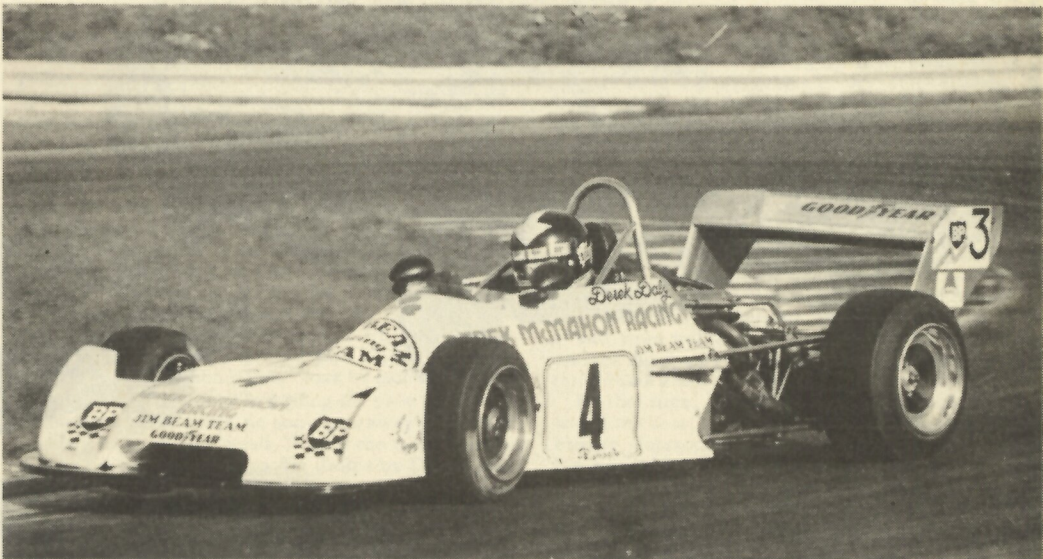
F1

BP CHAMPIONSHIP
BRANDS HATCH

13

As is now becoming the custom for national Formula 3 championship events, the entry was split into odd and even numbers, each section having a meagre 30mins practice. The fastest 16 overall would qualify for the main race while the final four places on the 3-2-3 grid would be selected from a 10-lap qualifying race.

When the times were published from the first group of practice, there was a new name atop the list; that of 25-year-old Frenchman Patrick Gaillard. This was not the first time that the former Formula Super Renault driver has shown a good turn of speed, but it was the first time that he had made the front row of an F3 grid. Patrick still was finding his Chevron not exactly to his liking, especially the persistent understeer characteristic: “Ze car ees difficult to drive, but ees good.” Gaillard’s practice time of 44.8s was bettered



Derek Daly was in a class of his own last Sunday with the McMahon Chevron.

by two men in the second session but still left him on the outside of the front row.

Derek Daly was bothered by a violent vibration under braking with his Chevron B38, subsequently found to be caused by warped brake discs, but still got well into the groove and was credited with a possibly slightly optimistic time of 44.2s, which was 0.2sec quicker than his own lap record. Derek was hungry for success and looking to improve his championship position while he also remarked that “a win today would put the icing on a big, big cake. . .” Tiff Needell’s middle-of-the-front-row time was also generally considered to be a bit too good to be true, although as Tiff says, “you need a bit of luck once in a while, don’t you.” His Unipart Racing Team March now sports the same framework around the engine bay first seen on team-mate Ian Taylor’s car two weeks ago, this being designed to stiffen up the rear end.

Derek Warwick was well pleased with his Ralt, saying that he now has the car balanced to his liking, while BP Championship leader, Sweden’s Eje Elgh, qualified his Marlboro/Plastic Padding Chevron B38 alongside the Englishman though he complained of “oversteer, oversteer, oversteer!”

On the next row, Geoff Lees was back in his works-entered B38 after an untimely five-week absence but “my car’s the opposite to Eje’s. It understeers!” Geoff still lies second in the championship and reckoned that with a better second gear installed for the race he should be in contention.

In the qualifying race, Mario Pati led from flag to flag in his ACP-Ralt but the Brazilian was still not happy with the car which does not handle nearly as well as it did before his Donington crash two weeks’ ago. Ian Grob (Sphere Drake Insurance Chevron)

passed and pulled away from Aryon Cornelison Filho’s works March and closed on Pati towards the end but was unable to get by. The final qualifier for the main event was Pierre Dieudonné’s difficult Ehrlich.

FASTEST QUALIFIERS

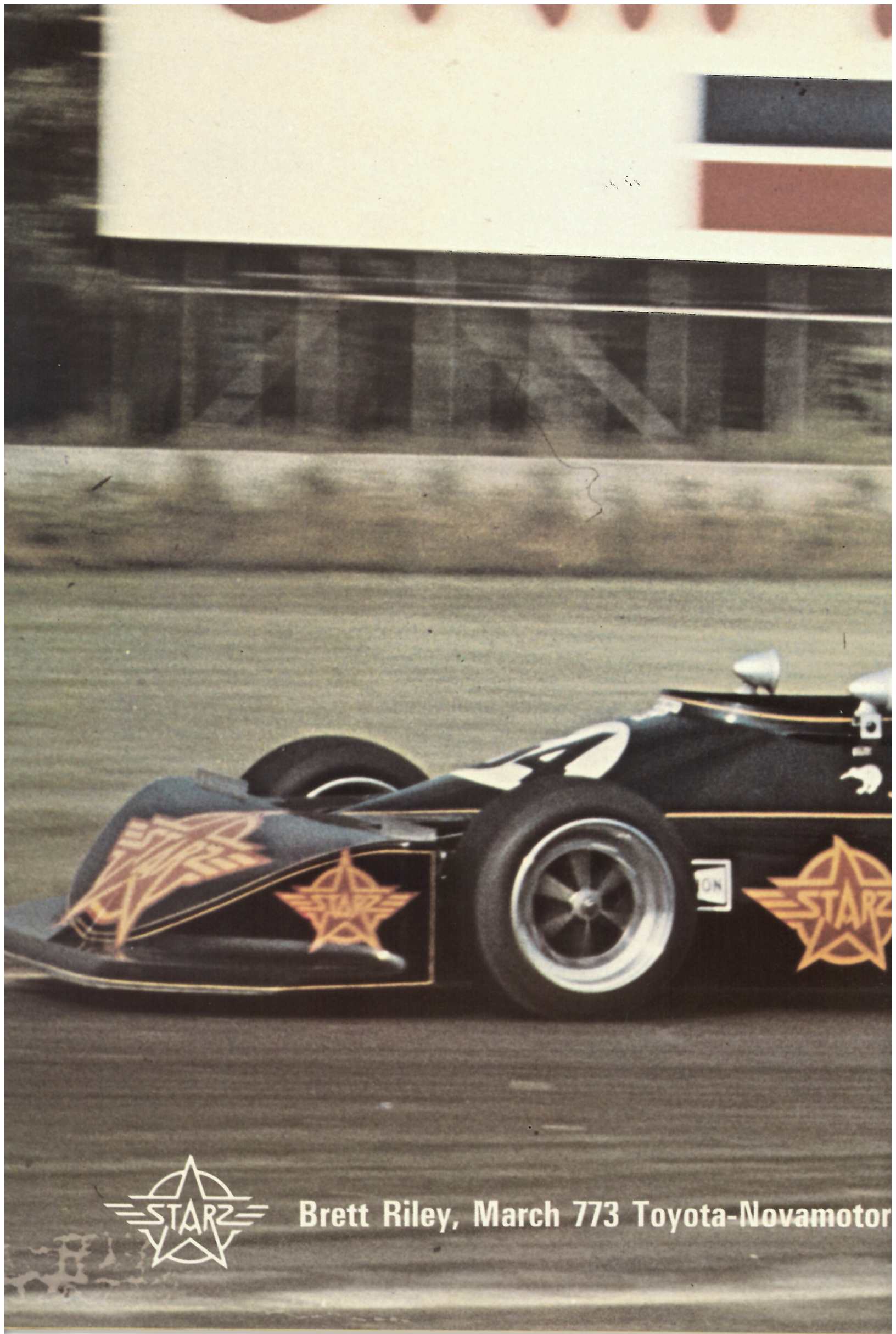
Derek Daly (EIR)	Chevron B38	44.2s
Tiff Needell (GB)	March 773	44.4s
Patrick Gaillard (F)	Chevron B38	44.8s
Derek Warwick (GB)	Ralt RT1	45.0s
Eje Elgh (S)	Chevron B38	45.0s
Geoffrey Brabham (AUS)	Ralt RT1	45.0s
Geoff Lees (GB)	Chevron B38	45.0s
Brett Riley (NZ)	March 773	45.2s
Ian Flux (GB)	Ralt RT1	45.2s
Stephen South (GB)	March 773	45.4s
Ian Taylor (GB)	March 773	45.4s
Thorkild Thyrring (DK)	Chevron B38	45.6s
Chris Farrell (AUS)	Chevron B38	45.6s
John Bright (GB)	Wheatcroft R18	45.8s
James King (USA)	March 773	45.8s
Philippe Colonna (F)	Chevron B38	45.8s

RACE

The drama began even before the start as Tiff Needell’s March stuttered away from the dummy grid for the final warm-up lap, ground to a halt and refused to fire up again. A vapour lock in the fuel system was blamed. Then, as the lights were switched from red to green, Gaillard made a diabolical start and almost caused a huge accident as other drivers swerved to avoid him. Daly took off beautifully into the lead and was swiftly followed by Elgh, Warwick and Brett Riley’s David Price Racing March. Behind them, however, Geoff Lees found himself running into the rear of Gaillard, wrecking his own nosecone and puncturing one of the Frenchman’s rear tyres. At the same time, Ian Flux (Ralt) dodged to his right and

In the supporting FF2000 event, Desiré Wilson caused havoc when she spun her Crosslé at Druids; Richard Wills’s Delta (19) escaped.



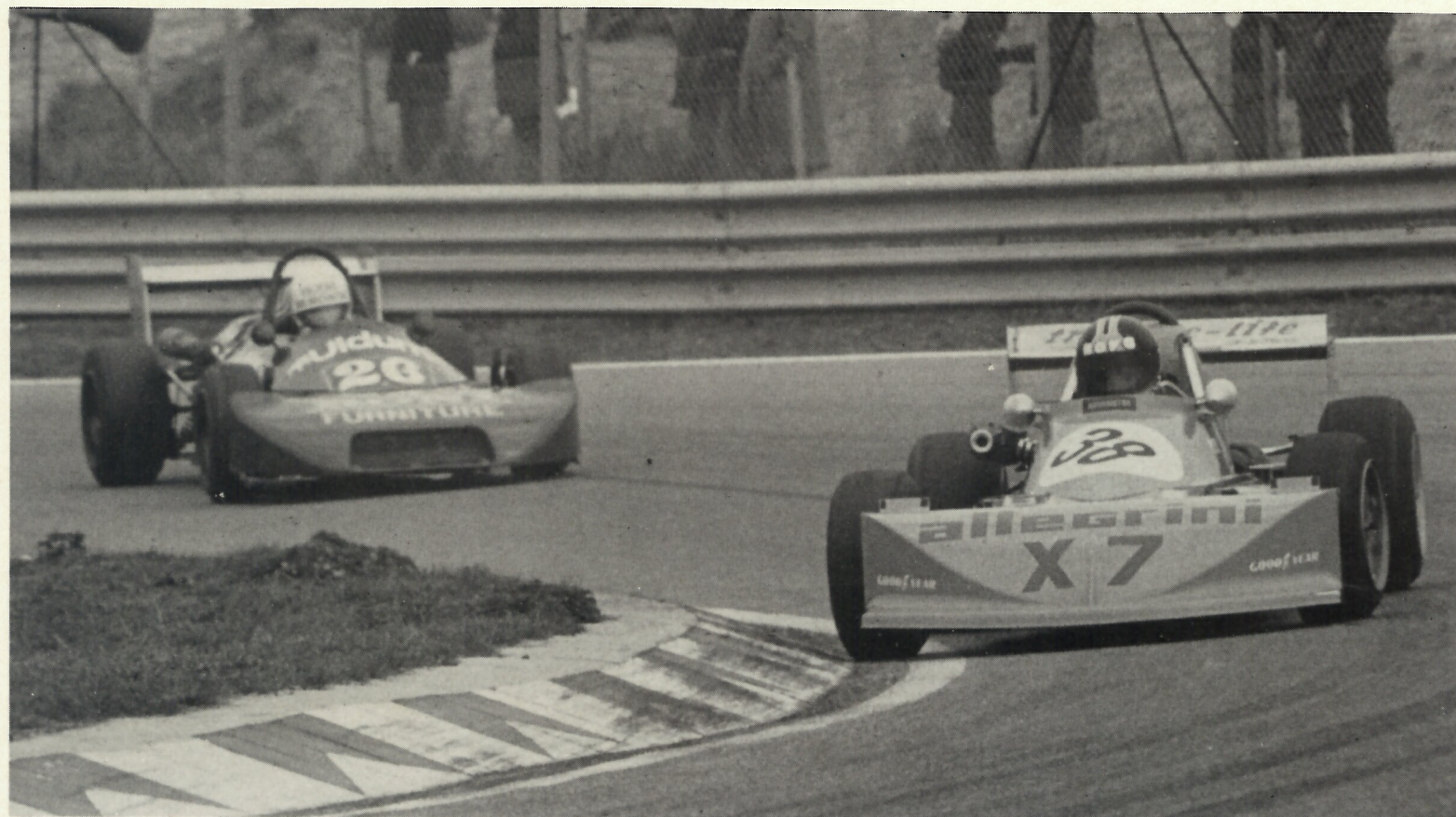
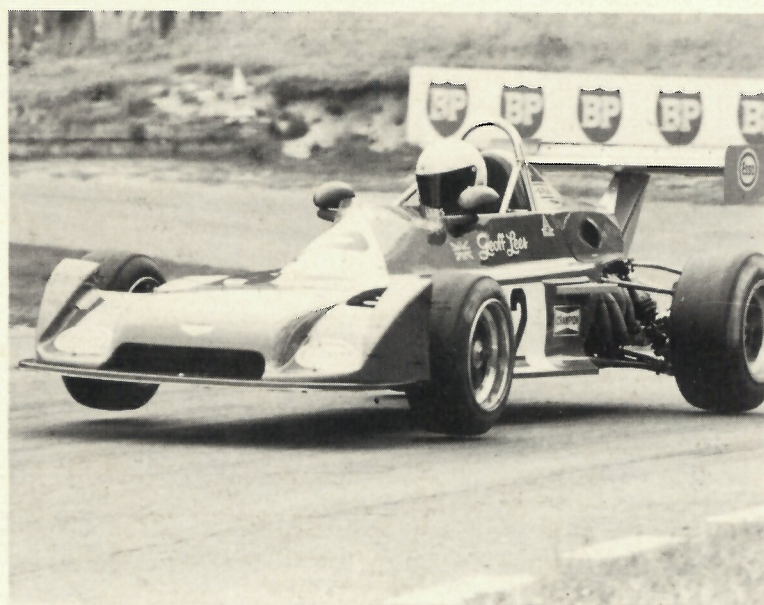


Brett Riley, March 773 Toyota-Novamotor



sponsored by STARZ on Capitol Records and Tapes





our centre spread

This week's colour centre spread features the promising New Zealand driver Brett Riley at the wheel of his Starz-sponsored March-Toyota 773 Formula 3 car. Three weeks ago, Riley pulled off a remarkable victory which was as impressive as it was unexpected, when he won Britain's only qualifying round of the European Formula 3 Championship, run at Donington Park on August Bank Holiday Saturday. Brett—whose results have taken a marked upturn since David Price Racing took over the preparation of his March last July—finished second in his heat and fought his way to the front in the final; there he stayed, despite the efforts of Eje Elgh and Derek Daly.

The Donington result, and a fourth place at Silverstone two days later, put Riley into joint second place in the Vandervell championship behind Stephen South, fair reward for the faith placed in him by Starz, the group whose music is available on Capitol records and tapes.

Photo: Jeff Bloxham.

facing page

The 1977 Formula 3 season has been the most competitive for many years, and there has been an abundance of talent not seen in the formula since the beginning of the decade. As it nears its end, the various championships are beginning to be resolved, and the leading drivers can be spotted by their respective points scores. The driving standards maintained in Formula 3 this year have suggested that these are indeed the men who will be driving Grand Prix cars in two or three years' time.

Stephen South (top) has established himself as the leading English driver, having clinched the Vandervell championship title with one round to go. At the wheel of his Team BP March 763, South is also placed sixth in the BP series—a noteworthy achievement, since he was heavily penalised by a forfeiture of championship points in a controversial decision last April.

The BP championship is currently being led by Sweden's Eje Elgh and Ireland's Derek Daly (centre left), although Englishmen Geoff Lees (centre right) and Derek Warwick are close behind. Chevron drivers occupy the first four places.

The FIA-sanctioned European F3 Championship is narrowly led by Allegrini March driver Piercarlo Ghinzani (bottom, leading John Nielsen's Ralt), with Swede Anders Olofsson in hot pursuit with his Ralt. Ghinzani dominated the first half of the series, but Olofsson has come back at him hard, and it is going down to the wire. Ghinzani and Olofsson, together with South and Daly, seem to be the best prospects for the present Formula 3 arena.

continued

unwittingly forced the sole remaining Unipart March of Ian Taylor out onto the grass, lightly into the barrier and out of the race.

Geoff Brabham had also been involved in the fracas and pitted after two laps from fifth position with a punctured tyre.

Meanwhile, back at the front, Daly was pulling out a lead of a couple of seconds over Elgh, who had his mirrors full of Warwick and Riley with the Dane Thyrring up to fifth, following the demise of Brabham's Ralt after another of his excellent starts. Stephen South was breathing hard down the Chevron's exhaust pipe in the Team BP March and was followed, in turn, by Flux, Lees, James King (March), Grob, John Bright (Wheatcroft) and the rest.

After ten of the 25 laps, the Irishman was 3.5secs ahead of the Swede, with the Englishman and the New Zealander still unable to find a way past the wide Chevron. Thyrring had lost ground in fifth place but was passed on the next lap by South, who soon pulled away and started reeling in the trio ahead.

On lap 17, Warwick closed right up with Elgh going through Paddock and tried to pass under braking for Druids but, once again, the Marlboro-Chevron simply moved over to the inside line and blocked any possible overtaking manoeuvre. Eje's car was still oversteering and making life particularly difficult at the hairpin while Warwick found his Ralt losing out around Clearways "and, besides, Eje didn't seem too keen on letting me past!" Derek never gave up though and the two cars finished very close together but more than 7secs behind the flying Derek Daly. Brett Riley suffered at the hands of back-markers (especially Cornelson) over the last few laps and had to settle for fourth place, while South had driven very well to close the gap on the Stowz-March to just 2secs at the end.

Thyrring spun away sixth place at Druids: "The car was better than in practice but I was having to throw it into Druids. That's risky, you know?" Flux was therefore able to take the final championship point for sixth place ahead of Lees, whose nosecone was severely battered and rendered Geoff unable to offer any serious challenge to Ian's Ralt. John Bright had a good drive in his Wheatcroft having softened the rear roll-bar since practice and found the car to be vastly improved. "We're learning the whole time. We've taken over a second off since we were last at Brands," reported a most elated John later, he having passed a troubled James King for eighth place.

BP Formula 3 Championship, round 13
Brands Hatch, September 11
25 laps—30.09 miles

1. Derek Daly (Chevron-Toyota/Novamotor B38), 18m 50.4s, 95.53mph;
2. Eje Elgh (Chevron-Toyota/Novamotor B38), 18m 57.6s;
3. Derek Warwick (Ralt-Toyota/Novamotor RT1), 18m 58.0s;
4. Brett Riley (March-Toyota/Novamotor 773), 18m 59.0s;
5. Stephen South (March-Toyota/Novamotor 773), 19m 01.0s;
6. Ian Flux (Ralt-Toyota/Novamotor RT1), 19m 08.8s;
7. Geoff Lees (Chevron-Toyota/Novamotor B38), 19m 09.6s; 8. John Bright (Wheatcroft-Toyota/Novamotor F18), 19m 12.0s; 9. James King (March-Toyota/Novamotor 773), 19m 13.2s; 10. Thorkild Thyrring (Chevron-Toyota/Novamotor B38), 19m 14.4s.

Fastest lap: Elgh, Daly and South, 44.6s, 97.15mph.

SUPPORTING RACES

Monoposto Racing Club secretary Julian Pratt took off into the lead from pole position in his tidy JPS (no relation!) and held off a determined challenge from 'the Streaker' (Lotus Mk35) to win by 0.2sec. John Lipman held second place for one lap in his interesting and well-prepared home-built JL3A model but then slipped back to an eventual fourth behind Ray Thomas' Revoray. Varley Batteries Championship leader, Peter Gillett (Genie) missed the whole of practice ("I'd left all my oil at home!") and so had to start from the back of the grid. A fine drive saw him as high as fifth on lap 6 but a rotten rocker gasket then blew out and his Morgan engine (incidentally, the one used in Nick Adams' clubmans car last year) lost much of its precious lifeblood and precluded any further progress.

The F3 qualification race, mentioned elsewhere in this report, was run concurrently with an FF2000 qualifying race, in which Frank Sytner had little difficulty in proving his superiority. His Foxcub Books Royale had only just been rebuilt since its Silverstone shunt and then part of the rear wing fell off in practice which restricted him to just one lap. He was therefore resigned to starting the qualifying race and drove only as quickly as was necessary to vanquish Frank Bradley's Elden.

With John Homewood's new Davrian-based Imp elbowing back to fourth place on the first lap, Brian Prebble took full advantage of the situation and pulled out an early lead in his Silverlake Garage Imp. Unfortunately for him, however, he then had to retire on lap 4 when "the flywheel fell off!" Homewood had not taken long to dispose of John Schneider and Roger Horne (Imps) and was therefore left with a

clear win, while the relatively inexperienced Horne made sure that Schneider had to work for his second place. Eddie McLurg had a 1-litre engine in his Imp this week, as his usual 850cc mill was being rebuilt, and he took fourth place from John Oxborrow (Imp), while best of the small class was Fred Hendy in yet another Imp.

There have been many moans and groans among the FF2000 ranks in recent weeks about driving tactics, and Sunday was no exception. An incident at Druids on lap one saw third placed Desiré Wilson (F&S Crosslé) spin at the exit to the corner and cause a massive traffic jam behind. She had apparently received a helpful nudge but, not surprisingly, no-one was willing to accept any of the blame. Both Robin Hood Racing Reynards of Nick Foy and Mike Quinn were right in the thick of the drama and neither was able to continue so a surprised Richard Wills (Horseless Carriage Co Delta) found himself chasing the three leaders: Bullman, Rad Dougall (Royale) and Jeremy Rossiter (Spax Reyard). Dougall had to concede defeat to Bullman and eased off slightly towards the end leaving the young Essex driver to his third win in recent weeks, while neither Rossiter nor Wills were able to keep pace with Dougall so the race became rather professional.

