Autosport

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Jaguars lose Tourist Trophy

Vauxhall's Manx International □ James Hunt column

Autosport

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The patriotic Jaguar 2.4 of Bob Meacham heads for a classic victory at Silverstone last Sunday, a victory which (just a minute—there's something wrong here—are you sure we've got this right?—Ed).

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A classic victory

In the early fifties, the name of Jaguar was synonymous with motor racing itself. Wearing the British Racing Green livery which had yet to make Britain's mark in World Championship Grand Prix racing, Jaguar saloons and sports cars, entered by the factory team, scored success after success in international races such as the Tourist Trophy and the Le Mans 24 Hours. In those days, these events laid claim to even more prestige than they do today. The great victories achieved by the Jaguar team in the face of strong opposition from the big European manufacturers did wonders for our national pride in the decade following the Second World War. Alas, Jaguar Cars ceased to mount an official works attack in international motor racing at the end of the 1956 season, having added more World Sports Car Championship triumphs in that year. In 1957, an Ecurie Ecosse Jaguar won at Le Mans, scoring the *marque's* fifth victory at the world-famous Sarthe circuit—and its last major international win.

In April 1976, Leyland Cars announced the return of the great name to the international race circuits of Europe when the superb racing version of the Jaguar XJ12C was unveiled. In September, the car was entered for the Access Tourist Trophy at Silverstone, and the *marque* was back in racing. With the confirmation of a two-car team for 1977, the whole of Britain waited to acclaim Jaguar's first motor racing victory for 20 years.

AUTOSPORT readers cannot imagine what it is like to be motor racing journalists of strong patriotic leanings, longing—no less—to record a win for Jaguar. No one wills the Jaguar drivers on to the winners' rostrum more than any member of the staff of AUTOSPORT. Yet the 1977 season has been full of bitter disappointment. As we have received each race report, our first reaction has been to resent yet another deprivation of the opportunity to praise Jaguar on this very page.

We have waited so long. Now, at last, is the time to salute a classic victory. At Silverstone last Sunday, the Jaguars filled the front row of the starting grid to the exclusion of all other makes, and the winning car took over the lead on the opening lap, pulling irrevocably away to a fine triumph. Adding to the heady spoils of overall victory, the *marque* Austin (itself not prominent in motor racing since before the war) produced a fantastic class win, and humiliated its bigger capacity opposition with a third place overall which received the acclaim it deserved from the 20,000 crowd.

Congratulations, Bob Meacham and Andy McLennan. The glory of your victories at Silverstone remains unblemished by the result of the main supporting race.

There. We made it.

cover picture

Seriously, though. . . . The Jaguars failed again in the Access Tourist Trophy, but nevertheless their performance fulfilled the big crowd at Silverstone. Fastest in practice, the Leyland Cars team dominated the early stages of the race, and the challenge disappeared only eight laps from the end. Here Tim Schenken spins his XJ12C at Copse during the struggle for the lead. Photo: Jeff Bloxham. Report: page 12.

next week

Full report of the big World Championship of Makes race at Brands Hatch—More Jaguar versus BMW in Belgium—European Championship rallying in Cyprus—Preview of the US Grand Prix at Watkins Glen, where Niki Lauda should put his World Championship title beyond dispute—Profile of USAC ace Danny Ongais, a Formula 1 debutant at the Glen—Private Ear— Renault 14 test*

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

edited by Nigel Roebuck

Parmalat back Niki's Brabham

At an informal gathering in Rome last week, it was confirmed that Niki Lauda would drive for Brabham next year, and the team's sponsorship would come from Parmalat, the Italian dairy products company, and not Martini, who have backed Bernie Ecclestone's outfit for the past three seasons.