Graham Kay and friends had rebuilt the bottom end of his engine after being short of oil pressure in practice and then proceeded to dominate the Atlas Photography F1300 Championship race in his modern Mallock. Hugh Nicholls ran a fairly lonely second throughout, his only trouble being backmarkers who saw him on to the grass at McLaren on one lap and left his Gryphon C75 with a tattered nosecone. Charles Allan (U2) overcame Paul Webb's Delapena U2-variant and Bob Davis' Daws 2C in the battle for third place, while Keith Messer drove spiritedly through the field after a dreadful start, which left him right at the back of the field. The engine in his beautifully presented Messer 3 had died at the start—"my top gear's too high"—and it took him three attempts to get the car under way.

The highlight of the STS modsports race was Jonathon Palmer's fine drive to third place behind the Elans of Jon Fletcher and John Bury. The Sussex medical student was unable to get his Marcos fired up at the start and so had to be pushed away after everyone else had departed. Richard Gamble took a good fourth overall in his big E-type, while Rob Haigh had been dicing with these in his unusual MGA until receiving a nasty shock in the form of Palmer's errant exhaust pipe through his windscreen! Neither Geoff Lynn (Davrian) nor Ian Bax (Ginetta) had much trouble in winning their smaller-classes.

A non-championship FF1600 race closed the proceedings and Martin Watson was able to continue his recent run of success in his Hawke DL19. The main dice of the race was for second place from which Paul Sleeman emerged victorious in his Lydden Hill championship-winning Crosslé from Mike Duffy's Royale RP24 and Sean Walker's Tiga.

Varley Batteries Monoposto Championship race (10 laps): 1. Julian Pratt (JPS-Richardson 11A), 8m 14.8s, 87.57mph; 2. The Streaker (Lotus-Holbay Mk35), 8m 15.0s; 3. Ray Thomas (Revoray Mk3), 8m 18.8s; 4. John Lipman (Lipman-Davron JL3A), 8m 24.6s; 5. Mike Bowers (Lotus 69F), 8m 36.8s; 6. Roy Drew (Titan Mk2), 8m 43.6s. Fastest lap: Streaker, 47.8s, 90.65mph (record).

Formula 3/Formula Ford 2000 Qualification Race (10 laps)—overall and P3: 1. Mario Pati (Ralt-Toyota/Novamotor RT1), 7m 49.6s. (2.72mph); 2. Ian Grob (Chevron-Toyota/Novamotor B38), 7m 49.8s; 3. Arnon Cornelson Filho (March-Toyota/Novamotor 773), 7m 55.4s. Fastest lap: Grob, 45.6s, 95.02mph. FF2000: 1. Frank Sytner (Royale-Fewkes RP25), 86.99mph; 2. Frank Bradley (Elden-Neil Brown Mk22), 3. Philip Lloyd (Nomad-Holbay Mk3). Fastest lap: Sytner, 49.0s, 88.43mph.

Forward Trust 1000 Special Saloon Car championship Race (10 laps)—overall and 851-1000cc: 1. John Homewood (1.0 Sunbeam Imp), 9m 01.8s, 79.79mph; 2. John Schneider (1.0 Hillman Imp), 9m 14.2s; 3. Roger Horne (1.0 Chrysler Imp), 9m 15.4s; 4. Eddie McLurg (1.0 Chrysler Imp), 9m 23.0s. Fastest lap: Homewood, 52.2s, 83.01mph. Up to 850cc: 1. Fred Hendy (850 Sunbeam Imp), 75.86mph; 2. Peter Kriple (850 Hillman Imp); 3. Mike Kirby (850 Chrysler Imp). Fastest lap: Hendy, 55.4s, 78.21mph.

British Air Ferries Ford 2000 Championship Race (12 laps): 1. Philip Bullman (Hawke-Titan DL19), 9m 44.0s, 89.03mph; 2. Rad Dougall (Royale-Titan RP25), 9m 47.2s; 3. Jeremy Rossiter (Reynard-Piper 77F), 9m 50.4s; 4. Richard Wills (Delta-Holbay 77), 9m 56.0s; 5. Rob Wilson (Reynard-Racing Services 77SF), 9m 58.4s; 6. Chris Skellern (Crosslé-Scholar 33F), 9m 58.8s. Fastest lap: Bullman, 48.0s, 90.27mph.

Atlas Photography Formula 1300 Championship Race (10 laps): 1. Graham Kay (Mallock U2 Mk18B), 8m 39.4s, 83.42mph; 2. Hugh Nicholls (Gryphon C75), 8m 43.4s; 3. Charles Allen (Mallock U2 Mk11B), 8m 45.0s; 4. Paul Webb (Delapena U2), 8m 45.0s; 5. Bob Davis (Davis 2C), 8m 51.2s; 6. Keith Messer (Messer 3), 8m 53.4s. Fastest lap: Kay, Allen and Messer, 50.4s, 85.97mph (record).

Steel Tube Services Modified Sports Car Championship Race (10 laps)—overall: 1. Jon Fletcher (1.8 Lotus Eian), 8m 36.6s, 83.87mph; 2. John Bury (1.8 Lotus Eian), 8m 40.4s; 3. Jonathon Palmer (3.0 Marcos GT V8), 8m 45.0s; 4. Richard Gamble (4.5 Jaguar E), 8m 50.8s. Over 2000cc: 1. Palmer, 82.53mph; 2. Gamble; 3. Tony Wingrove (2.7 Porsche Carrera). Fastest lap: Palmer, 49.8s, 87.01mph. 1501-2000cc: 1. Fletcher; 2. Bury; 3. David Mercer (1.6 Lotus Eian). Fastest lap: Fletcher and Bury, 50.4s, 85.97mph. 1151-1500cc: 1. Ian Bax (1.5 Ginetta G4), 80.96mph; 2. Steve Everitt (1.4 MG Midget); 3. Ian Hall (1.4 Mini-Jem Mk2). Fastest lap: Bax, 52.4s, 82.68mph. Up to 1150cc: 1. Geoff Lynn (1.1 Davrian Mk7), 80.99mph; 2. Andy Driver (1.0 Clan Crusader). No other starters. Fastest lap: Lynn, 52.0s, 83.33mph.

Formula Ford 1600 Race (10 laps): 1. Martin Watson (Hawke-Bectune DL19), 8m 45.6s, 82.44mph; 2. Paul Sleeman (Crosslé-Minister 25F), 8m 52.2s; 3. Mike Duffy (Royale-Minister RP24), 8m 52.8s; 4. Sean Walker (Tiga-Blue Flash FF76), 8m 53.2s; 5. Cliff Davies (Hawke-Swackin DL15), 8m 55.8s; 6. Len Greeney (Royale-Minister RP21), 8m 56.8s. Fastest lap: Kim Furrer (Royale-Scholar RP21) and Sleeman, 51.6s, 83.97mph.



Bruce Allison drove an inspired race for his third second place this season.

Guy closes in

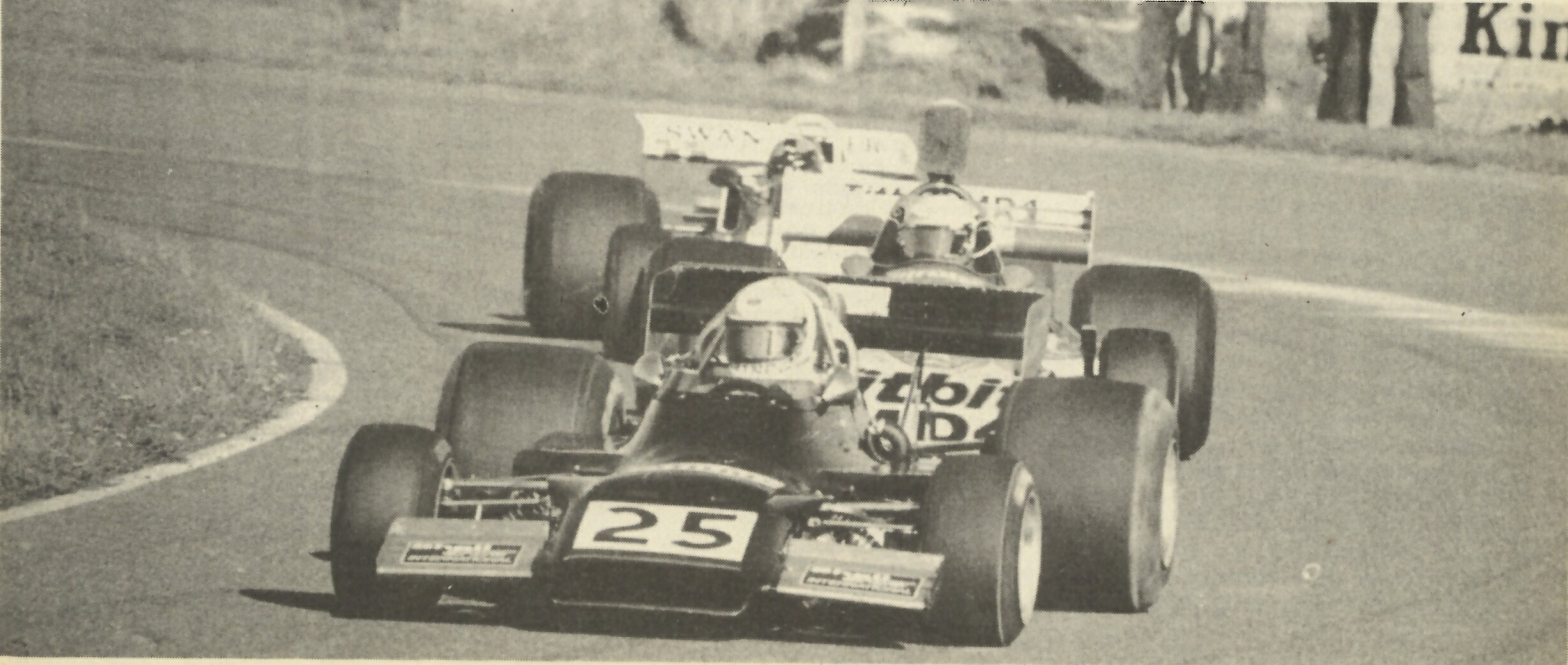
Edwards keeps championship hopes alive—Trimmer's Thruxton bogey strikes again—Alison and Dickson impressive second and third.—Report: COLIN MASTERMAN

The BARC-organised Radio 210 Raceday at Thruxton last Sunday featured two important national championships. Guy Edwards's *Titbits*-MD4 March 751, fitted with a new Cosworth DFV, won the ShellSport Group 8 Championship race, and the Londoner closed to within 35 points of Tony Trimmer with two rounds of the championship left. The bogey which always seems to dog Trimmer at Thruxton struck yet again when the Melchester Racing Surtees was forced to retire with gearbox problems when well in the lead. So Edwards's new stablemate Bruce Allison fought back into second place with his Chevron B37 after spinning on the fourth

lap while trying to wrest the lead from Norman Dickson's impressive F2 Gleneagle Helicopters March. The Tricentral British Saloon Car Championship round was marred by some dubious driving which saw Stuart Graham's leading Capri punted off at Club by Bernard Unett's lapped Avenger. Tony Dron increased his winning streak by bounding over the kerbs at the chicane on the last lap and demoting Gordon Spice's Capri.

SHELLSPORT CHAMPIONSHIP		
G8	THRUXTON	12

Keith Holland was impressive in the ageing McRae, here seen leading the two series leaders Edwards and Trimmer.



The ShellSport Group 8 competitors were luckier in having two practice sessions, one of 30mins and the second of 55mins. Although Trimmer was a comfortable 53 points ahead in the series, the West Kingsdown driver desperately needed points for the Tarmac Championship. But taking his second pole at Thruxton was the very talented Bruce Allison, his 1m 11.1s just 0.1sec slower than the Vern Schuppan/Ian Ashley 'pukka' F5000 record. Bruce's Chevron B37 was out for the first time since Donington, a new Nicholson engine with 485 genuine bhp hopefully solving problems in that department; the likeable Aussie had sold his transporter to Jim Kelly to raise money, and had put the oil coolers back at the side, in line with Derek Bennett's thinking. With the new car now based at John MacDonald's premises, Allison (who still found the circuit mighty hard work) looked set for a win.

Two F2 cars tied on 1:11.7, but Tony Rouff's Ralt was a lamentable non-starter after spinning off at Kimpton while in the slipstream of Alo Lawler's Lola. So Norman Dickson's smart March-BMW 772 occupied the other front row slot, the Scotsman a little disappointed at being slower than his Easter F2 time.

Guy Edwards was just 0.2sec slower than Dickson with the *Titbits*-MD4 March 751, which had stiffer springs and a new Hesketh DFV. A disappointed Divina Galica came next with the blue Olympus/ShellSport Surtees TS19; her left front tyre (again!) badly blistered in the second session, while her rear tyres were not heating up, promoting oversteer on the fast swerves and understeer on the slow corners. Much the same problem afflicted Tony Trimmer's Melchester Racing TS19, the champion elect spinning rear wheels furiously. Splitting the two Surtees F1 cars on the grid was Keith Holland's unlikely McRae GM1, the Chris Featherstone car in long wheelbase guise again receiving tremendous support from all sorts of people who wish the car and Keith well.

Of the other fancied runners, Damien Magee scratched for a slow 1:14.6 in the NAFTA/Len Gibbs Lola T332C after a cam follower broke in the first session. The car would not stay in second gear and in the second session the luckless Irishman had his engine continually cutting out with a master switch problem; then his engine cover flew off, forcing him to abandon his car on the circuit. Also in trouble was fellow countryman Alo Lawler, whose Lola T462 was getting very peculiar tyre temperature readings.

FASTEST QUALIFIERS			
Bruce Allison	5.0	Chevron-Chevrolet B37	1m 11.1s
Norman Dickson	2.0	March-BMW 772	1m 11.7s
Tony Rouff	2.0	Ralt-BDG RT1	1m 11.7s
Guy Edwards	3.0	March-DFV 751	1m 11.9s
Divina Galica	3.0	Surtees-DFV TS19	1m 12.5s
Keith Holland	5.0	McRae-Chevrolet GM1	1m 12.6s
Tony Trimmer	3.0	Surtees-DFV TS19	1m 13.1s
Alo Lawler	2.0	Lola-Swindon T462	1m 13.4s
Robin Smith	5.0	Lola-Chevrolet T330	1m 14.1s
Wink Bancroft	2.0	Chevron-Hart B40	1m 14.3s
Damien Magee	5.0	Lola-Chevrolet T332C	1m 14.6s
Dennis Leech	5.0	Chevron-Chevrolet	1m 16.7s
Adrian Russell	2.0	Lola-BDX T460	1m 17.2s
John Bowtell	1.6	March-BDA 74B	1m 18.7s
Jim Kelly	5.0	Trojan-Chevrolet T101	1m 18.9s

RACE

Norman Dickson made the best start to lead into Campbell from Allison, then came a small gap to Holland, Edwards and Trimmer, then Galica, Magee, Lawler and Wink Bancroft in his Fred Opert Chevron. With the young Scot holding the lead well from the charging Aussie, Edwards passed Holland on the second lap to take third place, with Trimmer



Tony Dron clambered over the kerbs at the chicane on the final lap to put the Dolomite Sprint across the line in front of Gordon Spice's Capri.

watching every move. Lap 3, and Trimmer moved into fourth past Holland, while on the next lap Allison came barrelling up the outside of Dickson into Club, locked his front brakes on the marbles, and slid up the escape road, rejoining in a distant seventh place.

So on lap 5 Dickson still had the F2 car in front, then came a 4secs gap to Edwards with Trimmer right behind. Holland held fourth only a couple of seconds behind the F1 cars, with Magee passing Galica for fifth. Then there was a gap to a chastened Allison, and another larger gap with Lawler still showing Bancroft the way round.

Gradually Dickson's lead began to dwindle as all the fast runners were hindered by some diabolically slow backmarkers. Then, on lap 8, Trimmer took second spot from Edwards, the pair catching Dickson who was ousted from the lead on the next lap by Trimmer, who quickly pulled away. Dickson now had Edwards filling his mirrors with Holland not far away, while Magee in fifth had pulled away from Galica, who was soon to be caught and passed by Allison.

Inevitably, Magee was clobbered by a backmarker at Church on lap 10, the Lola retiring with deranged rear suspension. A lap later, Edwards slipped past Dickson into second place and opened a small gap, with Holland still just adrift from a closing Allison, Galica and Lawler still in front of Bancroft.

With Trimmer pulling away, Dickson and Holland closed on Edwards's second-placed March, making it a contest on lap 20 as Bancroft passed Lawler for seventh. Edwards soon got the message and pulled away, with Holland hounding Dickson. But then Trimmer's massive lead disappeared, the unlucky Surtees driver finding the gearbox jammed when he tried for third coming out of the chicane on lap 23. Trimmer found second and fourth gears and pitted to see if anything could be done to the linkage, but the problem was more serious, the gearbox breaking eventually.

Now, with Edwards inheriting a 4secs lead, the cagey Holland had passed Dickson into second place and began to erode the gap. Just six laps from the finish, his black McRae was 2.3secs behind. A rampant Allison had fought back into contention, passing Dickson into third spot as Galica circulated a lonely fifth.

An inspired Allison was waved into second place by the unlucky Holland, whose engine broke (probably piston), and four laps from the end the Australian was 3.2secs behind Edwards. Allison closed the gap to under 2secs by the finish, but Edwards was still ahead (in spite of a brace which came off his rear wing and nearly hit Dickson). The Scotsman rather lost ground in the rush, but he finished a good third nonetheless, while poor Divina stopped just five laps from the end with no spark to the engine, handing fourth to the consistent Bancroft who had pulled out a big gap to Lawler.

ShellSport International Championship, round 12 Thruxton, September 11 35 laps—80.50 miles

1, Guy Edwards (3.0 March-DFV 751), 43m 14.5s, 114.42mph;
2, Bruce Allison (5.0 Chevron-Chevrolet B37), 43m 16.1s;
3, Norman Dickson (2.0 March-BMW 772), 43m 27.2s;
4, Wink Bancroft (2.0 Chevron-Hart B40), 44m 29.6s;
5, Alo Lawler (2.0 Lola-Swindon T462), 34 laps;
6, Dennis Leech (5.0 Chevron-Weslake), 33 laps;
7, Adrian Russell (2.0 Lola-BDX T460), 33 laps; only classified finishers.
Fastest lap: Tony Trimmer (3.0 Surtees-DFV TS19), 1m 12.0s, 117.80mph.

GROUP 1

With only one 40mins practice session, the contenders for the 11th and penultimate round of the Tricentrol British Saloon Car Championship were not given enough time to make good any deficiency in their cars. Some had practised earlier in the week, but it was no surprise to see Tony Dron once more on pole with his Broadspeed-powered Dolomite Sprint with a time comfortably under his and the over 2300cc class records. Dron's only problem was a massive oversteer moment at Village when his soft, qualifying tyres went off. The Capris behind were evenly matched as usual, the quicker times being set on softer tyres whereas the harder compound 418s would be used in the race. Stuart Graham's Fabergé Capri was a whole second adrift of Dron, two punctures on the offside tyres forcing him to use unscrubbed ones for the race. The talented Graham opined that "with six inches of rubber on each corner" the Capris had reached the end of their development, it being necessary for Ford to homologate bigger carbs to help the V6 breathe, while the Dolly's advantage had come about more immediately when the Capris had to abandon their lightweight panels.

Tying with Graham was Chris Craft in the Hammonds Sauce Capri, with Gerry Marshall just 0.1sec behind in the DTV Magnum which had been quicker in mid-week testing, the new Dunlop tyres not really benefiting Gerry as much as he hoped. Vince Woodman (Esso Uniflo Capri) was fighting oversteer, like all the Capri users, while Gordon Spice's bitza car was a further 0.1sec adrift, with Brian Muir's consistent Dolomite just behind but ahead of Colin Vandervell's Triplex Capri, Colin using the harder 418s to set his 'realistic' time.

Surprisingly, young Jeff Allam was recorded at 1:32.9 (a time disputed by his team), 1.2sec slower than Marshall who was just one point ahead in the "Magnum" championship. Allam's dilemma was whether to use his larger (185/550) or smaller (145/530) tyres, bearing in mind that the larger, and thus better geared tyres, would probably go off more quickly.

Right out of luck was Tom Walkinshaw, the Scottish BMW driver, finding his corner weights all wrong leading to diabolical handling. Hopefully, a rebuild of the offside corner would equalise the ride heights and lessen the problem.

In the 1600cc class, the honours were closely contested with Richard Lloyd's silver Golf pipping Brian Pepper's yellow Scirocco by just 0.1sec, Pepper being concerned by the Scirocco's penchant to wiggle on the bumps and understeer badly, causing him to lift off.

In the hotly disputed 1300cc class, Richard Longman's Patrick Motors Group Mini equalled the class record at 1: 38.0, and was 0.6sec ahead of arch-rival Bernard Unett.

FASTEST QUALIFIERS

Tony Dron	2.0 Triumph Dolomite Sprint	1:30.6
Stuart Graham	3.0 Ford Capri	1:31.6
Chris Craft	3.0 Ford Capri	1:31.6
Gerry Marshall	2.3 Vauxhall Magnum	1:31.7
Vince Woodman	3.0 Ford Capri	1:32.0
Gordon Spice	3.0 Ford Capri	1:32.1
Brian Muir	2.0 Triumph Dolomite Sprint	1:32.3
Colin Vandervell	3.0 Ford Capri	1:32.6
Jeff Allam	2.3 Vauxhall Magnum	1:32.9
Tom Walkinshaw	3.0 BMW 530i	1:33.0

RACE

This really was the saloon car race to end all saloon car races. From pole, Dron burnt his rear tyres and his clutch furiously in his haste to get away, so, into Campbell, Graham led from Marshall, Dron, Vandervell, Spice, Woodman and the rest. Walkinshaw and Holman Blackburn touched, Blackburn spinning and hindering Longman as Unett took advantage and the class lead. By Club, Graham was still in command, powering over the kerbs, with Dron now second having got past Marshall, while Spice was up into fourth past Vandervell; then came Woodman, Muir, Craft, Allam and Walkinshaw.

On lap 4, Graham opened what was to be his optimum leading advantage of 2secs as Dron held off Spice, who had further demoted Marshall. Vandervell headed the six-car bunch dicing for fifth, with Craft ousting Muir and fast making amends for a bad start which had seen him select fourth instead of second. Pepper already had the 1600cc class sewn up having made a better start than Lloyd, who was already beginning to feel his engine tighten; Longman began to reel in Unett in the smallest capacity class.

Now Craft was flying, and he caught Woodman who was having trouble with a misfire. At quarter-distance, the Hammonds Sauce Capri was through into fifth and chasing Marshall as Spice pushed Dron along, the pair slowly closing the gap to Graham, who had broken Percy's class record. At half-distance, just a second lay between the leader and his pursuers, but with the intervention of backmarkers the gap opened to 2.1secs the next lap. All the while, Craft had been making ground, passing Marshall into fourth place on lap 7 and towing Woodman along into contention.

Behind, seventh, a lonely Vandervell was soon to retire with a broken shock absorber, and Muir had a very wide Dolomite with Walkinshaw trying first the grass on the entry to Club and then the tricky outside line in an effort to pass, with Allam equally frustrated inches behind. At the same time, Longman had demoted Unett, but three laps later the Chrysler was through again on the inside of Club. Not to be outdone, the tenacious Longman dived past at Club on lap 11 and held the sway for two laps before Unett barged through by taking to the kerbs on the exit to Club.

As Craft pulled away from Woodman again (the latter having pushed Marshall down to sixth), he closed on Spice, who pushed his way past Dron into second place. But a revitalised Woodman closed yet again, making it a tremendous four-car tussle for second position, with Spice just in front of Dron, Craft and Woodman.

But on lap 15, just five laps from the end, Graham, still 2.2secs ahead, came up to lap the Unett/Longman dice at Club. Longman was on the inside, and the Mini eased off; Graham powered through the middle, but Unett turned sharply on the marbles on the outside of Club and, anxious not to lose the class lead, he slipped sideways and hit the tail of Graham's innocent Capri on the apex of the chicane. The Fabergé Ford spun to a standstill, with Longman taking to the grass as a battered Unett recovered first.

From the carnage, Spice emerged in front from

continued

Dron, Craft and Woodman, Craft in particular making a phenomenal avoidance of Graham. Over the last four laps, Spice and Dron pulled away from Craft and Woodman and, coming into Club for the last time, Spice looked to have the race won. But Dron clambered over the kerbs on the exit to take an unexpected victory by a whisker! Craft held third, with Woodman dropping away into fourth with his misfire, while a last-lap manoeuvre took Walkinshaw surprisingly past Marshall into fifth. The BMW had got past Muir on lap 12 and pulled easily away, but the seventh-placed Allam had to leave it to the last lap to wrest that place from the Dolomite by cutting across the grass at the complex. A recovered Blackburn was next up from class winner Pepper, but Unett and Longman were still at it behind.

Unett had hit Longman on the straight and, coming into Club for the last time, the Mini put all four wheels on the grass and banged the Chrysler hard,

putting both cars into wobbles from which Unett emerged again first, Longman being forced on to the grass exiting Club a bumper behind.

Afterwards, both Graham and Spice protested Unett's driving, so the results are provisional.

**Tricentrol British Saloon Car Championship, round 11
Thruxton, September 11
20 laps—46 miles**

1, Tony Dron (2.0 Triumph Dolomite Sprint), 30m 58.2s, 91.29mph;
2, Gordon Spice (3.0 Ford Capri), 30m 58.4s;
3, Chris Craft (3.0 Ford Capri), 31m 06.6s;
4, Vince Woodman (3.0 Ford Capri), 31m 13.2s;
5, Tom Walkinshaw (3.0 BMW 530i), 31m 20.1s;
6, Gerry Marshall (2.3 Vauxhall Magnum), 31m 20.3s;
7, Jeff Allam (2.3 Vauxhall Magnum), 31m 35.3s; 8, Brian Muir (2.0 Triumph Dolomite Sprint), 31m 36.4s; 9, Holman Blackburn (2.3 Vauxhall Magnum), 32m 27.3s; 10, Brian Pepper (1.6 VW Scirocco GT1), 19 laps.

2300cc to 3000cc: 1, Spice, 91.28mph; 2, Craft; 3, Woodman; 4, Walkinshaw. **Fastest lap:** Stuart Graham (3.0 Ford Capri), 1m 31.5s, 92.70mph (record).

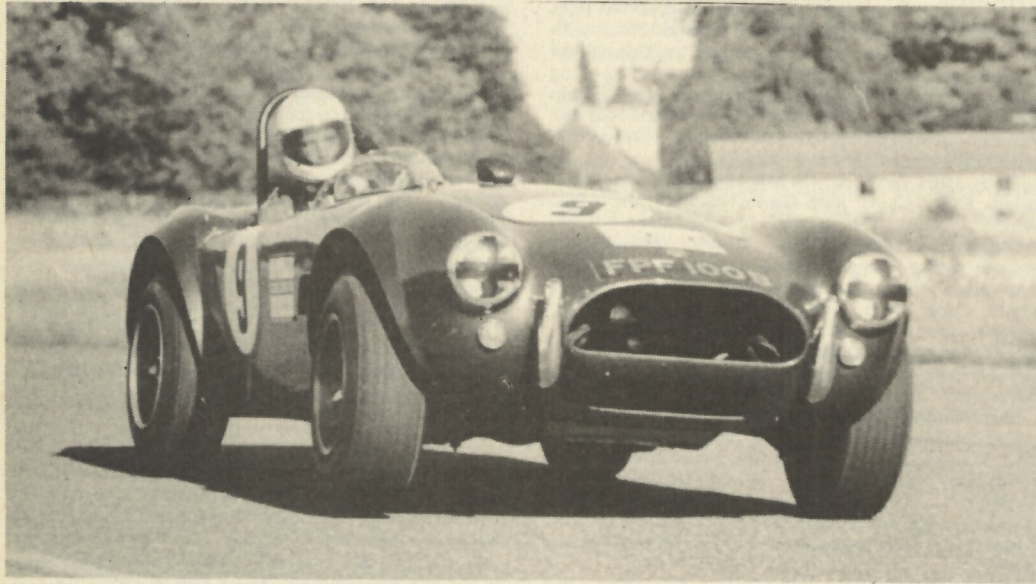
1600cc to 2300cc: 1, Dron; 2, Marshall; 3, Allam; 4, Muir. **Fastest lap:** Dron, 1m 31.8s, 92.39mph.

1300cc to 1600cc: 1, Pepper, 85.81mph; 2, Marc Smith (1.4 Renault 5); 3, Peter Hilliard (1.6 Alfa Romeo Alfetta GT); 4, Richard Lloyd (1.6 VW Golf). **Fastest lap:** Lloyd and Pepper, 1m 37.1s, 87.35mph.

Up to 1300cc: 1, Bernard Unett (1.3 Chrysler Avenger), 19 laps, 85.20mph; 2, Richard Longman (1.3 Leyland 1275 GT); 3, Alan Curnow (1.3 Leyland 1275 GT); 4, Rex Greenslade (1.2 Alfa Romeo Alfesud). **Fastest lap:** Unett, 1m 37.2s, 87.26mph (record).



Above: Marc Smith in the works Renault 5 had a good dice with Peter Hilliard's Alfetta, the pair finishing second and third in class. Below: Alexander Boswell's AC Cobra three-wheels towards the chicane.



SUPPORTING RACES

With the first six drivers covered by a mere second after practice, the first event of the day, a round of the Townsend Thoresen FF1600 championship, promised much. Yves Sarazin took pole position with his brown Royale from Chico Serra's familiar Van Diemen and the blue Royale of David Leslie; David McLelland and Mike Blanchet sat behind them, with Don MacLeod leading the rest on the inside of row 3. As the flag fell, the poleman seized the initiative from his front row companions, although Jerseyman Blanchet with the works Lola made a superb getaway to be in their midst by Allard. Serra had annexed the lead at the completion of lap 1, but his moment of glory was to be short-lived as the Frenchman forced his way past on the second circuit. As Serra fell back into the clutches of Leslie, Sarazin extended a small lead, while Blanchet got the better of McLelland's Crosslé and the older Lola of Peter Orlando.

By lap 5, the two Royales were dicing furiously for the lead, Serra being demoted to an equally exciting third-place battle with Blanchet. Sarazin would gain

ground through the chicane, only to be reeled in again on the exit. Blanchet's car was clearly the fastest of the four round the far side of the track, at one point getting past both Serra and Leslie for a few hundred yards before the Carlisle driver retook him at the chicane. Serra also passed Blanchet who, by this time, was suffering from an erratic braking system and fell to fourth. Just as it seemed that Sarazin would take a clear victory, however, Leslie pounced and, with a beautiful outbraking manoeuvre, came through on the final corner to a well-judged win. The chastened Sarazin was joined by Serra on the line, obviously wondering how the others made up so much ground in the last 800 yds, while Blanchet finished fourth having lost his nosecone with two laps remaining. Moment of the race: Andy Blyth's monumental spin under the Eagle Star bridge, his Hawke miraculously failing to hit anything solid during its execution.

It was pleasing to see John Morrison plant John Brown's Lola on pole for the SodaStream Sports 2000 race, his time of 1m 22.2s being 1.8sec beneath the lap record, 0.6sec quicker than John Cooper and 1.3sec up on championship-leader Divina Galica. The

amiable ex-FSV driver showed that he has lost none of his old flair, throwing his car round with great verve. At flagfall, though, Cooper in the mauve Lola made the best start, from Morrison's black one and the vivid green example of Divina. Behind these three the two Tigas of John 'Pancho' Webb and John Brindley were battling it out, the former benefitting from a Brindley-'designed' aerodynamic appendage on the tail without which the Monsieur Rochas car handled abysmally. The device consisted of an ultra-tatty piece of cardboard taped to the rear deck, and it made some 1.5sec difference to Webb's lap times in practice! Cooper and Morrison had an entertaining dice for the lead, Morrison being able to take the 1976 modsports champion at various places but only leading over the line on lap 8. His efforts were finally thwarted when Cooper barged into him on a couple of occasions at Club, so he settled for a slightly annoyed second, but at least with the consolation of a new lap record. Divina remained third throughout at a respectful distance, but comfortably ahead of Webb's underdeveloped Tiga and the similar car of Brindley, which went steadily after a good start.

A fine array of Historic sports cars came to the grid for the AFN championship round led by David Dawson's neat Lotus 23 and the similar machines of Brian Cocks and Jeffery Johnstone. Fourth quickest in practice was the phenomenally fast Elite of Roger Friend. Dawson made an excellent start and immediately built up a lead he was not to lose, although Cocks tried hard to close the gap before the mission became impossible and he spun off without damage on the penultimate lap. Johnstone inherited second place ahead of the Hon Amschel Rothschild's Daytona Cobra, Cyril Baxter's class-winning Marcos-Volvo, Brewster Righter's fabulous Cobra and the pretty Diva GT of Tony Goodwin. Sadly, Friend's challenge did not materialise as his Coventry Climax ventilated its block, leaving the class to Jem Marsh, who battled with Mike Wilds for the last few laps. Wilds had been offered the drive in Alan Hall's Lotus Elite when his Chevron could not be readied in time for the Group 8 race, and thoroughly enjoyed his run despite the car's alarming tendency to boil up which spoiled his chances of a higher placing.

The final race was a round of the SKF Clubmans Sports Championship, for which a familiar face was on pole. Geoff Friswell, possibly the most successful Clubmans driver ever, was having a one-off drive in Tim Gath's Mallock—the car with which Geoff took the Silverstone class lap record in 1975. Alongside him was Creighton Brown in the Camborough Pigs U2, with championship winner Martin White completing the front row with the Delta U2. Vernon Davies was fourth quickest just ahead of the first non-Mallock, Chris Greville-Smith's Phantom.

Brown anticipated the start perfectly to head White, Friswell and the pack onto Allard and on round the sweeping left-hander into the complex. By the end of the opening lap, Brown held a handy lead over 'Fris the Whizz', with Davies, White, Greville-Smith and Stuart Glass's Pink Panther battling it out behind. Unfortunately, Friswell's challenge ended when he clipped the chicane on the second lap, a front wing broke puncturing the tyre, and the resultant 'off' damaged the front end of the Mallock. Davies was thus promoted to second place, holding station behind the Newbury pig-farmer to the end. Davies was being caught rapidly in the middle of the 13-lap (!) race by Greville-Smith until the Coventry driver suffered a similar fate to Friswell, only this time it was a rear tyre which burst. White took over third, with David Orbell, ex-sprinter Chris Hill and a slowing Glass in his wake, positions which they all held to the finish.

MARCUS PYE

Townsend Thoresen Formula Ford 1600 championship round (10 laps): 1, David Leslie (Royale-Scholar RP24), 14m 39.2s, 96.47mph; 2, Yves Sarazin (Royale-Scholar RP24), 14m 39.3s; 3, Chico Serra (Van Diemen-Scholar RF77), 14m 39.6s; 4, Mike Blanchet (Lola-Minister T440E), 14m 42.8s; 5, Donald MacLeod (Van Diemen-Scholar RF77), 14m 43s; 6, Peter Orlando (Lola-GGS T342), 14m 52.2s. **Fastest lap:** Leslie, 1m 25.8s, 98.85mph.

SodaStream British Sports 2000 championship race (10 laps): 1, John Cooper (Lola-Ford T490), 13m 58.6s, 101.14mph; 2, John Morrison (Lola-Smith T490), 14m 2.3s; 3, Divina Galica (Lola-Titan T490), 14m 5.8s; 4, John Webb (Tiga-Nelson SC77), 14m 16s; 5, John Brindley (Tiga-Ford SC77), 6, Mike Ostroouff (Lola-Smith T490), 14m 35.3s. **Fastest lap:** Morrison, 1m 22.1s, 103.31s (record).

AFN Classic Sports Car championship race (6 laps): Overall: 1, David Dawson (1.6 Lotus 23), 12m 40.7s, 89.20mph; 2, Jeffery Johnstone (1.6 Lotus 23B), 13m 7.3s; 3, Hon Amschel Rothschild (4.7 AC Daytona Cobra), 13m 22.7s; 4, Cyril Baxter (2.0 Marcos-Volvo), 13m 24.8s. **Front engined GT cars—over 3000cc:** 1, Rothschild, 84.53mph; 2, Brewster Righter (4.7 AC Cobra), 13m 26.4s; 3, Alex Boswell (4.7 AC Cobra), 13m 39.6s. **Fastest lap:** Rothschild, 1m 37.8s, 86.72s (record). **1301-3000cc:** 1, Baxter, 84.31mph; 2, Dr Tony Goodwin (1.6 Diva GT), 13m 30.9s; 3, David Pratley (2.0 Marcos-Volvo), 13m 34s. **Fastest lap:** Baxter, 1m 38.4s, 86.37s. **Up to 1300cc:** 1, Jem Marsh (1.3 Marcos Fastback), 13m 45.1s, 82.24mph; 2, Mike Wilds (1.2 Lotus Elite), 13m 46.1s; no other finishers. **Fastest lap:** Roger Friend (1.2 Lotus Elite), 1m 37.8s, 86.72mph (record).

Sports Racing cars—over 1601cc: no starters. **Up to 1600cc:** 1, Dawson; 2, Johnstone; 3, Michael Evans (1.6 Lotus 23), 14m 9.1s. **Fastest lap:** Dawson, 1m 33.5s, 90.71mph (record).

SKF Clubmans Sports championship race (13 laps): 1, Creighton Brown (Mallock U2-Morgan Mk18B), 17m 20.2s, 106.00mph; 2, Vernon Davies (Mallock U2-Holbay Mk18), 17m 25.2s; 3, Martin White (Mallock U2-Longman Mk18BW), 17m 49.3s; 4, David Orbell (Stallwood U2-Holbay Mk16), 17m 55.9s; 5, Chris Hill (Mallock U2-Hill Mk14), 17m 58.5s; 6, Stuart Glass (Pink Panther-Abbott C77), 18m 0.7s. **Fastest lap:** Geoff Friswell (Mallock U2-Morgan Mk16), 1m 18.2s, 108.46mph.

Chrysler's original newcomer

Owing to suddenly altered circumstances, Chrysler needed a new product in double quick time. The luxury of the usual long gestation period was denied them, and there was no question of developing such things as radically new engine designs. A completely fresh body shell was on the cards, but for the rest it was necessary to adapt as many existing components as possible.

Having driven the new Sunbeam, with all three sizes of engine, over a large variety of roads in Scotland, I can say that these restrictions have not prevented the designers from coming up with a car which is entirely original. Though it shares many assemblies with the Avenger and is built in the same factory, it is altogether more modern and refined than that car. In Europe, a front-engined car with a live rear axle can no longer be called conventional, for this is now front-drive territory, but the Chrysler engineers have cleverly overcome most of the disadvantages of the ancient layout.

I have already described the car in these pages, so a brief run-through will suffice. It has been called an Imp replacement, but it is by no means small, though the 930cc engine option derives from the power plant that used to lie down in the tail of that machine. In size, however, it's a typical 1300cc car and I think that the cast-iron pushrod engine of that size, also used in the Avenger, will be the popular choice. Then there's the 1600cc option, for those wanting extra steam.

With a MacPherson front end and a live axle on four links, there's nothing new about the suspension. Even the least expensive model has a servo for the disc/drum brakes and the steering is by rack and pinion. The transmission is the same for all three engines, but different axle ratios are used in each case and the gearbox has closer ratios for the 1600.

The body is a very attractive hatchback, with modern lines. It is intended to be suitable for all purposes and we are assured that there will be no other shapes later on. Except on the cheapest model, the back seat has a divided squab, so that one side may be folded for luggage transport while the other is still occupied. The rear seats are not just occasional, for there is adequate knee and head room. On the other



The new Sunbeam has the clean appearance of the new breed of small family cars.

hand, there's a high sill over which to lift a heavy trunk and no provision for hiding the family's belongings from ill-disposed persons. The rear axle steals some potential space but the car makes quite a useful miniature estate.

The 930cc overhead-camshaft engine is a willing little worker. It's surprising, really, how well it pushes this fairly substantial car along. The body shell has the benefit of modern design techniques and it does not boom and reverberate as the old Imp did. In fact, this is a pleasantly quiet car, neither the engine nor the transmission producing much sound and road noise is well subdued.

Obviously, with this small engine the performance is not electrifying, but I think that it is more than adequate for many of the people who will buy it. Unfortunately, I had no opportunity to test the fuel consumption, but I wonder whether or not the small engine is the most economical. In traffic, one tends to drive it fairly hard, and it pulls a 4.375 to 1 axle ratio, compared with 3.70 for the 1300. Perhaps the larger unit, driven with moderation, would be just as economical, but that is pure guesswork. Personally, I thought that the 1300 was the best of the bunch. It seems to rev more freely than the 1600, though the latter has more torque. In either case, these engines seem quieter and

smoother than they do in the Avenger and the well-known clatter of the valve gear when idling has been greatly reduced. I timed the Avenger 1600 at 95mph and the Sunbeam might be fractionally faster, because of its cleaner shape.

The steering felt somewhat dead with the light-alloy engine in place, but the other two models handled better. They seemed remarkably well-balanced when flung into corners and though I did produce the unappetising smell of fried Ferodo, this was during some fairly hectic downhill driving and the dreaded fading did not occur. The steering is quite light and does not become heavy when sharp bends are taken fast. The gearchange is easy to operate, but all three cars suffered from abrupt and insensitive clutch operation.

I have criticised the ride of the Avenger in the past, for I find that it tends to fidget on all but the best roads. The Sunbeam is very much better in this respect and its back axle is less skittish than that of its sister car. I took it on narrow, unfrequented roads, over the hills and through the glens, and formed the opinion that this is a safe, sure-footed car.

I'm sorry that the Imp has gone, for the Sunbeam is not a direct replacement. Nevertheless, it could well be the car that will restore Chrysler's fortunes in Britain.

A very attractive hatchback on a car with modern lines.



Specification and performance data

Car Tested: Chrysler Sunbeam 2/3 door saloon.
Engine: 930: 4 cylinders 70 x 60.3mm (928cc). Compression ratio 9 to 1. 42bhp at 5000rpm. Chain-driven overhead camshaft. Light-alloy block and head. 1300: 4 cylinders 76.62 x 66.67mm (1295cc). Compression ratio 8.8 to 1. 59bhp at 5000rpm. Pushrod-operated overhead valves. Cast-iron block and head. 1600: 4 cylinders 87.35 x 66.67mm (1598cc). Compression ratio 8.8 to 1. 66bhp at 4800rpm. Pushrod-operated overhead valves. Cast-iron block and head. All engines: Zenith/Stromberg carburettor. Electronic ignition.
Transmission: Single dry plate clutch. 4 speed synchromesh gearbox with central change, ratios: 930 and 1300: 1.0, 1.527, 2.382, and 3.894 to 1. 1600: 1.0, 1.387, 2.165, and 3.538 to 1. Hypoid rear axle, ratio: 930: 4.375 to 1. 1300: 3.700 to 1. 1600: 3.545 to 1.
Chassis: Combined steel body and chassis. Independent front suspension by MacPherson struts and lower wishbones with anti-roll bar. Rack and pinion steering. Live rear axle on four links and coil springs. Servo-assisted dual-circuit disc/drum brakes. Bolt-on steel wheels fitted steel-braced radial-ply tyres, sizes: 930: 145 x 13. 1300 and 1600: 155 x 13 (optional extra on 930).
Dimensions: Wheelbase 7ft 11in. Track 4ft 3.8in/4ft 3.3in. Overall length 12ft 6.7in. Width 5ft 3.1in. Weight: 930: 16cwt. 1300 and 1600: 17cwt 32lb. 1600 Automatic: 17cwt 60lb.
Performance: 930: 80mph. 0-60mph 22.5s. 1300: 89mph. 0-60mph 16.7s. 1600: 95mph. 0-60mph 14.3s (makers' approximate figures).