Bernie himself was not present in Rome, and it is anticipated that a formal announcement of the team's plans may come at a later date, after the end of the season. Niki Lauda was there, however, complete with Parmalat jacket (he doesn't hang around, Niki!), and readily answered questions about his future. When Italian journalists brought up the subject of Enzo Ferrari's criticism of him (at the Commendatore's press conference), Lauda apparently went out of his way to be charitable about his previous employer, saying that his admiration for Ferrari was unbounded. What about his feuds with Forghieri? Mauro was a genius, said Niki, but a rather difficult character to work with. The real problem, he maintained, lay with the team management. In 1974 there had been Luca Montezemolo, who had done the job superbly. Daniele Audetto had followed, in 1976, and he also had been good (surely not what Lauda said at the time?), but in 1977 the team management, particularly the part played by Roberto Nosetto, had been hopeless. Concluding his remarks about the Ferrari personnel, Niki was full of praise for Ermanno Cuoghi, his loyal and devoted mechanic for so many years. "Without Ferrari, I would not have won the championship," he finished, "but there again, without me, neither would Ferrari have won. . . .

If the Italian press is anything to go by, Niki should keep clear of the dole queues for quite some time yet. According to one journal (we know not the sources of their information), he is to receive $350,000 from Parmalat, $270,000 from Alfa Romeo (this being an indirect deal, in the form of discount on engine work, the difference apparently to be given to Lauda), $100,000 from Marlboro, $100,000 from Romerquelle (the soft drinks company) and $80,000 from Goodyear. That little lot, should the figures be accurate, comes to $900,000. . . .

Lauda said that he would begin testing the new BT46 as soon as this year's World Championship was over, and he couldn't wait to get his hands on it. The colour scheme for the Parmalat Racing Team, as it will be known, is not yet decided. Parmalat's own colours are white, dark blue and light blue, but it is thought that red will figure prominently as well.



F2 Ferrari contracts for Cheever . . .



. . . and de Angelis.

Ferrari confirms Lole—and turbo

Ten days ago, Enzo Ferrari gave his annual Press Conference and, by all accounts, he was in excellent form. The Commendatore began by saying that he was very sad at Niki Lauda's decision to leave his team, adding that the Austrian had told him very recently of his intention to remain as long as he, Ferrari, was still in charge of the company. Ferrari then said that, once the break had been made, he and Lauda had agreed that nothing would be said until the end of the season. Niki, he asserted, had broken their agreement at Zandvoort, which was why the Commendatore had felt compelled to issue a statement to that effect shortly afterwards. Yes, Ferrari agreed, Lauda's loss to the company was enormous, but he felt that too much emphasis had been placed on Niki's ability as a test driver, adding that the best test results Ferrari had ever had came not from Lauda, but from Chris Amon, and before the days of Fiorano. . . . But, the Commendatore continued, one of the things his mother had told him was "When you leave a person, remember only the good things. . . ." Clearly, Niki's departure has hurt him a great deal.

Ferrari then went on to other things, first of all confirming that Carlos Reutemann would be staying with the team for 1978. No, he did not yet know who would be the Argentine's team-mate; to that end, he was having discussions with four or five drivers.

The new 312T3 would be announced shortly, said Ferrari, the car featuring many innovations. In the course of next season, the company's new turbo-charged 1½-litre engine would make its first appearance. Ferrari's intention to build such an engine has been known for a long time, of course. One wonders how much enthusiasm Lauda showed for this project. Of the Renault F1 car, Niki recently said, "I think the most interesting thing about the car is its tyres, and not its turbo. I may be completely wrong but I think there is no way, unless you develop it for two years, that this thing will work and be as competitive as our (Ferrari) engines are now."

In 1978 Ferrari said that the company intended to devote a lot of time to Formula 2 racing, and would be supplying their engines to an Italian team (Trivellato or Minardi) whose drivers would be Eddie Cheever and Elio de Angelis. Bearing in mind Cheever's F2 deal with BMW this season, considerable inducement must have been offered to prise the young American away—the bait presumably including occasional F1 drives next year. He was to have driven a 312T2 at this Sunday's non-championship race at Imola—if it goes ahead (see separate story).

Ferrari—hurt by Lauda's departure.



TV from the cockpit?

After seeing certain remarks attributed to Bernie Ecclestone in a German magazine, we contacted him to determine their accuracy.

According to the article, certain F1 cars would carry TV cameras next year, the idea being that live coverage could come from the track itself, backing up the normal straightforward coverage. All the other cars would carry ballast to the same weight as the TV equipment. The whole package could then be sold as a TV Spectacular. We seem to recall that Jackie Oliver discussed a similar idea a few months ago.