Nigel into series lead

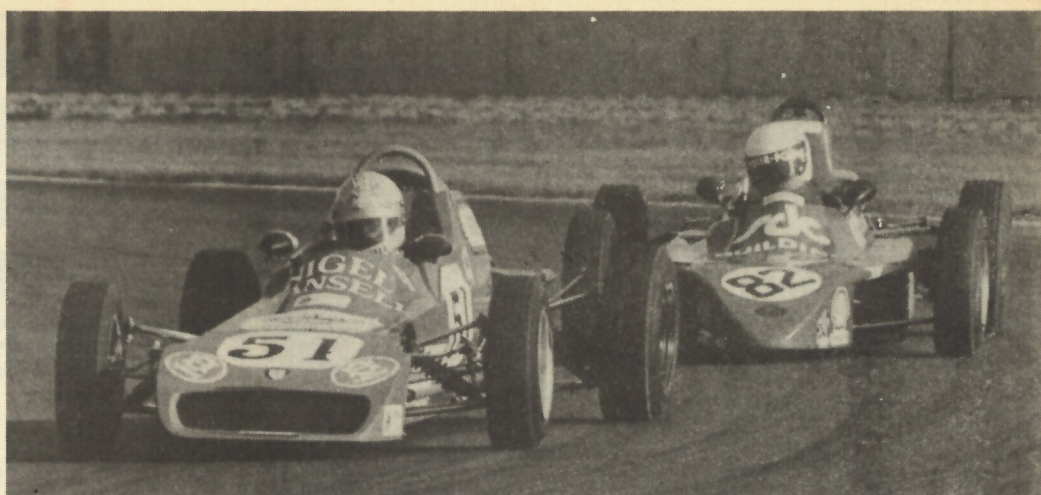
The epic battle for supremacy in the Brush Fusegear Formula Ford Championship between Nigel Mansell and Trevor van Rooyen was resumed in superb style at the BRDC's Donington Park meeting last Sunday. Mansell's Crosslé 32F won the hard-fought 12-lap final after an amazing last corner incident with van Rooyen's Royale and, with just two rounds to go, Mansell has taken the series lead from van Rooyen by just 1 point. The equally close Esso Uniflo Special Saloon Car Championship was in for a shake up, with Peter Baldwin (1.3 Mini Clubman) regaining the overall lead from Richard Long as the latter's Imp was shunted off in the 1-litre race; with one round left, Baldwin leads with 30 points to the 27 of both Long and Tony Sugden.

Bernard Devaney (Hawke DL19) won the first Brush Fusegear heat. The Irishman led the first lap, out-braking Barry Pigot's Van Diemen into Park chicane and the two constantly swapped the lead until they were joined in the closing stages by Paul Smith (Royale) and Andy Best (Getem). Smith snatched the lead from Pigot entering the chicane on the sixth lap but when Pigot attempted the same manoeuvre on the seventh and final lap, the two cars interlocked wheels and, in the ensuing scramble, Devaney picked his way through carefully to take the chequered flag. Pigot managed to claim second place but Smith rejoined later to finish seventh with bits of his Royale falling off *en route*, leaving John Village's Royale to narrowly beat Best for third spot on the line while the Royales of Tom Wood and David Wheeler virtually dead-heated for fifth place.

The second heat belonged to Trevor van Rooyen's SDC Royale RP24, once an eager Nigel Mansell had lost time on the fourth lap autocrossing his Crosslé 32F at the Old Hairpin. Michael Roe (Van Diemen), Rick Morris (Hawke DL19) and Peter Morgan (Royale RP21) could not cope with the superior engine power of the two leaders, so made do with their own fine battle which nearly ended in an accident at the Park chicane on the fifth lap. Roe lost the most time from this incident, and Morgan ultimately claimed third position from the Irishman who repassed Morris on the last lap when the latter went off.

The second heat was infinitely faster than the first, so van Rooyen, Mansell and Morgan lined up on the front row for the final, and heat one winner Devaney headed row three. As expected it was van Rooyen and Mansell who made all the running, these two effortlessly establishing a wide margin over the rest of the field from the first lap. The blue Royale led from the start, but Mansell's red Crosslé eased by entering Park chicane on lap 2. Van Rooyen sat glued to Mansell's tail until taking the lead at the chicane on lap 5 only for Mansell to go back in front a lap later. Van Rooyen then waited until the eighth lap before claiming the lead out of Redgate and Mansell retaliated successfully at the Park chicane two laps later. On the penultimate lap, van Rooyen tried to outfox Mansell along Starkeys Straight but Mansell was having none of it and van Rooyen found himself on the grass braking for the chicane. But still the two were tied together as they went on the final lap; halfway along Starkeys Straight van Rooyen made his bid and nosed ahead of the Crosslé, but the South African chopped across the Birmingham driver too swiftly and clipped the Crosslé. Mansell controlled a nasty looking moment, but this incident meant both cars were set up all wrong for the chicane. Van Rooyen scraped through the first part while Mansell, got completely sideways and lost a considerable amount of time getting the Crosslé pointing back in the right direction. But when he did, Nigel discovered van Rooyen's Royale completing a 360 degree spin in the second half of the chicane, and Mansell went through to victory with van Rooyen recovering to take second.

Meanwhile Rick Morris's Hawke enjoyed a more calm race in third place, a position he held throughout despite challenges in the first four laps from Roe's Van Diemen and Morgan's Royale. The latter pair became entangled at the chicane, causing Roe to lose



Mansell (51) and van Rooyen fought hard for 12 laps, the former getting the verdict and taking the championship lead.

many places after a spin and Morgan to head to the pits with a puncture. On the first lap David Wheeler (Royale) did his best to eliminate a sizeable proportion of the field at the chicane, his action delaying many of the first heat contenders including Devaney who resumed in 18th position. In fact, apart from the leaders, Devaney's meteoric comeback through the field was the highspot of the race as he picked off car after car and eventually finished a highly creditable fourth.

From the outside of the front row, Tony Hill's Triumph Dolomite Sprint caused a sensation by taking the lead of the poorly-supported British Radio Production Saloon Car Championship race. David Taylor's Manitou-LE 3.0 BMW Si took command along Starkeys Straight before the first lap was completed and, although Hill harried the BMW in the early laps, Taylor gradually pulled away. Alan Minshaw's Opel Commodore was in close contact before losing time on the third lap, but his third position was secure while the similar car of Stuart McCrudden successfully outdid Rod Birley's Capri at the chicane on the eighth lap to seize fourth place. Jock Robertson's Mayfair Opel Commodore would undoubtedly have given Taylor's BMW a hard time had it not struck a mysterious engine ailment in practice—"the thing kept cutting out over 5,000rpm"—which repeated itself on the first lap of the race and sent Jock into the pits.

From the second row of the grid, Michael Whatley's Brabham BT21/4 shot into the lead of the Formula 4 Championship race thanks to poleman Robert Laughton sitting on the line at the start having not selected a gear in his Tecno. Laughton worked up to second place by the fourth lap and instantly challenged Whatley's lead only to spin off at Redgate and lose the Tecno's nosecone and too much time to make it up. However, Whatley's race turned sour on the seventh lap when his Brabham's engine lapsed on to three cylinders, and Alex Lowe's ex-Chris Skeaping Chevron B20 inherited a comfortable victory over Ken Crook's Ensign and Eddie Heasell's Brabham BT38C. At the flag Laughton, who indulged in another spin, pipped Whatley's ailing Brabham for fourth place.

The expected battle between Richard Long's spaceframe Wallinger Imp and Paul Haywood-Halfpenny's ex-Rob Mason Imp in the 1-litre Esso Uniflo Special Saloon Championship race lasted but half a lap when Haywood-Halfpenny attempted to take Long's lead at Old Hairpin. Long was punted off the road and Haywood-Halfpenny reappeared in third place with damaged bodywork. By the second lap "Double H" had wrested the lead from Nick Birch's smart Imp which persisted in harrying Halfpenny until the penultimate lap when he spun off at Cop-pice. Possibly due to a deflating tyre, Birch then spun again on the last lap. Haywood-Halfpenny was thus left a clear winner from Bill Barrett's Mini-Ford which had been delayed in the first lap fracas, while Chris Roberts's 850 class-winning Imp just succeeded in keeping at bay George Ostoumoff's 1-litre Imp in third. Reg Ward's 850cc spaceframe Mini demoted the 850 Minis of Charles Bernstein and David Enderby at half distance and set after Roberts's Imp. At the finish Ward was less than a second adrift, while Bernstein resisted constant challenges from Enderby for third place in the 850 class. After the race an understandably annoyed Long protested Halfpenny's first lap action and the latter was excluded, giving victory to Barrett (see *Sports Extra*).

The BRDC Production Sports Car Championship race was marred by arguments and protests (see *Sports Extra*). Stewart Halstead's TVR 3000M took the initial lead from Rob Wells's Morgan Plus 8 which was elbowed out of the way at Redgate by Chris Meek's Lotus Europa Special, with Wells then going off into the sand at Old Hairpin still on the first lap. Halstead was left on his own to stave off Meek's bid for victory. The green Lotus took the lead at Redgate

on lap 4 and thereafter romped home to victory. With Colin Blower's TVR non-starting after breaking its crank in practice, Bob Stuart's Morgan Plus 8 was left in a secure third spot until a boiling engine stopped its progress on lap 7, leaving Andy Dawson's TR7 third overall and the B class winner. Alan Skelton's Jensen Healey disposed of Ron Lea's Jaguar E for fourth place at half distance, and Howard Johnson's Sprite was unchallenged for C class honours.

Blatant jump starts by Colin Hawker's DFWV-Cosworth and Graham Goode's Ford Escort landed them 10secs penalties, but it did not spoil the action in the over 1-litre Esso Uniflo Special Saloon Championship race. For the entire 10 laps, Hawker battled out the lead with Mick Hill's VW Beetle Chevrolet, the pair taking the chicane side-by-side on the sixth lap when Hill left his braking too late trying to take the lead. On the ninth lap, Hill found a way by the brakeless DFWV at Macleans, and a determined last lap bid by Hawker at the chicane sent him way off line but still finished in second place (even with the penalty). An equally close battle emerged in third place, for 2.5-litre honours, between Goode and Walter Robertson's Sportstune Escort. Robertson tried several times to find a way past Goode (equaling the lap record) and, on the final tour, he was fractionally in front on Starkeys Straight only to have the wrong line for the chicane; Goode's penalty gave Robertson the class win anyway, and Derek Walker's 1.8 Escort also crossed the line before Goode's penalty elapsed. As well as dominating the 1300cc class, Peter Baldwin's Allen-engined Mini Clubman carved 0.6sec off its own lap record.

Brush Fusegear Formula Ford 1600 Championship, heat 1 (7 laps): 1, Bernard Devaney (Hawke-Minister DL19), 9m 50s, 83.59mph; 2, Barry Pigot (Van Diemen-Scholar RF77), 9m 51s; 3, John Village (Royale-Titan RP24), 9m 51.2s; 4, Andy Best (Getem-Minister GBB77), 9m 51.2s. **Fastest lap:** Paul Smith (Royale-Harris RP24), 1m 22s, 85.93mph.

Brush Fusegear Formula Ford 1600 Championship, heat 2 (7 laps): 1, Trevor van Rooyen (Royale-Minister RP24), 9m 35s, 85.78mph; 2, Nigel Mansell (Crosslé-Minister 32F), 9m 39.8s; 3, Peter Morgan (Royale-Minister RP21), 9m 45.2s; 4, Michael Roe (Van Diemen-Scholar RF77), 9m 45.6s. **Fastest lap:** Mansell, 1m 20.8s, 87.21mph.

Brush Fusegear Formula Ford 1600 Championship, final (12 laps): 1, Mansell, 16m 30.4s, 85.37mph; 2, van Rooyen, 16m 35.8s; 3, Rick Morris (Hawke-Scholar DL19), 16m 40.4s; 4, Devaney, 16m 47.6s; 5, Tom Wood (Royale-Scholar RP21W), 16m 48.2s; 6, Pigot, 16m 48.6s. **Fastest lap:** Mansell, 1m 21s, 86.99mph.

British Radio Production Saloon Car Championship race (10 laps): Overall: 1, David Taylor (BMW 3.0Si), 16m 01.8s, 73.26mph; 2, Tony Hill (2.0 Triumph Dolomite Sprint), 16m 08.2s; 3, Alan Minshaw (2.8 Opel Commodore), 16m 15.4s. **2301-3000cc class:** 1, Taylor, 73.26mph; 2, Minshaw; 3, McCrudden. **Fastest lap:** Taylor, 1m 35s, 74.17mph. **Up to 2300cc class:** 1, Hill, 72.77mph; 2, Stuart MacAllan (2.3 Mazda RX3); 3, Ron Freeman (2.3 Mazda RX3). **Fastest lap:** Hill, 1m 35.4s, 73.86mph (record).

AHMEC Formula 4 Championship race (10 laps): 1, Alex Lowe (1.0 Chevron-Cosworth B20), 13m 38s, 86.14mph; 2, Ken Crook (1.0 Ensign-PMed MN77), 13m 45s; 3, Eddie Heasell (1.0 Brabham-Cosworth BT38C), 13m 58.4s; 4, Robert Laughton (1.3 Tecno-Davis 78/4), 14m 13.2s; 5, Mike Whatley (1.0 Brabham-Ford BT21/4), 14m 13.6s; 6, Patric Capon (1.0 Ensign-Cosworth LNF374), 14m 43.2s. **Fastest lap:** Crook and Laughton, 1m 20.2s, 87.86mph (record).

Esso Uniflo Special Saloon Car Championship race, up to 1000cc (10 laps): Overall: 1, Bill Barrett (1.0 Mini-Ford), 14m 52s, 78.99mph; 2, Chris Roberts (849 Hillman Imp), 15m 02.4s; 3, George Ostoumoff (1.0 Hillman Imp), 15m 02.6s. **851-1000cc class:** 1, Haywood-Halfpenny, 79.58mph; 2, Barrett; 3, Ostoumoff. **Fastest lap:** Nick Birch (1.0 Hillman Imp) 1m 28.8s, 81.18mph. **Up to 850cc class:** 1, Roberts, 78.08mph; 2, Reg Ward (850 Mini); 3, Charles Bernstein (850 Mini). **Fastest lap:** Roberts, 1m 28.0s, 80.07mph.

BRDC Production Sports Car Championship (10 laps): Overall: 1, Chris Meek (1.6 Lotus Europa Special), 15m 18.8s, 78.85mph; 2, Stewart Halstead (3.0 TVR 3000M), 15m 54s; 3, Andy Dawson (2.0 Walter TR7), 16m 22.6s; 4, Alan Skelton (2.0 Jensen Healey), 16m 29s. **Class A:** 1, Meek, 78.85mph; 2, Halstead; 3, Skelton. **Fastest lap:** Meek, 1m 29s, 79.17mph (record). **Class B:** 1, Dawson, 71.71mph; 2, Ricky Podmore (1.8 MGB); 3, John Carter (1.8 MGB). **Fastest lap:** Dawson, 1m 36s, 73.40mph (record). **Class C:** 1, Howard Johnson (1.3 Austin Healey Sprite), 66.90mph; 2, David Richardson (1.3 MG Midget); 3, Bob Wheatley (1.3 MG Midget). **Fastest lap:** Johnson, 1m 43.8s, 67.88mph (record).

Esso Uniflo Special Saloon Car Championship race, over 1000cc (10 laps): Overall: 1, Mick Hill (5.0 VW Beetle-Chev), 12m 52.6s, 91.20mph; 2, Colin Hawker (3.0 DFWV-Cosworth), 13m 05.2s; 3, Walter Robertson (2.0 Ford Escort), 13m 13.6s; 4, Derek Walker (1.8 Ford Escort), 13m 22.4s. **Over 2500cc:** 1, Hill, 91.20mph; 2, Hawker; 3, Bill Cox (7.6 WRC Capri-Chev). **Fastest lap:** Hill, 1m 15s, 93.95mph. **1301-2500cc class:** 1, Robertson, 88.78mph; 2, Walker; 3, Goode. **Fastest lap:** Robertson, 1m 17.2s, 91.27mph (equal record). **1001-1300cc class:** Peter Baldwin (1.3 Mini Clubman), 83.44mph; 2, David Smith (1.3 Mini Cooper S); 3, David Carroll (1.3 Mini-Cooper S). **Fastest lap:** Baldwin, 1m 22.8s, 85.10mph (record).

Six Hour relay at Donington

Following notification of track resurfacing at Silverstone the 750MC were faced with the prospect of cancelling their annual Six Hour Relay scheduled for October 15, unless an alternative venue could be found at short notice. Happily, this situation has been averted as Tom Wheatcroft has made Donington Park available to the club on Saturday, October 8 where the meeting will now take place.

An interesting array of vehicles will gather at Donington for the 27th Six Hour Relay race including Martin Morris's 1971 Tipo 33 Alfa Romeo (co-driven on this occasion by Stephen W. Griswold from Berkeley, California), Richard Bond's Ferrari, Mark Rigg's Lamborghini and teams of Aston Martins, Porsches, Lotus 23s, Morgans and Lotus Elites among other more modern machinery.

BRSCC (M) libre date

The BRSCC Midland Centre have now fixed the date for the final round of their *Formule Libre* Championship—October 2 at Donington. The five round series is currently being led by Kim Mather (Chevron B35) and the Donington round will have a £500 prize fund.

This championship has proved very popular this year and the Club are planning to repeat it next year, but on a national basis with rounds at all other centre's meetings.

Anyone interested in regulations for the final round should contact Edwina Overend, 1A Brownsfield Road, Lichfield, Staffordshire; tel: Lichfield 24380.

Roger, Bumble, Judy & Emma

An interesting husband and wife confrontation should occur this Sunday in the Classic Saloon race which accompanies the RAC Access TT at Silverstone. Southampton duo Judy and Roger Andreason have entered both the Andreason Racing Team's MG ZA Magnettes.

Judy's car is affectionately known as 'Bumble' while Roger will drive the sister car 'Emma'. Judy currently leads her class in the championship although each is confident of carrying off the class laurels on Sunday. Roger has been racing his immaculate Druid F3 car this season but a crash at the British GP meeting has restricted his activities to an outing in his Marcos modsports car at Thruxton.

● The Southern Region of the BMRMC are holding a World Championship of Makes club night at Brands Hatch on Thursday, September 22, starting at 7.30pm. Jochen Neerpasch and the works BMW drivers will be there as will Manfred Jantke with either Jacky Ickx or Jochen Mass. Tom Walkinshaw will also be on the panel which is chaired by Brands PR man Mike Smith. Additional attractions will include a works Porsche on display.

Protests at the Park

Various protests and paddock bickerings marred an otherwise pleasant day's BRDC racing at Donington last Sunday. The first victim was David Beams whose Ginetta G15 was joint leader of the BRDC Silverstone Production Sports Car Championship.

Officially Beams non-started owing to a burnt out ignition box in practice, but he was not really interested in racing anyway, after championship rival Chris Meek asked questions about the Ginetta's legality. He queried the car's exhaust system and its wheels but both were found to be OK after which the Lotus driver took a more thorough look at the car! Beams—"I only race for fun and I thought production sports was a friendly, amateur form of racing"—got fed up with all this and left for home.

Meanwhile, in the race, Chris Meek's driving came under protest from MGB driver Ricky Podmore, but this protest was rejected. If anyone had a complaint about Meek's driving, one would have thought it should have been Rob Wells whose Morgan was elbowed out of the way at Redgate.

In the prodaloon car pre-race squabbles, Alan Minshaw protested Rod Birley's Capri on the grounds of the latter

having a limited slip diff fitted but, on checking, this was found not to be the case. Minshaw queried other parts of the car but on being told he would have to pay the costs of the car being fully stripped, he withdrew his protest.

The Opels of Stuart McCrudden and Tom Dodd-Noble came under dispute for having no power steering fitted, and although both competed, they forfeited points and prize money.

In the 1-litre Esso Uniflo Special Saloon Car race, first lap drama occurred at the Old Hairpin when Paul Haywood-Halfpenny's Imp attempted a ridiculous do-or-die passing manoeuvre to usurp Richard Long's position. The Imps touched and Long was punted off into the bank. He protested Haywood-Halfpenny's driving and the latter was excluded and fined £25, poor recompense for almost definitely losing the series.

There were plenty of incidents in the Brush Fusegear Formula Ford races, but apart from a few paddock moans about the superior engine performance of van Rooyen's and Mansell's leading cars—and complaints about some of the driving tactics in the midfield bunch—there were no actual protests.

Off-road Open Day results

The RAC off-road committee's Open Day was held at Belgrave Square last week, chaired by the BARC's S. Offord and attended by about one dozen interested parties. Main topic of discussion was the decision to go 'stock block' in rallycross next year.

Although there have been some voices, the idea originally came from the British Rallycross Drivers Association and is said to have majority backing. As yet there is no precise definition of how this new regulation will work but a list of specified block/car combinations is likely to be the answer as this is being investigated by Derek Ongaro.

There is also a suggestion that the stock-block rule will be applied only to championship rounds and that club organising other meetings will be allowed free rules.

The championship format for next year also came under discussion and the plan at present is for drivers to score five of the BT&RDA rounds, the top drivers entering a sudden death final at Lydden on November 5.

Big D to back Roe

Michael Roe's Van Diemen will be sponsored in this weekend's Phoenix Park Formula Ford race by Derek McMahon, Derek Daly's Formula backer from County Donegal. McMahon has shown quite an interest in Roe's Formula Ford exploits this season but this will be the first time Roe has appeared under the McMahon Racing banner. Big Derek will also be racing at Phoenix Park, in his G1 rally Avenger car, with Derek Daly in attendance acting as team manager.

New FF2000

Cyril Maylem's CTG company in Dorset has recently unveiled its new FF2000 car, designed by Len Terry. The car was taken to Silverstone last Friday where, in the hands of Neil Bettridge, 76 laps were completed in the session. Without pushing the car too hard Bettridge got down to 62secs and reported no major problems. Neil intends to run the car for the rest of the season starting at Oulton Park in a fortnight's time. Maylem hopes to offer replicas in the near future.

Thistle series

Despite losing its commercial sponsorship the Esso Uniflo road rally championship in Scotland will continue in restructured form starting with the Hairs Rally on October 1/2. The series, to be known as the Thistle Road Rally Championship, features one event per month until April and regulations for both the Hairst Rally and the championship can be obtained from Brian Sim, 4 Robert Street, Stonehaven.

RAC 1978

Details of dates and venues for seven of the RAC National Championships for next year have been announced, having now been approved by the appropriate specialist committees. Details of the remaining five will be announced in the near future. It is hoped that Duckhams will continue to sponsor the Production Car Trial series and that Haynes Publishing will back the sprint series.

NATIONAL HILLCLIMB LEADERS CHAMPIONSHIP

Mar 26/27	Hagley DLCC	Loton Park
Apr 15/16	AMOC	Wacombe Park
May 6/7	BOC	Prescott
May 13/14	BARC (Y)	Harewood
May 27	Westmorland MC	Barlton
Jun 10/11	MAC	Shelsley Welsh
Jun 24/25	Lothian CC	Doune
Jul 9	BARC (S/Wales)	Pontypool
Aug 12/13	MAC	Shelsley Welsh
Aug 26/27	BARC (S/West)	Gurston Down
Sep 2/3	BOC	Prescott
Sep 9/10	BARC (L & Home Counties)	Wacombe
Sep 23/24	Lothian CC	Doune

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May 27	Westmorland MC	Barlton
Jun 10/11	MAC	Shelsley Welsh
Jun 24/25	Lothian CC	Doune
Jul 9	BARC (S/Wales)	Pontypool
Jul 22	Jersey MCLCC	Bouley Bay
Jul 22	Guernsey MCLCC	Val des Terres
Aug 4/5	Ulster AC	Craigantlet
Aug 12/13	MAC	Shelsley Welsh
Aug 26/27	BARC (S/West)	Gurston Down
Sep 2/3	BOC	Prescott
Sep 23/24	Lothian CC	Doune

NATIONAL PRODUCTION CAR TRIAL CHAMPIONSHIP

Feb 5	Dudley & Halesowen CC	Tookley Bank
Mar 5	Shenstone DCC	Felkows
Apr 16	North Cotswold	—
Apr 23	Coventry & Warwickshire MC	Warwickshire
May 7	North Wales CC	Cymru
May 14	Bewdley AC	Ernie Williams
May 21	Sheffield & Hallamshire MC	Sharn
Jun 11	Mid Surrey AC	Grand Cup
Jun 25	Ilkley DMC	Filtridge Trophy
Aug 20	Wolverhampton & SSOC	Val Shaw
Sep 3	SODC	Deerstalker
Sep 10	Lancs & Cheshire CC	Jack Silver
Sep 24	Winchester DCC	Whaddon Worgie
Oct 1	SUNBAC	Vessey
Oct 15	Owen MC	Ernest Owen
Oct 22	Salisbury & Shaftesbury CC	Ivy Cross Garage
Oct 29	Hagley DCC	Worcestershire
Nov 5	North Midland MC	Autumn

The Inter Area Association PCT event is scheduled for March 12.

NATIONAL DRAG RACING CHAMPIONSHIP

Mar 25/26	BDHRHA	Santa Pod
May 1	NDRC	Shetterton
May 27/29	BDHRHA	Santa Pod
Jun 18	NDRC	Wroughton
Aug 13	NDRC	Blackbushe
Aug 26/28	BDHRHA	Santa Pod
Sep 24	NDRC	Blackbushe

NATIONAL SPORTING CAR TRIAL CHAMPIONSHIP

Jan 6	Peterborough MC	Warco
Jan 15	Sheffield & Hallamshire MC	Harrison
Jan 22	Maldstone & Mid Kent MC	Brian Lewis
Jan 29	North Midland MC	Kitching
Feb 5	Hagley DLCC	Geoff Taylor
Feb 12	750 MC	Walsingham
Feb 19	Peterborough MC	Charles Pollard
Feb 26	Mid Cheshire MRC	Wishley
Mar 5	SUNBAC	Colmore
Mar 12	YSCC	4/44
Mar 19	Lancs & Cheshire CC	Derbyshire
Apr 2	London CC	Jacobean
Apr 9	MAC	MAC Cup
Sep 17	YSCC	Stone Trough
Sep 24	Northampton MC	Derrigate
Oct 1	Bristol MCLCC	Feddons
Oct 8	750 MC	Biggs
Oct 15	Maldstone & Mid Kent MC	Bosom
Oct 22	Sheffield & Hallamshire MC	High Peak
Oct 29	Kentish Border MC	November Trial
Nov 5	SUNBAC	Shell Cup
Nov 19	Leicestershire CC	John Bull
Nov 26	Peterborough MC	Johnson
Dec 3	London CC	Gloucester

NATIONAL AUTOTEST CHAMPIONSHIP

Mar 12	Sevenoaks DMC	Lorraine Barrow
Apr 2	Hagley DLCC	Vono
Apr 9	Harrow Car Club	Brakefast
Apr 16	Southsea MC	Southsea Autosport
Apr 23	Bolton's Moors CC	Bolton
May 7	Bath MC	—
May 14	Eastern Counties MC	Felkows
May 21	Loughborough CC	Hillcrest
Jun 4	Southampton	Sportsman
Jun 11	Rhly DMC	—
Jun 24	Scottish Sporting CC	—
Jul 9	Airedale & Pennine MC	Mintax
Jul 16	Shenwood Forest MC	Chad
Aug 6	Hartlepool DMC	Prom 78
Sep 3	Dunlop MC (Bham)	—
Sep 10	White Horse MC	—
Oct 6	62 CC	—

The Inter Area Association Autotest is scheduled for September 17.

NATIONAL SPRINT CHAMPIONSHIP

Apr 1	BARC (NW)	Oulton Park
Apr 9	Yeovil CC	Yeovilton
Apr 23	Austin-Hailey CC	Upwood
Apr 30	MAC	Curborough
May 20	SUNBAC	Wellesbourne
Jun 4	Shenstone DMC	Curborough
Jun 18	Longton DMC	Longridge
Jul 16	Longton DMC	Blackpool
Jul 30	Bristol MCLCC	Wroughton
Aug 19/20	BARC (L & Home Counties)	Blackbushe
Sep 9	Brighton & Hove MC	Brighton
Oct 1	Chertingham MC	Wroughton
Oct 7	Burham-on-Sea MC	Weston super Mare

One further event to be run by Lancs AC at Oulton Park has yet to be finalised.

Briefly . . .

● Paul Smith was elected BMRMC lady marshal's Dish of the Day at last Sunday's BRDC Donington meeting.

● Owing to business and personal reasons Peter Slade is unable to drive his Royale Sports 2000 car as originally intended. However, the Quentune-prepared car will be campaigned for the rest of the season by Denny Shatuck who drove an Elden FF car for the Catnic team alongside Ted Wentz in 1973.

● John Harlow, who has driven the works development Tiga FF77 in Formula Ford events this year suffered his eighth engine blow-up of the season at Rufforth recently and extensive damage to the car in the Silverstone pile-up a week previously. Harlow, who has financed the season himself, will have to return the car to Tiga unless some financial assistance can be found soon. Anyone in a position to help him out can find him on Collingham Bridge 2094 (home) or Leeds 625343 (business).

● Tony Merridale, the 38-year-old rallycross and autocross driver from Ware, Herts, has recently acquired a second Esso site at Westcroft Service Station, Cricklewood Lane, London, NW2. This year Tony is competing under the banner of Team Esso Uniflo and plans are already in hand to continue next year with a new car.

● ICL, the British computer company, have joined forces with Royal Grafton China to sponsor New Zealander Rob Wilson for the remainder of the 1977 season. Wilson's Reynard FF2000 has already had some successful outings including a win at Mallory Park just three weeks after the ICL tie-up. The computer giant, besides helping Wilson financially, have also had some promotional material printed and intend to display the car regularly at their various branches.

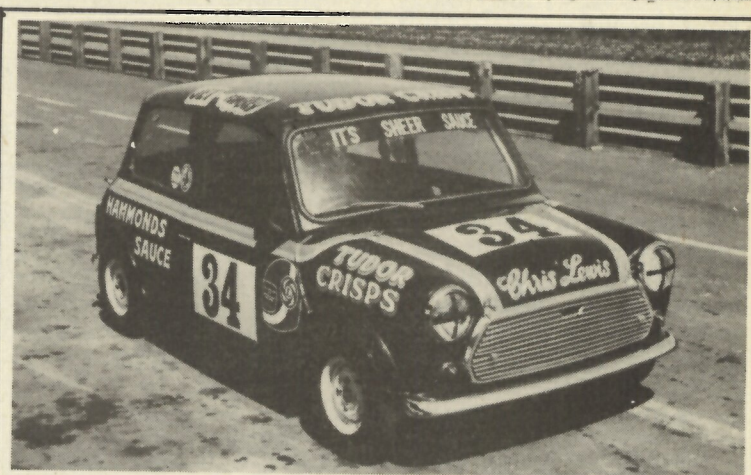
● Tom Wood's Royale appeared in last Sunday's Brush Fusegear round at Donington with sponsorship for the first time from Dimex, the chemical manufacturers. Wood finished fifth in both his heat and the final, and he holds fifth place in the Brush Fusegear Championship!

● Kenneth Acheson, the 19-year-old Formula Ford driver from Northern Ireland, returns to the English shores this weekend to compete in the Brush Fusegear round at the Silverstone TT meeting. For the final round on October 1 at Silverstone, Acheson will be joined by Trevor Templeton, both driving Crosslés.

● And then there was one! The Manitou-LE BMW *equipe* is a bit thin on the ground at the moment. At Donington last Sunday, Derrick Brunt and Graham Miles were absent as their engines were in pieces following blow-ups the previous week at Silverstone, and at Donington Jim Marsden's 3.0 Si retired with clutch failure. At least the sole remaining car, David Taylor's, convincingly won the race.

● The SKF Clubmans race at Thruxton last weekend was rather processionary, although some interesting machinery appeared farther down the field, notably Tony Nortons' ingenious Norton Mk6 and Jim Yardley's new Beagle Mk4. Sadly, Rob Cochran's interesting Ashfield was badly damaged when it hit the barriers at Cobb corner although he was fortunate to be extracted from the wreckage unhurt.

● The South Midlands region of the BMRMC host another of their popular forums in the Silverstone clubhouse tomorrow (Friday). As a preview to the Access TT, which takes place on Sunday, representatives of the Luigi BMW and Leyland teams will be in attendance. The forum panel will include Peirre Dieudonne, Jean Xhenceval, Claude de Wael, Andy Rouse and Derek Bell and the evening kicks off at 8pm.



Chris Lewis, who is currently lying joint fifth in the Leyland 850 Challenge in only his first full season of racing, is enjoying backing from the Hammonds Sauce Group (who also sponsor Chris Craft's Group 1 Capri) and Tudor Crisps. Lewis is a marketing manager with a food cash and carry company in Durham and the injection of finance from his sponsors has enabled him to go racing successfully, for which he is very grateful.

● Regs are now available for the 60 & Worcester MC's Autumn Leaves Rally on October 15/16. The event is being sponsored by Essco of Worcester and the 140-mile route will start from Bengry's at Leominster. Peter Bonham of 17 Firtree Road, Fernhill Heath, Worcester (tel: Worcester 51729) has the details.

● Because the site is not available, Winchester & District CC has postponed their RAC/BTRDA Production Car Trial Championship round from September 25 to October 2.

● With John Pollock back in Atlantic, driving Gerry Kinnane's Chevron B29, Irish Atlantic looks very good indeed. Unfortunately Pollock missed Mondello's recent race when Kinnane's eagle eye noticed a loose oil line connection in the high pressure area at the pump on the ex-Jeremy Rossiter car, and he pulled in the car after the warm-up lap. Gerry had dark mutterings about 'expert' British race car preparation, which in this case could have caused a monumental shunt had not the spit and hope connection being copped in time!

● Lindholme Motor Sports Club, of Doncaster, are promoting their fourth 'Stages Rally' on October 1, sponsored for the first time by Norking Aluminium Ltd. This year the rally will feature some forestry stages as well as the more usual airfields and farm tracks and will take place in South Yorkshire, Lincolnshire and Nottinghamshire. The 90 crews leaving the start at Allison's Garage, Wheatley Hall Road, Doncaster will be competing for £315 in cash awards plus trophies. Spectators are welcome at the start, finish and on selected stages. Entries are available from Peter Bell, Room 6, 222 Stoops Lane, Bessacarr, Doncaster, S. Yorks; tel: 0302 59261 (evenings).

● Some confusion has arisen over the engine builder named Ray. It is not Bert Ray but David Ray Racing Engines who can build powerful yet reliable FF1600/2000 motors and BDAs. David Ray used to work for Oselli and he is still based at Eynsham and can be contacted on 881806.

● Gordon Spice Ltd have recently compiled a catalogue of their comprehensive range of race and rally parts which includes Linea Sport FPT racewear, Fire Eater extinguishing systems, Griffin helmets, Luke safety harnesses and Dzus fasteners, Metcom intercom kits and the Gordon Spice 2½kg rally extinguishers. Copies of the catalogue (price 75p) can be obtained from Hugo Tippet at Gordon Spice Limited, 12A Central Trading Estate, Staines, Middlesex.

● The Maidstone & Mid-Kent MC have pleasure in announcing their Bosom Trophy Trial, to be held on September 25 at Harp Farm, Boxley. The trial, their longest running event dating back to before the last war, is a round of the RAC, Semperit/BTRDA and Southern Pitstop championships. Regs are available from Peter Freundlich, 4 Vicary Way, Maidstone, Kent ME16 0EJ.

● Clubmans competitors at a recent Goodwood sprint collected £21.50 towards the toy library collection in memory of Jonathan Canning.

● Tim Moores is now the sprint and hillclimb representative of the Clubmans Register and is compiling a list of all non-racing Mallecks, Gryphons etc. He can be contacted on Farnborough 45112 (evenings) or Farnborough 44411, extension 272 (days).

● A missive arrived from Ireland this week to remind competitors that the Leinster MC are offering considerable assistance with expenses for cross-Channel drivers entering the Leinster Trophy meeting on September 25. The event is being sponsored by Texaco and Formula Atlantic, FF, F Vee and G1 saloons will be welcome. Details from Valerie Fildes on Dublin 384477 or Brendan Lynch on 01-385 5084.

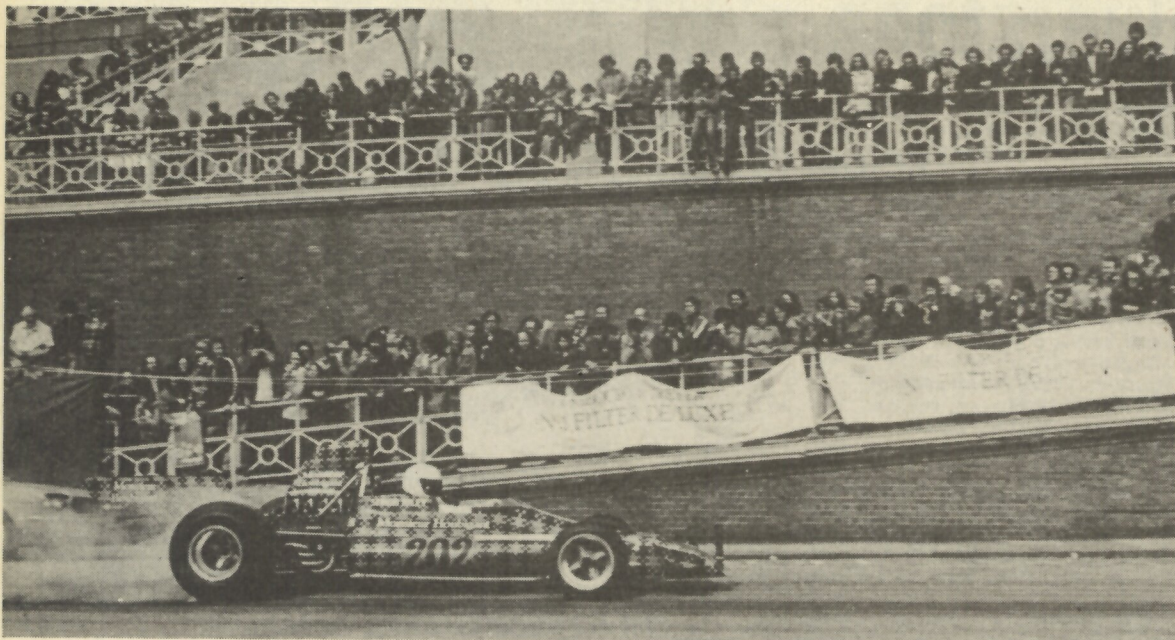
● With Jack Pearce leading the Semperit/BTRDA rankings and Julian Fack the RAC Trials Championship another close battle is obviously on the cards at the Stone Trough Trial on Yarnbury Moore near Grassington, West Yorkshire on Sunday. As usual most of the top Trialers in the country will be entering for what is always a most enjoyable day's sport. And, what is more, entry for spectators is always free at Sporting Trials.

● David Winstanley, the Cheshire car dealer, has set up what he believes to be the first racing agents. Working on the lines of an estate agent, he will sell a car for a competitor taking care of all the advertising and the other hassles involved in selling. The response to his first advertisement has been very good and he now has some 12 cars in stock covering a variety of formulae. He may be contacted at Sandbach 4988.

● Irish FF driver Brendan Lynch is competing at Phoenix Park this weekend with his Hawke DL11 with the same race number he wore when he won his last bike race there in the fifties. These were push bikes, by the way, and in his last event he won two awards. Denis McCarthy, the Naas auctioneer who sponsors Lynch, is hoping for a good result again.



Harris Crown Brand Bacon are to sponsor Dave Horsley's Malleck U2 Mk16 for the rest of the season. Alex Ferrada has tested it on the full Silverstone Grand Prix circuit, getting down to within 1sec of his own lap record. Horsley, who has previously raced saloon cars in the north, intends to enter the remaining rounds of the Oceanair championship. Dave is Managing Director of Horsley Bacon Ltd who have a chain of shops in the north-east and it is through his business interests that sponsorship has been obtained.



Simon Riley powers the Brabham BT33 along the spectator-lined Madeira Drive.

Riley up the front

In an unexpected cliff-hanging finish, Simon Riley set BT33 on the very last run of the annual Brighton Speed Trials on Saturday, establishing a new course record (18.28s) and narrowly beating Alan Richards, who had been his close rival throughout the day.

Riley, driving the orange and black DFV-powered Monsieur Houbigant Brabham BT33 and Richards in his F5000 Cheltenham Cameras Surtees had both broken David Purley's 1974 course record in the morning practice and tied on a sub-record 18.34 in their first runs. The Brighton & Hove MC sensibly ran these two last, Richards scorching down Madeira Drive first to knock a further 0.04sec off his first run time.

So it was all down to Riley. 18.30 to beat. As he approached the line, dropping the clutch, spinning the wheels for a few inches to warm the tyres, stopping and repeating the exercise, the atmosphere was unusually tense. Then the DFV revved steadily and Riley rocketed off down the kilometre course, the abrasive surface giving him the much-needed grip. The sizeable crowd waited for the announcement... but the timing equipment had failed and the run was untimed. So Riley would have to run again.

There was a gap while the cars returned from the far end of the course—competitors have to travel back down the drive as they are not allowed on the public roads running parallel—and Riley was towed back. More preparation, more tyre-warming, up to the line... and off again. This time, all was well and, within a split second of Riley crossing the line, an excited commentator announced his time... 18.28 and, incidentally, a terminal speed of 177mph. Some going.

Riley was delighted with his win in what is, without doubt, the most prestigious speed event in the country. Dating back to 1905, it is the oldest motor sport event in the British calendar and is now sponsored by cigarette and wine purveyors Fribourg & Treyer, who saved it from extinction last year.

With warm sunshine and a following wind, it was an ideal day for breaking records, and a number fell. Among the record-breakers was Glyn Giusti, who broke the T Register MG record in his supercharged 1466cc example, reducing last year's time by more than 1sec, BWRDC member Viv West (1.3 MG Sprite) who knocked more than 0.5sec

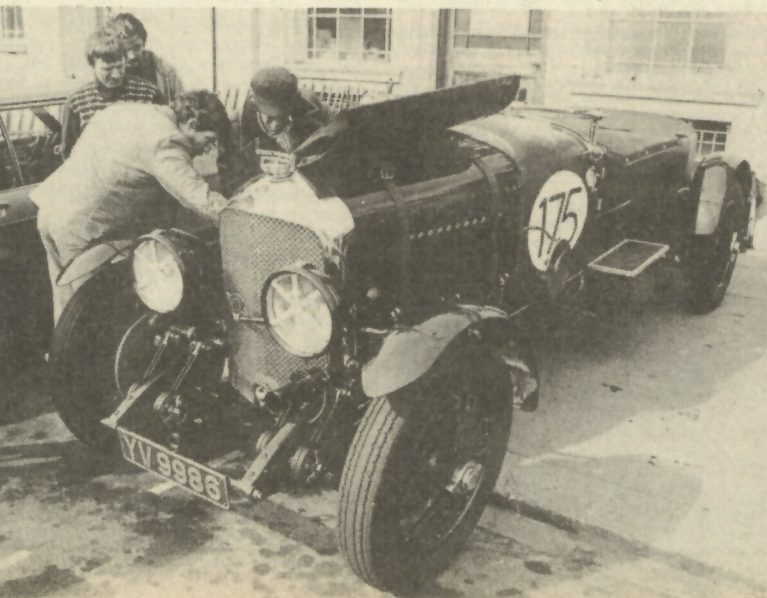
off the 1500cc sports and GT record and rallycross expert Rod Chapman who reduced the 2-litre normal and improved touring car record from 25.77 to 25.1.

As usual, the Brighton Speed Trials attracted a really varied hotch-potch of machinery, the 200-odd competitors being drawn from all sides of motor sport life, including the world of two-wheels. While it is easy to understand why the likes of Riley and Richards run their very powerful single-seaters at this popular event, it is more difficult to see the point of running Formula Fords as, among others, did Kent Messenger champion Tony Halliwell and Lydden sponsor Len Marchant.

It is an important event on the calendar as well as being—if the weather is good as it was on Saturday—a jolly good day out. The atmosphere is, perhaps, typified by the tongue-in-cheek notice on the official caravan: "Our policy is one of continuous improvement and the management reserves the right to change numbers, times and its mind without notice. Ivor Wrongun, Results". Mmmm, yes!

Jolliest story of the day surrounded some members of the Bentley Drivers Club, whose immaculately turned out machinery was the envy of all. They

The search for the 'missing' Bentley drivers gets under way in the paddock.



popped off to have a suitably superior lunch in Brighton and did not return in time for their first runs, having got stuck in a lift. All part of life's rich pattern, I suppose.

As far as the Brighton club's organisation goes, it seemed pretty slick. Run followed run regularly and the informative commentary capably covered the time taken to bring back the cars from the finish. It seemed strange, however, that the racing cars, which have to be pushed to the start, were paddocked at the farthest point from the startline whereas the driveable saloons were right next to it—surely something which could be changed for the future.

ROBIN BRADFORD

BTD: Simon Riley (Brabham-DFV BT33), 18.28s. **Class winners:** J. L. Goddard (1.6 Frazer Nash); T. Gibbs (1.0 Chrysler Imp), 27.4s; C. Clarke (1.3 Mini Cooper), 27.6s; R. Chapman (2.0 Ford Escort), 25.1s; H. Tyack (3.0 BMW Coupe), 25.74s; V. West (1.3 MG Sprite), 27.1s; G. Giusti (1.5 MG T-type), 28.7s; R. Shaw (2.5 Ferrari), 26.8s; J. Pope (5.4 John Pope Special), 22.41s; M. J. Trentham (Bentley Mk6/SI), 27.3s; P. Blankstone (1.6 Mallock), 23.08s; R. Marsland (Chevron), 21.50s; J. Ward (500 Cooper), 23.18s; P. M. Edwards (1.9 Brabham), 21.45s; A. Richards (5.0 Surtees), 18.30s.

Davies finally does it

After a season of real frustration it was smiles all round for Eric Davies when he finally managed to finish a rally in his home country last weekend. More to the point he won the Cilwendeg Rally, run by Teifi Valley, by a substantial margin from Mick Briant and Dave Kirkham.

The first event after the summer recess, the rally attracted a good entry of 114 for the 190 mile thrash round the classic sections surrounding Newcastle Emlyn, but quite a lot of crews showed obvious signs of the lay-off with performances which were not up to their usual standard.