While the resultant footage would doubtless be extremely spectacular, there would seem to be a great many intrinsic problems. First of all, you cannot simply bolt a lot of TV equipment on to a car without totally destroying its weight distribution. "That's right", said Bernie, "the whole idea is absolute nonsense. It could come in time, possibly, but the cars would have to be specially designed. I do wish people wouldn't invent things and then quote you as having said them".

The article also quoted Ecclestone as saying that, at the next CSI meeting, he would push for a 25-gallon fuel tank limit for F1 cars, making pit-stops a feature of each race. "That, too, is rubbish". he replied. "I did say there was a possibility that such a thing might happen—but at some time in the future. There is no question of such a move for next year."

Finally, we asked about the other Brabham driver for 1978. Was it definitely to be John Watson? "I would



Elgh drives a Marlboro March.

Elgh in F2

Eje Elgh will make his F2 debut at Estoril on October 2. Considering his Chevron connections, it is rather a surprise that the talented Swede will drive a March in this race. The car will be a works-prepared 772P, no less, and Elgh will drive as team-mate to Bruno Giacomelli. His car will be sponsored by Marlboro.

BMW F2 team

We are told that BMW plan a big onslaught in F2 next year. Spurred on, no doubt, by the success of Renault and the imminent threat from Ferrari, there will be an official BMW team in next year's European F2 Championship. The very latest March chassis will be used, and likely drivers are Bruno Giacomelli and Marc Surer, both of whom

Imola F1 scrapped

The non-championship F1 race at Imola has been cancelled. On Monday, there were precisely four confirmed entries.

The four 'definites' were Eddie Cheever (Ferrari 312T2), Bruno Giacomelli (Brabham BT45B), Arturo Merzario (March) and Loris Kessel (Apollon Williams)! Various factors brought about this state of affairs, particularly the event's proximity to the American

GP and the Snetterton G8 round, both to be run the week after. Among those who have withdrawn their entries are Brian Henton (March), Tony Trimmer (Surtees), Emilio Villota (McLaren M23), Lamberto Leoni (Surtees), Teddy Pilette and A. N. Other (Stanleys), Boy Hayje and Lella Lombardi/Giancarlo Martini (F & S Marches) and Otto

Ronnie's BMW turbo

News from Brands Hatch is that the BMW 320i Turbo entered next weekend for Ronnie Peterson and Hans Stuck is an all new car which uses none of the components from the McLaren Racing sister car usually driven by David Hobbs.

The Brands Hatch 6 Hours Group 5 car will be turned out in the superb BMW works livery and outwardly it will look similar to the 'Junior Team' 320i to be shared by Manfred Winkelhock and Tom Walkinshaw, the Scotsman out for another success following last weekend's Access Tourist Trophy win. The only external difference, barring of course the engine note, will be the larger wheels of the Turbo, which sports steel driveshafts as opposed to the titanium shafts on the normally-aspirated car.

Hesketh to quit?

As we went to press, there were strong rumours that Hesketh Racing is to cease its F1 activities at the end of the season and would turn its attention to other things, including, possibly, motorcycle racing.

On Tuesday the team was testing at Silverstone, so we had no means of substantiating or discounting the rumours, but the word was that the entire outfit might be taken over by another team.

Bravo BBC!

It is very pleasant, after all the abuse hurled in their direction this season, to be able to say something nice about the BBC and their motor racing coverage on television. Last Saturday, there was an interview with Niki Lauda (conducted, curiously, by Alain de Cadanet), followed by some excellent footage of the Italian Grand Prix. We hope that this is an indication of things to come in 1978.

Nivelles up for grabs

If the idea of buying a racing circuit in Belgium appeals to you, then you could do worse than take yourself over to Nivelles next month, for the Nivelles-Baulers track comes under the hammer on October 18, at 9.30am.

In the course of a not particularly glorious history, Nivelles twice hosted the Belgian Grand Prix, in 1972 and 1974, the winner on each occasion being Emerson Fittipaldi. The company which owns the circuit went bankrupt some time ago, and the track is to be sold by public auction, which will take place in the Courtroom of the Justice de Paix, place Albert 1er at Nivelles. For sale are the circuit and its attendant buildings and the lease, which now has 56 years to run.