With fog on the top of the mountains and slippery conditions in places, it was not an easy passage for the drivers and Bill Gwynne, the *Motoring News* Championship leader found this out in the latter part of the night when he slammed into a tree in his Escort causing substantial damage. At the time he had a fair lead over Davies who, in turn, was comfortably ahead of his rivals.

In the end Davies and David Jones brought their Escort 1800 home on 57m 35s with Briant/Kirkham finishing on 60m 19s in their RS2000. Ron Beecroft and John Millington made a long distance trip worthwhile by taking third in their RS2000 on 65m 8s and this result gives Beecroft the lead in the championship and leaves Millington a long way ahead in the navigators table.

The next two places were keenly fought over with Geoff Kitney/Alan McCann (RS2000) beating Peter Gerbez/Dennis Osborne (RS1800), by 35sec. Graham Davis, brother of Howard Davis, brought his Escort 2-litre into sixth spot with Phil Jones, but a long way behind.

In the BTRDA Silver Star Championship there's a new leader in the navigators section for Peter Forrester, who navigated Roland Young into ninth place, has moved into the lead on 78pts demoting Howard Moore to second. Dennis Osborne has moved into the top four after his fifth spot.

1. E. Davies/D. Jones (Escort 1800), 57m 35s; 2. M. Briant/D. Kirkham (RS2000), 60m 19s; 3. R. Beecroft/J. Millington (RS2000), 65m 8s; 4. G. Kitney/A. McCann (RS2000), 66m 24s; 5. P. Gerbez/D. Osborne (RS1800), 66m 59s; 6. G. Davies/P. Jones (Escort 2-litre), 69m 30s. **Semi-experts:** G. Stone/B. Malynn (Saab 96), 79m 16s. **Novice:** David Jones/Dave Thomas (Mexico), 75m 26s (shortened route).

● After stalling on the first test Trevor Smith had to work just a little bit harder than normal before scoring his seventh BTD in this year's RAC and BTRDA Autotest championship, at Dunlop MC's event on the East car park at Fort Dunlop, Birmingham, on September 4. Smith (Midget) eventually caught up and passed Steve Stringer (Lotus 7) on the ninth of ten tests and he went on to victory by 2.5secs and now has a two point lead in the RAC title race.

● With five selectives, one of eight miles, included in a 180 mile route in Northants, Leicestershire, Cambridgeshire and Bedfordshire, the September Rally, run as a restricted event for the first time by the Bedford MC, provided mainly local crews with some keen competition. The event was won by organising club member Rick Parker and Mike Ladell (Avenger GT) who dropped 42m 40s with Chris Strakosch and John Shure second in their RS2000 on 44:0.

Informal Silverstone

The annual BMRMC Saturday meeting at Silverstone was a pleasantly informal affair as usual but, sadly, was very badly supported with some thin grids on the six race programme. The efficient and enthusiastic organisers really deserved better even though some of the racing was entertaining.

A Clubmans Sports race, with a few makeweight F4s thrown in, opened the day with Ray Edge (Mallock Mk17) just leading the similar car of Chris Hodgetts until half distance when the pair rounded Woodcote side by side, Hodgetts ousting Edge. Edge hounded Hodgetts, retook the lead two laps from the end and pulled away to an easy but smokey win because Hodgetts succumbed to a puncture. So Roger Barton's Mallock Mk18B, which had started 10secs after the rest, climbed dramatically into second with Mike Wilder's F4 Delta taking third on the last lap from Duncan Bain's Mallock Mk16.

With only seven starters, some mod-sports were added to the Special Saloon car race which was enlivened in the opening laps as Colin Hawker's repaired Burton/Tolemans Group 3.0 DFVW shadowed Bill Cox's 7.6 Capri before blasting away into the lead. Cox slowed with a misfire but still retained second ahead of Steve Phillips's understeering 1.6 Ford Escort which held third throughout although he was nearly caught on the last lap by Barrie Mutlow's 1.5 Sprite. Mutlow had climbed well through the pack having got past John Pearson's 3.8 Jaguar E-Type and deposed Paul Richardson's 1-litre Imp which was also caught and passed by Deidre Ward in husband Reg's 850 Wadham Stringer Mini.

The Morgan versus Porsche race was disappointingly professional with Charles Ivey's 1977 Le Mans Porsche RSR leading from flag to flag having passed Chris Cooke's 1.8 Morgan which jumped the start. Cooke retired handing second place to Rob Well's Plus 8

on the road but with a 10secs penalty (also for a jumped start) Tony Wingrove's Carrera snatched second in the results by 1sec. Although Adrian Yates-Smith's 911S finished fourth having kept just ahead of Paul Edwards' larger engined Carrera throughout, the latter threw his Porsche around in dramatic style.

Peter Morgan took his second consecutive Formula Ford win at Silverstone having pulled away in his A. D. Morgan and Sons Royale RP21 with Rhett Parker's Van Diemen RF77 in second. Mike Taylor (Crosslé 32F) challenged Parker before spinning down to fifth at Becketts on the ninth lap, promoting David Wheeler's Royale RP21A which diced furiously with David Widgor's Image, Wheeler annexing third by a length. Behind, Taylor just kept ahead of Rich Bacon's Paliser and Paul Wooten's Dulon MP17.

Paul Berman (1.6 Lotus Elan) led the modsports race easily with Tony Wingrove's Porsche and John Pearson's Oldham and Crowther Jaguar XK120 having equally lonely races in second and third. The real dice was for fourth and once Reg Woodcock (Jaguar E-Type) had dropped away, Barrie Mutlow (1.5 Sprite) just held off John Digby (1.0 Davrian). But coming out of Becketts for the last time Digby sneaked alongside and held the line through Woodcote to take the place.

As Adrian Russell pitted his Lola T460 with a rough engine, Ray Edge's still smoking Mallock Mk17 took over an enormous lead in the *Libre* race to take his second win of the afternoon. Initially Geoff Williams' well driven Lotus 22 (with 59 bodywork) held a strong second but he retired with a broken plug handing the place to Sid Marler's Gryphon Ellova with Lorina Boughton's FF2000 Sark next up and fast being caught by Duncan Bain's Mallock Mk16.

COLIN MASTERMAN

results

Clubmans Sports race (12 laps): overall: 1, Ray Edge (Mallock Mk17), 11m 57.8s, 96.77mph; 2, Roger Barton (Mallock Mk18B), 12m 31.6s; 3, Mike Wilder (Delta IRF4), 12m 57.0s; 4, Duncan Bain (Mallock Mk16), 12m 58.2s. **Fully modified:** 1, Edge; 2, Barton; 3, Bain. **Fastest lap:** Edge and Chris Hodgetts (Mallock Mk17B), 58.8s, 96.45mph. **Formula Ford:** 1, Alex Moss (Phantom P76B), 12m 13.0s, 86.87mph; 2, Nigel Christman (Mallock Mk18B); 3, Roger Fullagar (Mallock Mk14B). **Fastest lap:** Christman, 1m 05.0s, 89.06mph. **Formula 4:** 1, Wilder, 88.40mph; 2, Mike Brett (Brabham BT15/21); 3, Clive Alexander (Ensign MN77). **Fastest lap:** Wilder, 1m 03.6s, 91.02mph.

Special Saloons and Modified Sports Cars (12 laps): overall: 1, Colin Hawker (3.0 DFVW), 12m 31.8s, 92.00mph; 2, Bill Cox (7.6 Capri Chevrolet), 13m 24.0s; 3, Steve Phillips (1.6 Ford Escort), 13m 02.0s; 4, Barrie Mutlow (1.5 Sprite), 12m 52.8s. **Special Saloons over 2500cc:** 1, Hawker; 2, Cox. No other starters. **Fastest lap:** Hawker, 58.4s, 99.12mph. **1301 to 2500cc:** 1, Phillips, 81.00mph. No other starters. **Fastest lap:** Phillips, 1m 10.0s, 82.70mph. **1001cc to 1300cc:** No starters. **851cc to 1000cc:** 1, Paul Richardson (1.0 Chrysler Imp), 13m 10.6s, 80.00mph; 2, Brian Miles (Mini). **Fastest lap:** Richardson, 1m 10.8s, 81.00mph. **Up to 850cc:** 1, Deidre Ward (Wardspeed Mini), 13m 07.6s, 80.00mph; 2, Paul Mainwaring (Mini). **Fastest lap:** Ward, 1m 09.6s, 83.17mph. **Modsports:** 1, Barrie Mutlow, 82.00mph; 2, John Pearson (3.8 Jaguar E-Type); 3, Bill Nicholson (1.8 MGB). **Fastest lap:** Mutlow, 1m 08.6s, 84.39mph.

Morgans versus Porsche race (12 laps): 1, Charles Ivey (3.0 Porsche RSR), 13m 08.8s, 88.06mph; 2, Tony Wingrove (2.7 Porsche Carrera), 13m 41.0s; 3, Rob Wells (3.5 Morgan), 13m 42.0s; 4, Adrian Yates-Smith (2.2 Porsche 911S), 14m 00.0s. **Fastest lap:** Ivey, 1m 04.2s, 90.17mph. **Up to 1600cc:** 1, Alan Kennedy (Morgan 4/4), 13m 42.2s, 77.44mph; 2, David Long (Porsche 912); 3, John Millbank (Morgan 4/4). **Fastest lap:** Kennedy, 1m 12.4s, 79.96mph.

Formula Ford (12 laps): 1, Peter Morgan (Royale-Minister RP21), 13m 03.8s, 88.62mph; 2, Rhett Parker (Van Diemen-Minister RF77), 13m 10.0s; 3, David Wheeler (Royale-Harris RP21A), 13m 18.2s; 4, David Widgor (Image FF2B), 13m 18.8s. **Fastest lap:** Morgan, 1m 04.2s, 90.17mph.

Modified Sports Cars (12 laps): overall: 1, Paul Berman (1.8 Lotus Elan), 12m 58.8s, 89.19mph; 2, Tony Wingrove (2.7 Porsche Carrera), 13m 35.2s; 3, John Pearson (3.8 Jaguar XK120), 13m 39.4s; 4, John Digby (1.0 Davrian). **Over 2000cc:** 1, Wingrove, 85.21mph; 2, Pearson; 3, Reg Woodcock (3.8 Jaguar E-Type). **Fastest lap:** Wingrove, 1m 06.4s, 87.18mph. **1501cc to 2000cc:** 1, Berman; 2, Bill Nicholson (1.8 MGB); 3, Ricky Podmore (1.8 MGB). **Fastest lap:** Berman, 1m 03.6s, 91.02mph. **1151cc to 1500cc:** 1, Barrie Mutlow (1.5 Sprite), 13m 59.8s, 82.72mph; 2, Peter Hanman (1.3 Mini Marcos); 3, David Humphries (1.3 MG Midget). **Fastest lap:** Mutlow, 1m 08.8s, 84.14mph. **Up to 1150cc:** 1, Digby, 82.74mph; 2, Andy Driver (1.0 Clan Crusader). No other starters. **Fastest lap:** Digby, 1m 09.0s, 83.90mph.

Formula Libre: 1, Ray Edge (1.6 Mallock Mk17), 11m 59.8s, 96.50mph; 2, Sid Marler (1.6 Gryphon Ellova Abbott), 12m 25.8s; 3, Lorina Boughton (Sark Rowland FF2000), 12m 28.0s; 4, Duncan Bain (1.6 Mallock Mk16). **Fastest lap:** Adrian Russell (2.0 Lola T460 Swindon), 55.8s, 103.74mph.

Bill Nicholson's venerable B roadster laps Denny Hulford's Unipower.



Robin Jager and Betty Sheldon were leading after the first round.

New series starts

Awaking from their summer hibernation 16 Trials drivers dusted off their cars and gathered at Dronfield for the first round of the brand new ShellSport Northern Trials Championship. Organised by Roger Mount and the Sheffield & Hallamshire club ten hills were tackled four times and, as the organisers had also laid on sunshine, smiles were the order of the day.

As it was the first Trial of the new season, the first courses were of a breaking-in nature and, after the first round, Robin Jager and John Ward led on three points from Peter Dibble on four and Eric Eadon, Lol Hurt and Keith Butterfield on five. But, by the lunch break, it was Lol Hurt leading in his brand new car which was narrower than last year's machine. Others to show change from their last appearance were the Butterfields who had both fitted rack and pinion steering, Neil Bedford who had bought Graham

Booth's Facksimile and Robin Jager who had a new fairly secret demon model which seemed to work.

After a fairly long break basking in the sun the drivers regathered for work and Eric Eadon simply left everyone else for dead. He cleaned virtual everything and ran out the winner from Lol Hurt and Rogin Jager. It was good to see Ralph Needham (now in a new amazing 31st year of trialling) in the top six and newcomers Roger Willey and Bill Rhodes thoroughly enjoying themselves in their new cars.

The Championship itself got off to a very successful start with Eric Eadon leading both the main competition and the Novices Section. Eric Eadon a novice? Well according to the rules—yes.

1, Eric Eadon/Barry Webster (Eadon), 16pts; Lol Hurt/Lew Lait (Imp Special), 18pts; 3, Rogin Jager/Betty Sheldon (Facksimile), 23pts; 4, Keith Butterfield/Joyce Butterfield (Cannon), 28pts; Ralph Needham/Philip Butterfield (Cannon), 31pts; 6, Peter Dibble/Roy Harris (Leyspec), 42pts.

Giles in Camelot

Ian Giles, head of Mini Bits of Weston, scored a comfortable 2mins victory when, navigated by Pete Davis he took his Dolomite Sprint to victory on the Camelot Rally run jointly by Tavern MC and Salisbury & Shaftesbury MC.

Ninety crews turned out on a fine evening for the 145 mile route which was based on Shepton Mallet and used three loops. There was a lot of police 'presence' and one crew claimed they were delayed for 7mins and this cost them the rally.

Giles and Davis dropped 54m 9s on a tightly timed event which contained one selective and this was 2:8 ahead of Pete Coleman and Mike Gray in their RS2000. Third were Ian Short and Roger Hunt (RS1800) on 56:20 with John Prior and J. Grimson fourth in their Ford Mascot on 58:21. The Mexico of R. Richens and B. Barrett was fifth on 66:23 and sixth were S. Smith and P. Waterman (Cortina) on 69:35.

Best of the semi-experts were G. Mullins and G. Mullins (Dolomite Sprint) who were ninth on 97:47 and the top novices C. Henley and C. Jennings (Anglia), were 19th on 1F 105:49.

Stephens romps away

With one of the lowest index of performance figures ever achieved—only 8.8 per cent—Mike Stephens romped away with the Lancs & Cheshire CC's round of the RAC Production Car Trial Championship at Booths Farm, Longnorth, near Buxton, last Sunday. He dropped 7 marks on the 36 sections but even so, was beaten by one mark by Mike Hinde in his Imp. Unfortunately Hinde had no opposition in his class and ended with the highest index of the day's class winners.

Barry Parker dented Geoff Spencer's hopes of taking the RAC title well and truly when he beat him by six marks in their all Cooper struggle but Roger Bricknell strides on towards overall success by taking his Anglia Estate to an eight mark win in the second class. An HRG, driven by R. Clark, beat the Midget of Jim Loveday in the sports class by 15 marks and Ken Waddington (Imp) beat Edgar Wadsworth's Fiat in the first of the two rear engined drive classes.

Overall: M. Stephens (Mexico), 7 marks lost. **Class winners:** B. Parker (Cooper), 21 marks; I. Bricknell (Anglia Estate), 34 marks; R. Clark (HRG), 64 marks; K. Waddington (Imp), 34 marks; M. Hinde (Imp), 6 marks.

First win for Watts and wife

Although only 5secs separated the two leaders in the Lynn Regis Finance Stages Rally on August 20, it was enough to give Rick Watts his first overall rally win. Rick and his wife Linda (Gates Group RS1600) got the verdict from Richard Raven and Gary Martin (K. C. Spindler Escort) who had to be content with second place for the second consecutive year.

This year's rally completely reversed Rick's luck on this event. Last year he went out on the first stage. It was the turn of last year's winner, Barry McGinn, to be out of luck this time, when he holed a piston on the first stage.

Third place went to Keith O'Reilly and K. Eddington (Mexico) 20sec behind Raven.

About 90 competitors took part in the event, organised by King's Lynn and District MC as a round of the Central Tyres Clubmans Championship. The stages covered about 40 miles in West Norfolk, mainly on farm tracks.

Alan Buckenham rolled his Mini on stage two after a brake pipe split and the Escort estate of Graham Etheridge met a similar fate on one of the Methwold stages. This was the stage where Chris Gable and Alan Nobbs, among the early leaders, had ignition failure along the muddy tracks and dropped several minutes.

Faultless Smith on the way

Trevor Smith took another step towards the RAC Autotest Championship with a faultless display at the White Horse MC's event at Canons Marsh, Bristol, last Sunday. After a neck and neck struggle with his old rival Steve Stringer, Smith took BTJ by a comfortable 10secs margin, Stringer having made a mistake three tests from the end.

A meagre 23 competitors turned up for the contest, held over 18 tests, and the Smith-Stringer battle was the only highlight of an event where all other class winners ended up way ahead of the opposition.

For once Dick Squire (Sprite) was not quite on the pace with Smith and Stringer and he ended up 9secs slower than the Lotus Seven driver. Mike Halliday and Richard Yapp battled spiritedly with their Sprites, ending up only 0.7secs apart.

BTD: T. Smith (Midget), 732.8s.
Class winners: B. Johns (Mini), 865.4s; R. Field (Cooper S), 860.0s; B. Luker (Mexico), 951.3s; S. Stringer (Lotus 7), 742.3s.



Carol Lloyd's immaculate Midget was out of luck at Wiscombe.

ADO wins at Wiscombe in Guyson/BARC round . . .

Alister Douglas-Osborn scored his second win of the weekend in the 3-litre Waring & Gillow Pilbeam R22 when he took the 14th round of the Guyson/ BARC Hillclimb Championship at Wiscombe last Sunday with yet another near-record 37secs run. Roy Lane brought the DFV-powered Fenny Marine March 741 into the 37secs bracket as well, to take second place behind ADO, while Chris Cramer's 3.4-litre Grunhalla Lager March 76A came home in third place. Rob Turnbull (2.0 Ralt RT1) and Martyn Griffiths (2.2 March 74P) tied on the same time for fourth place, with Turnbull taking the verdict on aggregate since Griffiths' first run had ended with a spin at Martini and had recorded no time.

John Meredith has now pulled up to within 1.05 points of Charles Barter at the head of the Guyson/BARC table and mathematically has only to improve by one-third of a point more than Barter at Harewood to "lift" the championship on the very last lap.

The newly-formed London and Home Counties Centre of the BARC took on quite a responsibility when they organised their first hillclimb at Wiscombe last Saturday and Sunday. A number of delays and minor accidents interrupted the smooth flow of the SMB Automobiles (BMW)-sponsored event and the final runs of the day more or less coincided with the 7pm Sports News. Terry Tattam (1.3 Cooper S) had 1sec in hand over Browne's Escort TC to take the Touring car class in 47.01s,

whilst Charles Barter scored his by now almost traditional special saloon class win in the 1000cc Hartwell Imp on 44.06 to Robert Barter's 44.3 second place in the same car. John Milford (1293cc Cooper S) and John Meredith (1.4 Cooper S) tied for first place in the over-1000cc Special Saloon class with 43.75—the verdict going to Milford by 43.64 to 43.75 (which was also the time for Milford's other run of the day).

Kim Johnson's MG Midget was a clear winner in the 1300cc Production Sports Car class on 45.78, from Tim King (MG Midget), 46.03 and Duncan Welch (MG Midget), 48.44, while Josh Sadler again assailed the hill with the Porsche Carrera to take the 'unlimited'

. . . and on Saturday

ADO's first win of the weekend had been in the RAC Leaders series on Saturday, when he set a new outright course record of 37.74s—nearly 0.66sec less than his own previous record time! Martyn Griffiths, fighting engine frame maladies on the 2.2 litre Severn Advertising March 74P got down to 38.59 to gain second BTD, while Ted Williams just snatched third place with the 2.2-litre March 752 from Rob Turnbull's Ralt RT1.

John Milford (1293cc Cooper S) had a fairly clear run in the combined special saloon class and his time of 43.56 was safely ahead of the 1977 Leaders Champion, John Meredith, who took the 1428cc Cooper S to a comfortable 43.90 to win the unlimited capacity section. Josh Sadler's magnificently whispering Porsche 911 Carrera scorched up the hill in 44.08 to take the GT and Modified Sports car class from the remarkably consistent Lotus Elan of Stuart Watts who recorded 44.65 on both his runs. Anthony Boshier-Jones made what must surely be the fastest ever climb by a 1600cc Sports Racing car with a resounding 40.94 to take the class from Tony Westwood's U2 (41.03), while Norrie Galbraith's U2

class at 44.03 from Stuart Watts' Lotus Elan with 44.43. Anthony Boshier-Jones gave another virtuoso display in his IWR Engines Mallock U2 to take the Clubman Sports class at 41.62 which was over 1sec up on the winner of the 1300cc GT and Sports Racing class—Jeremy Lord in the interesting Dextra 7 (42.77). Tony Westwood made two excellent climbs in his 1600cc Mallock U2 MK18b to make it a "Datamatic" one-two by winning the class in 40.50 from John Pascoe's Mallock U2 on 43.24.

Norman Hutchins had another successful day in the Phoenix to take the over 1600cc Sports Racing class from the Mallock U2 of Richard Fry for the second time during the weekend.

David Gould's Terrapin again took the 1100cc racing car class with a consistent 42.37 climb, with Tom Hart's Chevron B9 about 0.5sec down in second place at 42.86. Alan Clennell at last had the class win which he has been looking for—and richly deserving—for some time now, bringing the GRD 373 into the results with a well controlled 41.01 to head off Allan Humphries' March 772 by exactly 0.01sec (41.02), with John Hart claiming third spot in the Brabham BT40 on 41.23. Alister Douglas-Osborn not unexpectedly won the "unlimited capacity" single-seater class with a near record 37.81 to which Martyn Griffiths replied with a well modulated 38.16 climb in the Severn Advertising March followed by Roy Lane (38.25) and David Franklin (March 742) on 38.58.

BOB COOPER

BTD: Alister Douglas-Osborn (3.0 Pilbeam R22), 37.81s.

Class winners: Terry Tattam (1.3 Cooper S), 47.01s; Charles Barter (1.0 Hartwell Imp), 44.06s; John Milford (1.3 Cooper S), 43.64s; Kim Johnson (1.3 MG Midget), 45.78s; Josh Sadler (2.7 Porsche 911 Carrera), 41.62s; Anthony Boshier-Jones (1.6 Mallock U2), 41.62s; Jeremy Lord (1.3 Dextra 7), 42.77s; Tony Westwood (1.6 Mallock U2), 40.50s; Norman Hutchins (1.9 Phoenix), 41.70s; David Gould (1.1 Terrapin 1G), 42.37s; Alan Clennell (1.6 GRD 373), 41.01s; Alister Douglas-Osborn, 37.81s. (Guyson/BARC Top Ten and BTD Awards Championships; no official times produced by the organising club.)

Guyson/BARC Hillclimb Championship (Positions after 14 rounds): 1, Charles Barter, 82.31pts; 2, John Meredith, 81.36; 3, Josh Sadler, 78.56; 4, John Milford, 78.21; 5, Anthony Boshier-Jones, 75.21; 6, Stuart Watts, 72.78s; 7, Robert Barter, 71.18s; 8, Terry Tattam, 70.74; 9, Brian Moyse, 69.92; 10, Roy Lane, 68.01.

Guyson/BARC BTD Awards Championship (Positions after 14 rounds): 1, Alister Douglas-Osborn, 71; 2, Roy Lane, 66; 3, Chris Cramer, 56; 4, Peter Kaye, 40; 5, Martyn Griffiths, 37; 6, Malcolm Dunningworth, 24; 7, Rob Turnbull, 21; 8, David Franklin, 21; 9, Anthony Boshier-Jones, 14; 10, Brian Moyse, 12.

slipped back a little in the attempt for second place in the Leaders' Championship with fourth on 42.84 behind John Pascoe (42.33).

Norman Hutchins (Phoenix) just beat Richard Fry's Mallock U2 to take the over 1600cc Sports Racing car class, while David Gould had little difficulty in consolidating his second place in the championship with a class winning 41.52 climb in the Terrapin 1G. The 1600cc racing car class went to David Morris (Mosign 001) with an excellent 40.18, while second place in this extremely competitive class went to the Brabham BT4 of John Hart on 41.13, who was in turn chased by the John Young Brabham BT35 of Jim Campbell with 41.15.

BTD: Alister Douglas-Osborn (3.0 Pilbeam R22), 37.74s (outright record).

Class winners: John Milford (1.3 Cooper S), 43.56s; John Meredith (1.4 Cooper S), 43.90s; Josh Sadler (2.7 Porsche Carrera), 44.08s; Stuart Watts (1.6 Lotus Elan), 44.65s; Anthony Boshier-Jones (1.6 Mallock U2), 40.92s; Norman Hutchins (1.9 Phoenix), 41s; David Gould (1.1 Terrapin), 41.52s; David Morris (1.6 Mosign 001), 40.18s; Alister Douglas-Osborn, 37.74s.

RAC Leaders Hillclimb Championship (positions after 13 rounds): 1, John Meredith 81pts; 2, David Gould, 69; 3, Russ Ward, 66; 4, Norrie Galbraith and Anthony Boshier-Jones, 64; 5, Kim Johnson, 63; 7, Duncan Welch, 62; 8, Barry Brant, 60; 9, Josh Sadler, 58; 10, Tom Hart, 57.

CLASSIC SALOON CAR CHAMPIONSHIP												Total points
	class/pos	Mar 12 Silverstone	Mar 27 Thruxton	Apr 11 Mallory Park	May 29 Mallory Park	Jun 19 Cadwell Park	Jul 09 Donington Park	Jul 31 Brands Hatch	Aug 14 Snetterton	Sep 04 Snetterton	etc	
1. Andy McLennan	D1	6	6	6	6	6	(5)	6	6	6		48
2. Bill Pinckney	B1	2	1	5	6	6	6	6	6	6		39
3. Craig Hinton	A1	2	5	6	4	2	3	(2)	4	3		29
Bob Meacham	B2	4	4	5	4	3	4	1	4	5		29
5. Chuck Nicholson	A2	1	2	4	1	5	5	4	4	3		27
6. Tom Hinds	D2	4	2	1	3	1	5	4	4	1		24
7. Judy Andreason	C1	1	1	5	4	1	1	4	4	1	6	21
8. Dennis Carter	C2	4	3	3	3	1	6	1	1	1		20
etc												

Low grids; good racing

A distinct lack of entries in some of the races detracted from, but did not spoil, the 750 MC's Snetterton meeting on Sunday, September 4.

The opening sports car race attracted six cars, four of which were Porsches; the 911E of John Charles Lock immediately took the lead followed by the 911S of Les Cheeseman. Although Cheeseman had practised faster than the leader, the expected challenge did not materialise as back-markers (and there were only four other cars on the track!) twice delayed the runner up, who managed to set fastest lap.

Alex Lowe (Chevron) relentlessly pulled away from his rivals in the F4 race to take the chequered flag with both arms raised as the win had clinched the AMHEC championship for him. Bob Laughton (Tecno 76-4) was second throughout but it was no easy task because when Mike Whatley retired his Brabham from third spot with a broken throttle cable, Eddy Heasell began an attack which only failed by 0.6sec.

Graham Kay (Mallock U2) spent most of the Atlas Photography F1300 championship race out of reach of a quartet who were elbowing each other frantically in the sort out for the runner up position. At half-distance John Law (Samantha U2) retired with mechanical failure, whilst Hugh Nicholls (Gryphon) spun and so fascinated Bob Davis that he emulated the manoeuvre, leaving just Charles Allen (Mallock U2) of the foursome to chase Kay. Suddenly on the last lap Kay's position became vulnerable: he had been over cautious lapping back markers and, out of a ruck of cars that emerged from Russell, Kay and Allen were scrambling side by side to the chequered flag. The verdict went to Kay but only by inches. Keith Messer (Messer 3) was third well ahead of anyone else.

Dick Adams scored his second outright win with his recently built 2.3 Chevette in only its second ever race, but the opposition who numbered just four were no serious threat. Phil Clarke and his 1.0 Imp were the most likely challengers but Phil had to start the race with intermediates on the front after a practice puncture. He still finished second ahead of the similar car of Bob Harman and the lapped 1.0 Mini of Alan Pearce.

The FF race promised a battle between local drivers, David Sears (Royale) Martin Watson (Hawke) and Glenn Eagling (Van Diemen) who all

lined up on the front row. Watson made the best start but Sears went past on the back straight and drove away to win without extending himself as Watson and Eagling, passing and repassing on every lap, delayed themselves. On the final lap, Eagling, whose car's handling had deteriorated due to what was later discovered to be two duff front shock absorbers, came off the back straight just ahead, shut or rather slammed the door on Watson and claimed the runner up slot.

Three cars dived closely for the lead at the head of a large field throughout the Reliant F750 championship race. Initially Keith Cooper, having his first race for a year in the Wessex Sp, he has just built, had the advantage but Lyn Evans took over with his Centaur until half distance when Bob Simpson made his move. The SS Reliant was still in front at the close but only by a length from Cooper with Evans, whose car appeared to be rather breathless in the closing stages, third 3secs behind. John Giles (JGS) led in the rest after both Dick Harvey (Darvi) and Iain Sclanders had retired.

Two immaculate cars dominated the processional Chandler Hargreaves Formula Junior championship race. For all but the opening tour Mike Harrison's Brabham BT2 headed Alan Bailie's Lotus 20. Behind these two, Al Black's Lotus 18 looked scruffy by comparison but proved remarkably fleet to remain well clear of everyone else.

The finale was provided by the Classic Saloons and it was grand. Bob Meacham, in his smokey Jaguar 2.4, set off at a furious pace in an attempt to break Bill Pinckney's recent run of success in a similar car. Pinckney was soon through to second and, setting a new lap record, closed on Meacham only to run a bearing before he could challenge. Meacham continued to entertain on his way to victory from the similar car of Chris Wood, Peter Hall's spectacular Ford Zephyr and Colin Lane's Jaguar. Fifth was Andy McLennan who made a complete nonsense of the start—well he forgot to turn the ignition on!—but then motored spectacularly through the field. This time even McLennan was upstaged because Craig Hinton let the back of his massive Jaguar Mk 7 swing out of every kerb he could find and, despite some ridiculous angles, he only spun once.

ANDY LEEDER

results

Sports cars, up to 1150cc, modsparts, 1151cc to 1500cc, modsparts, 1501 and over; modsparts, Porsche Marquie and MG Marquie cars (10 laps): 1, John Lock (2.2 Porsche 911E), 15m 22.2s, 74.83mph; 2, Les Cheeseman (2.2 Porsche 911S), 15m 30.6s; 3, David Long (Porsche 912), 16m 38.8s; 4, Dave Holliday (1.5 Turner), 16m 29.2s. **Modsparts up to 1150cc:** no starters. **Modsparts 1151-1500cc:** 1, Holliday, 62.79mph. No other finishers. **Fastest lap:** Holliday, 1m 47.2s, 64.38mph. **Modsparts 1501cc and over:** No starters. **Porsche Marquie cars:** 1, Lock; 2, Cheeseman; 3, Long. **Fastest lap:** Cheeseman, 1m 30.4s, 76.34mph. **MG Marquie cars:** No finishers.

AMHEC Formula 4 championship round (10 laps): 1, Alex Lowe (Chevron B20), 12m 13.4s, 94.10mph; 2, Bob Laughton (Tecno 76-4), 12m 28.8s; 3, Eddy Heasell (Brabham BT38C), 12m 27.4s; 4, Stuart Patterson (Lotus 59/69), 12m 27.4s; 5, Clive Alexander (Ensign MN77), 12m 24.4s; 6, Pete Smith (Palliser WDF4), 12m 32.2s. **Fastest lap:** Lowe, 1m 11.8s, 96.12mph.

Atlas Photography Formula 1300 championship round (10 laps): 1, Graham Kay (Mallock U2 Mk 18B), 12m 55s, 89.05mph; 2, Charles Allen (Mallock U2 Mk 11B), 12m 55s; 3, Keith Messer (Messer 3), 13m 04.4s; 4, Barry Webb (Mallock Delapena), 13m 36.4s; 5, Angelo Farina (Farina Dison), 13m 37.8s; 6, Henry May (Mallock U2), 13m 52.6s. **Fastest lap:** Kay and Allen, 1m 15.4s, 91.53mph.

Special saloons up to 850cc, 851-1000cc, 1001-1300cc and 1301cc and over (10 laps): 1, Dick Adams (2.3 Vauxhall Chevette), 13m 45.2s, 83.63mph; 2, Phil Clarke (1.0 Chrysler Imp), 13m 48.8s; 3, Robert Harman (Harman-Lister Imp), 14m 10.8s; 4, Alan Pearce (1.0 Mini), 14m 24.6s. **Up to 850cc:** No starters. **851-1000cc:** 1, Clark, 82.27mph; 2, Harman; 3, Pearce. **Fastest lap:** Clark, 1m 22.4s, 83.75mph. **1001-1300cc:** No finishers. **1301cc and over:** 1, Adams. No other finishers. **Fastest lap:** Adams, 1m 21.2s, 84.99mph.

Formula Fords (10 laps): 1, David Sears (Royale-Scholar RP24), 12m 32.8s, 2, Glenn Eagling (Van Diemen-CE5), 12m 42.6s; 3, Martin Watson (Hawke-Bectune D119), 12m 43.2s; 4, Nicholas Pearce (Hawke-DL11), 13m 09.6s; 5, Derek Fowler (Titan-Mk6C), 13m 11.0s; 6, Robin Green (Van Diemen-Scholar RF77), 13m 20s. **Fastest lap:** Sears, 1m 14.4s, 92.76mph.

Reliant 750 formula championship round (10 laps): 1, Bob Simpson (SS Reliant), 14m 10.4s, 81.15mph; 2, Keith Cooper (Wessex CH767), 14m 10.8s; 3, Lyn Evans (Centaur), 14m 14s; 4, John Giles (JGS Mk 5B), 14m 37.4s; 5, Richard Muston (DNC Mk3), 14m 47.6s; 6, Richard Stephens (Jerric 3C), 14m 48s. **Fastest lap:** Iain Sclanders (DNC Mk3), 1m 22.4s, 83.75mph.

Chandler Hargreaves Formula Junior Championship round (10 laps): 1, Mike Harrison (Brabham BT2), 13m 41.8s, 83.98mph; 2, Alan Bailie (Lotus 20), 13m 55s; 3, Al Black (Lotus 18), 14m 39.4s; 4, John Bonney (Lotus 22), 15m 06.4s; 5, Richard Baker (Lotus 20), 15m 09.4s; 6, John Narcisi (Gemini Mk2), 14m 04s. **Fastest lap:** Harrison, 1m 20s, 86.27mph.

Classic Saloon Car Championship round (10 laps): Overall and Class B: 1, Bob Meacham (Jaguar 2.4), 15m 26.4s, 74.49mph; 2, Chris Wood (2.4 Jaguar Mk1), 15m 38s; 3, Peter Halls (2.5 Ford Zephyr 6 Mk2), 16m 07.2s; 4, Colin Lane (2.4 Jaguar Mk1), 1m 29.4s, 77.19mph. **Class A:** 1, Chuck Nicholson (3.4 Jaguar Mk6), 16m 21s, 70.35mph; 2, Craig Hinton (3.4 Jaguar Mk7); no other finishers. **Fastest lap:** Hinton, 1m 36s, 71.89mph. **Class C:** 1, Judy Andresson (1.5 MG ZA Magnette), 16m 53.6s, 68.09mph; 2, Hugh Hutton (1.5 Wolseley 15/50), 3, Phil Hodkins (1.5 MG Magnette). **Fastest lap:** Judy Andresson, 1m 39.4s, 69.43mph. **Class D:** 1, Andy McLennan (A35), 16m 15.2s, 70.77mph; 2, Nicholas Amey (A35); 3, Tony Raine (A35). **Fastest lap:** McLennan, 1m 34s, 73.42mph.



Enjoying their first dry event for five years West Hants & Dorset CC attracted 48 competitors to their autocross near Bournemouth on Sunday and rally driver Bill Riddle (above) put the autocross lads to shame by taking BT. A first run time of 2m 22.3s over three laps of the 700 yard course gave him victory by a very wide margin as the noted specials driver Bob Light was over 3secs behind in his Aquarius. All the class winners had comfortable successes including Trevor Smith who, unable to drive his own Mini, borrowed the Riddle Escort for his first ever outing in a non-Mini type vehicle.

BTD: B. Riddle (Escort) 2m 22.3s. **Class winners:** I. Gill (Mini) 2m 32.9s; D. Wedmore (Mini) 2m 35.9s; C. Trueman (Escort) 2m 28.6s; J. George (Escort) 2m 29.5s; P. Biffin (Herald) 2m 52.5s; B. Light (Aquarius) 2m 25.5s; T. Smith (Escort) 2m 33.8s. **Novice:** R. Taylor (Escort) 2m 47s. **Ladies:** P. Hale (Escort) 2m 52.6s.

Blankstone blanket coverage

Unable to get an entry at Prescott Mrs Margaret Blankstone went to Curborough on September 4 for the SUNBAC sprint and went home with BTD after turning in a time of 39.09s on her second run in the Mallock U2 which she shares with her husband Peter. Unfortunately he was not present to see his wife's success—it was his turn on duty at the garage in Worfield near Bridgnorth.

The Blankstone U2 also took second fastest time of day and Class 7 in the hands of John Bailey who did 39.94 beating Graham Paterson's U2 by 0.5sec. It was a weekend of contrast for Paterson for the previous day he had been fifth in the RAC run off at the championship sprint at Oulton Park.

In an event to which single seater racing cars were not invited, third fastest time was set by the Escort 1800 of David Parr who took his class by 4secs in 41.22 while Chris Milner, winner of the production saloon class in his 2-litre Capri, did 41.43 to be fourth fastest.

BTD: Mrs M. Blankstone (Mallock U2), 39.09s.

Class winners: C. Milner (Capri), 41.43s; C. Wardle (Lotus 7), 42.35s; G. Evans (Elan), 42.47s; M. Junod (Alfa Romeo GTV), 46.08s; D. Parr (Escort), 41.22s; P. Langley (TVR 3000M), 44.99s; J. Bailey (Mallock U2), 39.94s; R. Rowan (Motus), 44.80s. **Best SUNBAC:** Bob Brewer (TVR 3000M), 46.17s.

Webb from Larkin

Ray Webb, driving his small engined Sprite took BTD by 5secs from John Larkin's Clubman GT at the Owen Motoring Club's autotest at Darlaston, near Birmingham last Sunday. Webb did the 12 tests in 473.6s.

Class winners: J. Larkin (Clubman GT), 478.2s; R. Atkinson (Sprite), 522.3s; C. Dickson (VW), 501.4s. **Best Owen:** A. Lees (Sprite), 543.3s. **Novice:** D. Allitt (Mini), 620.4s.

Ravenscroft at Curboro'

Several close contests within the class were the feature of the Shenstone Dist CC's sprint on the course they own at Curborough, near Lichfield, last Sunday. John Ravenscroft got the T. Ken FI car working satisfactorily at last and blasted out a comfortable 31.85s on his second run to take BTD without a trouble.

The first of the class battles occurred in the standard car sub section where M. Powell (Escort Sport), beat I. Maddox in an RS2000 by 0.1sec and a battle of Elans in road going trim. J. Hall overcame J. Dodkins by just 0.4sec.

In the special class for Reliants J. Devlin pipped Robin Rew in a Sabre GTE battle by 0.3sec but Rew produced his modified Sabre to win subsequent class. Alan Sargeant and David Stephenson had a rare old confrontation with their Cooper-Imp battle which Sargeant won by just under 0.3sec.

With Herbert Shepherd having given over his rare defeat of the week before and with Mike Overton cruising round to another easy class win, the last of the rear struggles came in the single-seater class where Malcolm Orme had to work a little to keep ahead of John Hinley in the Trojan, there being only 0.2sec between them at the finish.

BTD: J. Ravenscroft (Token), 31.85s.

Class winners: M. Powell (Escort Sport), 41.91s; K. Ball (Lotus 7), 41.26s; R. Hall (Elan), 40.40s; Devlin (Reliant Sabre), 42.72s; M. Junod (Alfa Romeo GTV), 40.01s; I. Sargeant (Cooper S), 39.06s; B. Whale (Escort), 38.71s; H. Shepherd (Jag Type), 39.40s; M. Overton (Marcos), 36.66s; J. Hinds (Mallock U2), 33.77s; M. Orme (Brabha BT30), 33.10s.

● Welsh Border CC had 22 entries for their unofficial 'practice' day at Par Farm, Oswestry, last Sunday, the event running under the title the Shropshire Star Trophy Rally. Winner was L. Cotton, who with Derek Lowe ended up with 249secs penalties in an Ascon. They were 11secs quicker than J. McCubbin and Geoff Page in a RS2000 with Dave Humphreys/Martin Evans (Escort), third on the same total

Top entry for Enduro

The enthusiastic Hayes & Harlington Kart Club promoted their Jubilee Enduro meeting at Blackbushe on Sunday. Over £650 in prizes were donated by the principal sponsors, TSB, Talasan Insurance, Hillthorne Engineering and Lowery & Sons Ltd. Over 30 teams of two drivers entered the four-hour race, each team being allowed one chassis and a pair of engines. A good sized crowd turned up to witness the action.

After early leaders Duncan Harland/Nicky Trillwood fell back to fourth with mechanical problems, they were replaced at the head of the field by the experienced crew of Malcolm Paul and Roger Moth. However, they too struck engine trouble soon after half distance leaving John Morton/Julian Burtleton to win from Robin Webb/Mark Treddwell. Both these teams were using the Hewland Arrow engines which have now proved their worth in this type of event.

A creditable fifth, after a 16-minute pit stop, were Brian Snelling and Alan Hughes just ahead of the 'all girl' team of Carolyn Grant-Sale/Judy Sharrock who drove magnificently, benefiting from Dave Buttigieg's personal assistance in the pits. The winner of the 'non-rotary valve' class was the McCulloch-powered kart of Brian Hunnisett and Peter Harmer who finished seventh overall. The winning pair took home nine trophies, such was the level of commercial interest shown in this superbly organised event.

Hayes & Harlington KC 4-hour Jubilee Enduro: 1, John Morton/Julian Burtleton (Zip-Arrow), 503 laps, 171 miles; 2, Robin Webb/Mark Treddwell (Lynx-Arrow), 488 laps; 3, Malcolm Paul/Roger Moth (Zip-Parilla), 485 laps; 4, Duncan Harland/Nicky Trillwood (Remrod-Parilla), 475 laps; 5, Brian Snelling/Alan Hughes (Zip-Parilla), 467 laps; 6, Carolyn Grant-Sale/Judy Sharrock (Remrod-Parilla), 467 laps.

Olds/Buckley joint leaders

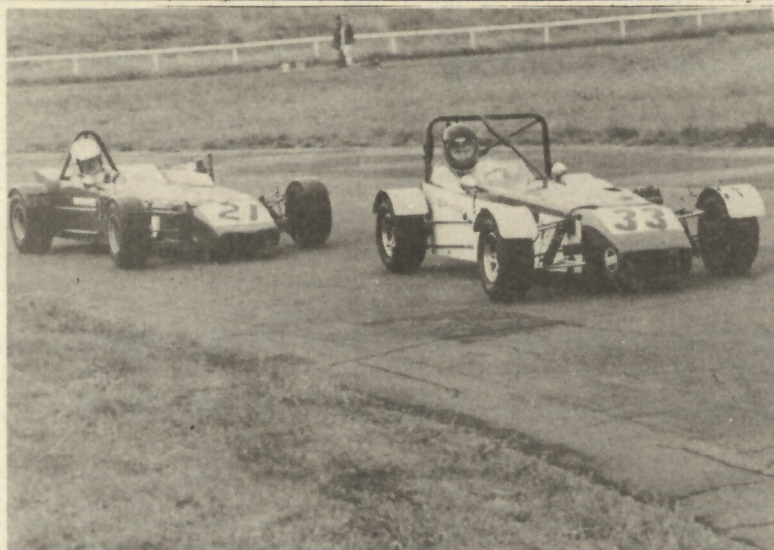
The battle is hotting up in *The Journal*/ANECCC Autocross Championship, and, with three rounds to go, Trevor Olds and Dominic Buckley are joint leaders after last Sunday's round run by Hadrian CC near Morpeth. Hayles Safety Glass sponsored the event which attracted 54 entries and Olds, in his 1340cc Mini, beat his old adversary by exactly 1sec on the aggregate of best two runs.

Each driver now has 67 points and they have pulled away from Gordon Leeming who had a poor day with his Hornet and is now 6pts adrift. Stuart Kellett and Phil Kaiser had a good battle in the small engined Mini class, Kellett taking the honours by 1.4sec but Steve Matthewson was a very comfortable winner of the up to 1-litre class beating Vic Abbot by 9secs.

A rare Renault 14/70, belonging to David Chisholm, saw off a variety of Minis in the 11 strong up to 1300cc class the best of whom was D. Phillips but he trailed the Renault by 1.2sec.