Back to Edenbridge for Hans.

Binder's Surtees

For the last three Grands Prix of the season, at Watkins Glen, Mosport and Fuji, the Durex Surtees TS19 will be driven by none other than Hans Binder, the man who began the season with the team and left it after the Monaco Grand Prix.

Pete Briggs said that, while the team was away, one car would remain in this country for testing purposes, the driving to be done by Lamberto Leoni (with whom they were impressed in Italy) and by John Surtees himself. Various modifications would be tried, including revised suspension.

Mansell's quick Lola

Lola Cars continued testing their development Formula 3 car last week, this time at Snetterton, and the new chassis seems to have far greater potential than its precedessor. On this occasion, test driver Mike Blanchet was joined by Formula Ford star Nigel Mansell, and the pair certainly achieved some interesting lap times. Blanchet took the car round the Norfolk circuit, according to 'unofficial' watches, within 0.4sec of the Stephen South/Derek Daly lap record—and Mansell then went out (for his first ever Formula 3 drive) and improved on that by a full second! At first glance, we would tend to doubt the accuracy of those watches, but South himself was also at Snetterton on the same day, with his regular Team BP March 773, and there seems to be no doubt that Mansell was quicker. We await developments with interest.

F1 in 1978

Next year's Grand Prix calendar contains no surprises. It is as follows:

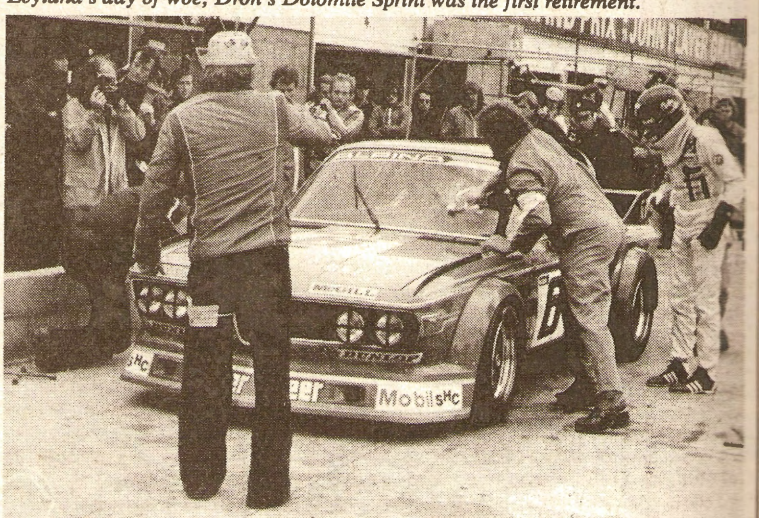
Argentine GP, January 15; Brazilian GP, January 29; South African GP, March 4; United States GP (West), April 2; Japanese GP, April 16; Monaco GP, May 7; Belgian GP, May 21; Spanish GP, June 4; Swedish GP, June 18; French GP, July 2; British GP, July 16; German GP, July 30; Austrian GP, August 13; Dutch GP, August 27; Italian GP, September 10; Canadian GP, October 1; United States GP, October 8.

All these dates are subject to official confirmation. Britain's other Formula 1 date is the International Trophy at Silverstone on March 19, the Grand Prix being at Brands Hatch next year.





Scenes from last weekend's Access Tourist Trophy. Top: Blackburn needed a gearbox change in his well turned out Capri. Above: Bergmeister and Henzler led their class by a long way with the Scirocco but retired with gearbox trouble. Below: Quester hands over the winning BMW to Walkinshaw. Bottom: To complete Leyland's day of woe, Dron's Dolomite Sprint was the first retirement.





Is Mario going to Ferrari ?

What is Mario Andretti going to do next year? When we spoke to him at Monza, it seemed that he had definitely made up his mind to stay with John Player Team Lotus. There were, he said, several reasons for his not going to Ferrari, the main ones being the Commendatore's insistence that he should live in Italy and that he should abandon all other forms of racing, including USAC, which is very close to Andretti's heart. That was the way things were at Monza.