Alan Conley, who rolled his Anglia on the first run stormed back to win his class by 2.6secs from Edwin Jackson's 1293 Mini and Escort pilots John Lindores and Buckley, as well as Olds, all scored very comfortable wins. That Saab of Gordon McCombie was back in action after losing a wheel at a recent event. This time it lost another wheel.

BTD: T. Olds (Mini), 4m 21.6s.
Class winners: S. Kellett (Mini), 4m 44.0s; S. Matthewson (Mini), 4m 30.2s; D. Chisholm (Renault 14/70), 4m 38.2s; G. Collyer (Elan), 4m 29.0s; J. Lindores (Escort), 4m 24.1s; A. Conley (Anglia), 4m 40.0s; D. Buckley (Escort), 4m 22.6s.



Mike Kenny and Dave Roberts fight for a place in the F750 round.

Mather benefit again

The weather may have been dull at last Saturday's Aintree race meeting, but the racing certainly wasn't. Some of the best dicing at the Liverpool track this year was witnessed by the enthusiastic crowd and, although new lap records were few and far between, the driving was usually very fast on what was sometimes a slippery surface, due to the drizzling rain at intervals throughout the day.

The F750 field was led away by Iain Sclanders (DNC MkIII), while poleman Bob Simpson gave chase with his SS Reliant. By lap 5, Simpson had taken the lead, which he held for six laps until Sclanders crept past on the final tour to take the laurels. Third for the whole distance was the Wessex of Keith Cooper but, behind, the positions were constantly changing and it was Richard Muston's DNC which finally took fourth after having climbed from ninth. Fifth and sixth places were eventually filled by Chris Elmes and Mike Kenny after Simon Fry had carried straight on at Country.

The leading pair in the VW (GB) Ltd Silver Cup Super Vee Championship, Ollly Hollamby (Crosslé) and Bruce Venn (Lola), dominated the second event. Sadly, however, the duel for the lead between Venn and Hollamby came to an end on the penultimate lap at Country, when they collided while just

about to pass a slower car. Hollamby spun, while Venn carried on to victory with his now battered car. Behind a recovered Hollamby, in third, was Rob Moores' Modus, while Bruce West (Royale) got the better of Nick Anger's Lola to take fourth, both these two having had spins. Another spinner, Ronnie Grant (Taurus), finished sixth after a good climb through the field.

A bad start by Derek Walker's Escort allowed Nick Whiting to take the lead with his larger 3.4-engined Escort in the wet special saloon race. Nick, on slicks like everybody else, held the lead quite comfortably until lap 7 when a propshaft broke, leaving Walker with yet another Aintree saloon victory. Second, after having been third initially behind Whiting, was Gerry Gough, Gerry going well again in his Plygrange Mini. Gough had been followed (at a distance) by Terry King's twitchy Escort until it went off at Bechers towards the end, which left fourth to Doug Emms (Camaro). Malcolm Bell (1.0 Imp) was an easy class winner, while Keith Wilkinson was the small class winner after Brendan Chappel's demise with engine problems.

Scottish driver Bernard Hunter, provided a surprise in the FF1600 practice, taking his Van Diemen round over 1sec quicker than the rest, who were led by Andy Best (Getem). But while Hunter

and Barry Pigot (Van Diemen) dived for the lead, Best had a moment at Bechers, dropping him out of contention. Hunter and Pigot soon pulled clear of the rest, swapping places occasionally until lap 11 when Pigot spun after an altercation with a back-marker at Bechers. This left Hunter with his first ever win. Second was the sensibly driven Dinorben Arms Royale of Richard Peacock and Martin Wood's ancient (but rebodied) Lotus took third. Tim Knight was fourth after a spin in his Merlyn from Rick Whyman's fifth-placed Royale, while Pigot finally finished seventh, just ahead of the misfiring Van Diemen of Nigel Gough.

Tim Flynn (Scarab) led the Kontinental Autowerke Formula Vee race for its entire 12 laps, save for a short time at half-distance when the ever-present Hawke of second man John Holmes got in front. Behind these two, in third, came Dave Lawrence (Austro) while Dave Greenwood got the best of a fight with Nick Wadham and Mark Goddard to finish fourth. Wally Liles' Belgian-built Celi started late and never featured and Rupert West added even more incident to the race by charging into a Grand National fence at Village!

Although Max Payne's Arthur Hough Pressings Elan led away in the modsports race, his ARK Racing teammate John Bury and Bury's rival, Jon Fletcher, were soon in front. From lap 2 onwards, Fletcher and Bury simply left the rest for dead, with the former always holding the advantage. By the end they had lapped the whole field and they shared a new class lap record—a fine effort. Payne was eventually passed by local man Ian Higgins (Ginetta), but the real battle of the race was for the 1151-1500cc class, where Pete Green (1.3 Midget) triumphed after having been last at one stage.

The closing libre race, not surprisingly, turned into a Kim Mather benefit. Kim's Dinorben Arms Chevron B35 was never challenged and the Haydock driver lapped everyone except for second placed Ian Stronach (McRae GMI). Ian himself had spun on lap 2, when an instrument gauge fell from the dash into his hand, just as he was about to change gear! John Walker's Atlantic-powered March beat the similarly powered Chevron B35 of John Lewis (John having his second ever motor race) for third and Joe Applegarth stormed through the field to take fifth. Early leading contender, Neil Bold (Royale RP15) pitted after a few laps when his nose-cone started to come adrift.

MARK SCANLON

results

Formula 750 Championship Race (12 laps): 1, Iain Sclanders (DNC MkIII), 14m 14.0s, 82.96mph; 2, Bob Simpson (SS Reliant), 14m 14.6s; 3, Keith Cooper (Wessex CH767), 14m 22.0s; 4, Richard Muston (DNC MkIII), 14m 53.6s; 5, Chris Elmes (Elmes Silver 7), 14m 53.6s; 6, Mike Kenny (MPK MkI). **Fastest lap:** Simpson, 1m 09.4s, 85.07mph.

Formula Super Vee championship Race (15 laps): 1, Bruce Venn (Lola T326), 15m 07.0s, 97.64mph; 2, Ollly Hollamby (Crosslé 24F), 15m 11.8s; 3, Rob Moores (Modus M2), 15m 20.8s; 4, Bruce West (Royale RP18A), 15m 28.4s; 5, Nick Anger (Lola T328), 15m 34.2s; 6, Ronnie Grant (Taurus M24), 16m 01.0s. **Fastest lap:** Venn, 59.2s, 101.44mph.

Special Saloon Car Race (12 laps), overall: 1, Derek Walker (1.6 Escort BDE), 13m 30.4s, 87.42mph; 2, Gerry Gough (1.3 Mini Clubman), 13m 41.8s; 3, Doug Emms (6.1 Chevrolet Camaro), 14m 47.2s; 4, Derek Barnes (3.5 Ford Capri Rover), 13m 33.2s, 11 laps. **Over 1300cc:** 1, Walker; 2, Emms; 3, Barnes. **Fastest lap:** Walker, 1m 04.4s, 91.68mph. **1001-1300cc:** 1, Gough, 86.21mph; 2, Barry Reece (1.3 Chosew Cooper S). No other finishers. **Fastest lap:** Gough, 1m 06.0s, 89.45mph.

851-1000cc: 1, Malcolm Bell (1.0 Imp Californian), 13m 44.6s, 78.75mph, 11 laps; 2, Peter Burdiss (1.0 Ford Anglia). No other finishers. **Fastest lap:** Bell, 1m 13.6s, 80.22mph. **Up to 850cc:** 1, Keith Wilkinson (850 BLMC Cooper S), 13m 53.4s, 70.84mph, 10 laps; 2, John Wadsworth (850 BLMC Mini). No other finishers. **Fastest lap:** Brendan Chappel (850 BLMC Mini), 1m 18.4s, 75.30mph.

Formula Ford Race (15 laps): 1, Bernard Hunter (Van Diemen-Scholar RF77), 16m 52.8s, 87.44mph; 2, Richard Peacock (Royale-Minister RP21), 16m 58.8s; 3, Martin Wood (Lotus-Scholar 61M), 17m 09.0s; 4, Tim Knight (Merlyn-Scholar MkIIA/20A), 17m 17.4s; 5, Rick Whyman (Royale-Scholar RP24), 17m 18.8s; 6, Thornton Mustard (Lola-Howley T342), 17m 20.2s. **Fastest lap:** Barry Pigot (Van Diemen-Scholar RF77), 1m 04.8s, 91.11mph.

Kontinental Autowerke Trophy Formula Vee Championship Race (12 laps): 1, Tim Flynn (Scarab), 13m 32.8s, 87.18mph; 2, John Holmes (Hawke VW), 13m 36.0s; 3, Dave Lawrence (Austro 74V), 13m 40.0s; 4, Dave Greenwood (Scarab), 13m 57.0s; 5, Nick Wadham (Cell AC10), 14m 04.0s; 6, Mark Goddard (McNamara), 14m 11.2s. **Fastest lap:** Flynn, 1m 06.2s, 89.18mph. **Formula Ford Consolation Section:** 1, Graham North (Royale-Bartram RP24), 13m 31.2s, 87.33mph; 2, Chris Cook (Tiga-Scholar FF76), 13m 27.0s. No other starters. **Fastest lap:** North, 1m 06.2s, 89.18mph.

Modified Sports Cars Race (12 laps), overall and 1501-2000cc: 1, Jon Fletcher (1.8 Lotus Elan), 12m 36.6s, 95.55mph; 2, John Bury (1.8 Lotus Elan), 12m 39.0s; 3, Ian Higgins (1.6 Ginetta G4), 11 laps; 4, Max Payne (1.6 Lotus Elan), 11 laps. **Fastest lap:** Fletcher and Bury, 1m 01.4s, 96.16mph (record). **1151-1500cc:** 1, Peter Green (1.3 MG Midget), 13m 24.6s, 80.71mph; 2, Bill Higgins (1.5 Ginetta G4); 3, John Read (1.3 Austin Healey Sprite). **Fastest lap:** Higgins, 1m 09.6s, 84.83mph. **Up to 1150cc:** 1, Ron Kirkman (1.1 Davrian-Healey MPK7), 13m 45.6s, 78.66mph, 11 laps; 2, Barry Fernaly (818 Honda S800). No other finishers. **Fastest lap:** Kirkman, 1m 10.8s, 83.39mph.

Formula Libre Race (15 laps): 1, Kim Mather (2.0 Chevron-Richardson B35 BDG), 13m 37.6s, 108.31mph; 2, Ian Stronach (5.0 McRae-Chev GM1), 14m 22.2s; 3, John Walker (1.6 March-Gardner 772 BDA), 13m 52.0s, 12 laps; 4, John Lewis (1.6 Chevron-Richardson B35 BDA), 14m 01.2s. **Fastest lap:** Mather, 53.0s, 111.39mph. **Clubmans 'B' Class:** 1, Malcolm Isaacs (1.6 Mallock-Davron Mk18B), 14m 15.2s, 89.74mph; 11 laps; 2, Steve Miller (1.6 Mallock-Ford Mk11B); 3, Dave Abram (1.6 Mallock-Adams Mk14). **Fastest lap:** Abram and Isaacs, 1m 04.4s, 91.68mph.

Edmonds cut out of win

Blackpalfrey Club member Terry McKeown (Mini Cooper) set BTD at the Dartford & District Motoring Club's autotests at Joyce Green Farm, Dartford, on August 29. Sevenoaks member Steve Edmonds (Cooper S) looked set for BTD but his car cut out and refused to start so he suffered maximum penalty.

Steve Mole (Mini) dominated the small class all day with his closest rival Dick Robinson (Cooper) several seconds behind. There was a good battle in the rear-wheel-drive saloon class, however, which went to Barry Callen's (Escort) from Fay Smith (Avenger).

BTD: Terry McKeown (Mini Cooper) 1145.9s.
Class winners: Steve Mole (Mini), 1192.1s; Steve Edmonds (Mini Cooper S), 1156.5s; Mark Kemp (Fairthorpe), 1172.8s; Graeme Musto (Imp), 1754.5s; Barry Callen (Escort) 1310.2s; Dave Clark (Escort Mexico), 1560.4s.

Norrie climbs into lead

The Scottish Hill Climb Championship has never been as closely contested as in this year's Grampian Television series and, in the penultimate round at Rumster on August 28, Norrie Galbraith went into a three point lead by taking his Clydesdale Retreads Mallock U2 to LTD.

Early leader Jim Campbell finished second in his John Young Brabham. At one point, however, it looked as though he had victory in his grasp because after the first runs he was 0.03sec in front. Norrie had other ideas, though, and put in a demon second run of 30.93s to finish up 0.31sec in front.

Charles Munro finished third in the Jack Crane Hire Chevron B25, but a lengthy startline delay, due to fouled plugs, did nothing to help his concentration. Ace spannermen Jimmy Jack and Barrogill Angus changed the plugs (is there no end to their talents?) and Charles was on his way to record a time only 0.20sec slower than the Brabham.

Fourth and fifth places went to the Rickson's Unicut/Buywize Stiletto of

Ricky Gauld and Jimmy Jack. Both were in tremendous form, but the owner was 0.22sec faster on his second run. John Whyte took sixth place in his Mini Clubman with a determined second run on the drying track.

The big road sports class this season has been the domain of David Milne in his Lotus 7 but the wet conditions of Rumster plus the performance of the two Elans driven by Ian Robertson and Peter Morrison, relegated him to third place. Ian's immaculate black Elan was taken to a magnificent wheel-lifting eighth place, and Peter drove his, in true rally style, to tenth overall.

JACK DAVIDSON

1, Norrie Galbraith* (Mallock U2), 30.93sec; 2, Jim Campbell* (Brabham), 31.24s; 3, Charles Munro (Chevron B25), 31.44s; 4, Ricky Gauld* (Sunbeam Stiletto), 33.37s; 5, Jimmy Jack (Sunbeam Stiletto), 33.59s; 6, John Whyte* (Clubman GT), 34.33s; 7, George Coghill (Hillman Imp), 34.37s; 8, Ian Robertson* (Lotus Elan), 34.98s; 9, Martin Dunn (Hillman Imp), 35.18s; 10, Peter Morrison (Lotus Elan), 35.23s.

Class winners*: Brian McLeod (Hillman Imp), 36.79s; Duncan Laing (Cooper S), 36.75s; Neil Rodger (Lotus Cortina), 36.06s; Grainger Robertson (MG Midget), 36.64s.

DOUNE

The Lothian CC play host to the final round of the RAC Hillclimb Championship at Doune this weekend. Although Alister Douglas-Osborne clinched the title at Prescott with his Pilbeam the battle for the other placings is still raging. Practice takes place on Saturday with timed championship runs on Sunday.

INGLISTON

The Scottish Motor Racing Club are organising the meeting at Ingliston on Sunday. A full and varied programme includes special saloons and 'super saloons' for the SMT trophy, production saloons, *formule libre*, Lancome/Drakkar FF1600, John Nicholson Trophy races for FF2000 and clubmans, sports cars and modsports. Practice begins at 9.30am with racing from 2pm.

BRANDS HATCH

The MGCC are in charge of Sunday's race meeting at the Kent circuit where racing starts at 2pm following morning practice. Races cater for the usual array of MGs of all ages with modern cars being represented by a round of the Townsend Thoresen FF1600 series.

CROFT

The BARC Yorkshire centre promotes another of their popular northern clubbies at Croft Autodrome on Sunday. A seven-race programme features club championship events for FF1600, *formule libre*, special saloons and modsports with support from British Radio production saloons, Oceanair clubmans

and Atlas Photography F1300 events Racing gets under way at 2pm following morning practice.

SNETTERTON

The BRSCC take charge at the Norfolk venue when they stage the 'Archib Scott Brown Memorial Meeting' on Sunday. A seven-race programme has been laid on, the main event being a 15-lapper for historic cars for the Archib Scott Brown trophy. Supporting races feature Leyland Mini 1000s, Hitachi special saloons, Debenhams Escorts, a round of the Dunlop 'Star of Tomorrow' FF1600 series, modsports and prodports. Racing starts at 2pm with practice from 9.30am.

MALLORY PARK

Ron and Edwina Overend take to the circuits again this weekend when they run the BRSCC Midland centre's meeting on Sunday. Eight races are on the programme headed by two heats and a final of the RAC FF1600 championship, with support from SKF clubmans, BRSCC Renault 5s, SodaStream sports 2000s, the final round of the BRSCC *formule libre* series and a Century Supreme special saloon race. Practice starts at 9.30am with racing from 2pm.

DONINGTON

The Nottingham Sports Car Club organise Saturday's 10-race programme at Tom Wheatcroft's picturesque Donington circuit. Races are for FF1600, clubmans, *formule libre*, special saloons, modsports, FVee, 750F, Mini 850s. FJunior and historic sports cars. Practice starts at 1.45pm following morning practice.

BRSCC MODIFIED SPORTS CAR CHAMPIONSHIP	class/pos	Mar 06 Croft	Apr 11 Castle Combe	Apr 24 Brands Hatch	May 22 Brands Hatch	Jun 06 Castle Combe	Jun 11 Rufforth	Jul 03 Silverstone	Jul 24 Brands Hatch	Aug 20 Oulton Park	Aug 28 Mallory Park	etc
1. David Mercer	B1	—	5	4	5	3	5	—	4	2	—	28
2. Jon Fletcher	B2	1	—	5	—	—	—	1	—	—	—	23
3. Richard Gamble	A1	—	—	1	2	—	—	—	—	—	—	19
4. Steven Roberts	C1	—	5	1	—	—	2	—	1	4	—	18
5. John Wilmhurst	C2	—	1	—	—	5	—	—	—	—	—	17
Keith Ashby	C2	—	2	5	—	—	—	—	—	—	—	17
7. John Bury	B3	2	—	—	—	—	—	3	—	—	—	17
Gordon Howie	C4	4	3	3	1	3	—	—	—	—	—	14
etc												14

International events

Date	Venue	Event
Sep 15/18	Canada	Criterium du Quebec—World Rally Championship for Makes
Sep 15/24	France	Tour de France—European Rally Championship for Drivers
Sep 16/17	Ile of Man	Manx Trophy Rally—European Rally Championship for Drivers, Motor/RAC Rally Championship
Sep 17/18	Michigan, USA	USAC, IROC
Sep 18	Jarama, Spain	European Formula 3 Championship
Sep 18	Salzburg, Austria	World Sports Car Championship (G6), F3, F Super Vee, F Vee, FF, FL
Sep 18	Silverstone, England	Access Tourist Trophy, European Touring Car Championship (G2), F Super Vee European Championship
Sep 18	Sears Point, USA	CanAm Challenge Cup
Sep 18	Zandvoort, Holland	G1-5, F Super Vee, F Vee, FF
Sep 18	Zolder, Belgium	G1-5, F Vee, FF
Sep 18	Phoenix Park, Ireland	FL, FF, G1-4



British events

Date	Venue	Event	Status	Club	Start	Details
Sep 17	Donington Park, nr Castle Donington, Derby	Race Meeting	R	Nottingham SCC	13.45	FF1600, FL, Clubmans, Special Saloons, Modsports, F Vee, Reliant 750, Mini 850, F Junior
Sep 17	Newtown (MR136/107917)	Rally	R	Telford AC	09.00	Telford Forestry Stages—Pirelli/CCC Championship
Sep 17/18	Oxford	Rally	R	Brent Vale MC	23.00	Uniflo Brent Vale Rally
Sep 17/18	M Pritchard Motors (MR128357376)	Rally	R	Charnwood CC	23.00	Charnwood Rally
Sep 17/18	Motel Leeming (MR99/283894)	Rally	R	Trackrod MC	23.31	Costa di Pienti Rally—Motoring News Championship
Sep 17/18	Doune, Scotland	Hillclimb	N	Lothian CC	—	RAC National Hillclimb Championship
Sep 17/18	Santa Pod, nr Wellingborough	Drag Meeting	I	BDR & HRA	—	
Sep 17/18	Silverstone, nr Towcester, Northants	Race Meeting	I	BRDC	12.30	Access Tourist Trophy—G2, Super Vee, Classic Saloons, FF1600
Sep 18	Mallory Park, nr Kirby Mallory, Leics	Race Meeting	C	BRSCC (MC)	14.00	FF1600, Clubsports, Renault 5, Sports 2000, F Libre, Special Saloons
Sep 18	Snetterton, nr Thetford, Norfolk	Race Meeting	R	BRSCC (EA)	14.00	Mini 1000, Modsports, Special Saloons, FF1600, Production Sports, Historic, Escorts
Sep 18	Ingliston, nr Edinburgh	Race Meeting	R	SMRC	14.00	Super Saloons, Special Saloons, Production Saloons, F Libre, FF1600 & 2000, Clubmans, Sports Cars, Modsports
Sep 18	Brands Hatch, nr Dartford, Kent	Race Meeting	R	MG CC (SE)	14.00	Modern MGs, MGA & T Type, Pre-1940 Sports, FF1600, Alcomers
Sep 18	Croft, nr Darlington	Race Meeting	R	BARC (YC)	14.00	FF1600, F Libre, Special Saloons, Modsports, Production Saloons, Clubmans, F1300
Sep 18	Pitbee Farm, Pitcaple, Aberdeenshire (MR38/722252)	Autocross	R	Aberdeen & DMC	14.00	Press & Journal Speed Trophy
Sep 18	Moreton Hall, Bury St Edmunds, Suffolk	Rally	R	West Essex CC	07.30	Suffolk Stages Rally
Sep 18	Jenkins Farm, Navestock	Autocross	R	Cheshire MC	14.00	
Sep 18	Grassington, West Yorks	Sporting Trial	R	Yorkshire SCC	—	Stone Trough Trial—RAC/Semperit/BTRDA Championships
Sep 18	Burtonwood Services M62	Autotest	R	Liverpool MC	10.30	Merseyside Autotest Championship
Sep 18	Rolls-Royce Car Park, Victory Road, Derby (MR128/380326)	Autotest	R	EMA MC	10.00	Wadham Stringer (Shipside) Ltd Inter Association Team Autotest
Sep 18	Home Farm, Elvetham (MR786/572)	Autotest	C	Farnborough & DMC	14.30	Challenge Shield Autotest on Grass
Sep 18	—	Autotest	CP	Bognor Regis MC	13.00	'Motorsport' Slalom/Autotest
Sep 18	Curborough, nr Lichfield	Sprint	R	N Midland MC	13.30	AMMC Championship

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



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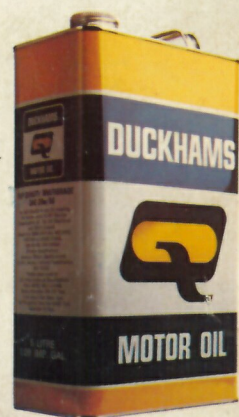
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