The story takes another twist now. Mario went to Maranello ten days ago, presumably to thank Ferrari for his offer and to turn it down formally. On arrival, however, it seems that all the objections had been pushed to one side. He *could* continue to live in the States and he *could* carry on with his USAC programme! On top of that, it is believed that the financial benefit of moving to Italy could be a very great one . . . Mario, it is said, promised to give his answer within a week, making his deadline last Tuesday—just too late for *our* deadlines, unfortunately. So we wait. . . .

It seems there is a distinct possibility that Andretti will drive for Renault at Le Mans next year. The American had talks with Gerard Larrousse at Monza about a long-cherished ambition to win Le Mans. His last appearance there, in 1967 at the wheel of a 7-litre Ford, ended with an enormous accident at the Esses during the night, Mario having momentarily forgotten that he had new brake pads on the car.

Andretti: Hethel or Maranello?



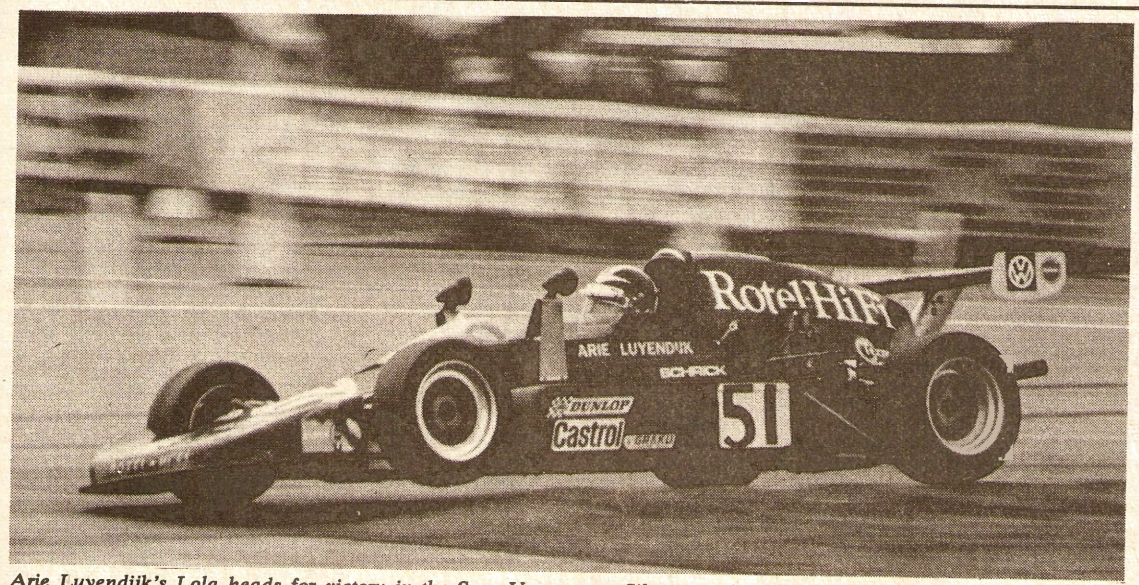
Two F1 Ensigns in 1978?

Clay Regazzoni, it seems, has derived a measure of satisfaction from Lauda's departure from Ferrari, feeling that the treatment meted out to him 12 months ago has now been returned with interest. The Swiss, however, is adamant that the real reason for the move is Niki's dissatisfaction with the car! "The handling problems are not yet resolved," said Clay, "and I tell you, the Ferrari chassis is worse than the worst English chassis! The engines were always marvellous, however. If I had a Ferrari engine in my Ensign, I would always finish ahead of the Ferraris!"

Regazzoni, incidentally, has confirmed that he will definitely be staying with Ensign next year. Mo Nunn and his men were hopeful of the Parmalat money at one stage, but that has now gone to Brabham, of course. However, there appears to be an excellent chance that Marlboro will sponsor a two-car team next year, the second driver possibly Bruno Giacomelli.



Poor Andy Rouse. In the Access Tourist Trophy, his Jaguar took pole position, set fastest lap and then crashed only eight laps from the end.



Arie Luyendijk's Lola heads for victory in the SuperVee race at Silverstone last Sunday. Focus on SuperVee: page 32. Silverstone report: page 54.

Briefly. . .

● There is still a possibility that Jody Scheckter will go to Ferrari, although Walter Wolf is not at all keen on the idea. If the South African does move, his most likely replacement is Ronnie Peterson.

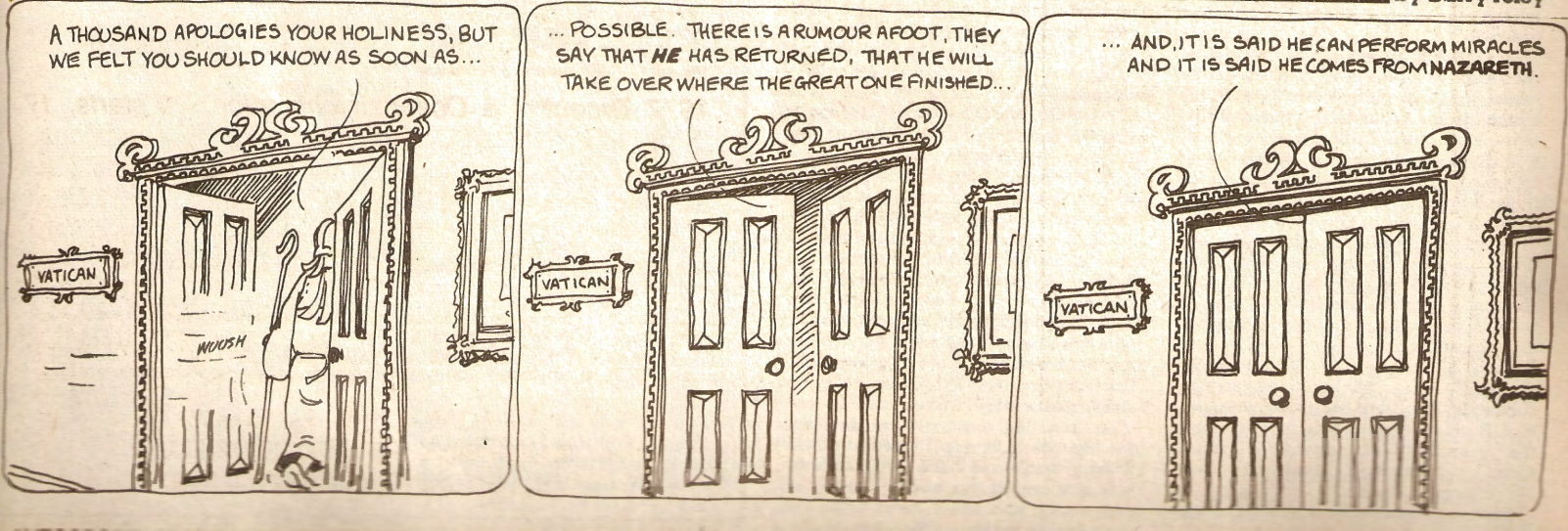
● $50,000, we are told by our man in America, would have put Gilles Villeneuve in the third JPS 78 at the Canadian GP. But the organisers and race sponsors weren't prepared to go to that. . . .

● The pace car at Sunday's Brands Hatch G5 race will be Ray Potter's beautiful Lola T70, driven by Noel Edmonds.

● Mo Nunn asks us to point out that the front upright which broke on Brian Henton's car at Monza was not of Ensign design or manufacture, it being one of a number of things changes by the HB Bewaking team when they took the car over at the end of 1975.

catchpole

by Barry Foley



Nine 935 Porsches at Brands 6 Hours

This weekend sees the return to this country of the World Championship of Makes circus when the teams come to Brands Hatch for the seventh round of the series. Organisation is in the capable hands of the BRSCC, and Brands Hatch have received an excellent international entry which should ensure an exciting spectacle. The race is of six hours' duration and starts at 12.45pm on Sunday.

Heading the excellent entry is, of course, the works Martini-sponsored Porsche 935/77 to be driven as usual by Jacky Ickx and Jochen Mass. The car is reputed to develop around 650bhp and should be capable of 185mph on Brands Hatch's long straight with the 2.8 litre twin-turbocharged engine belching sheets of flame on overrun before the drivers change down for the corners.

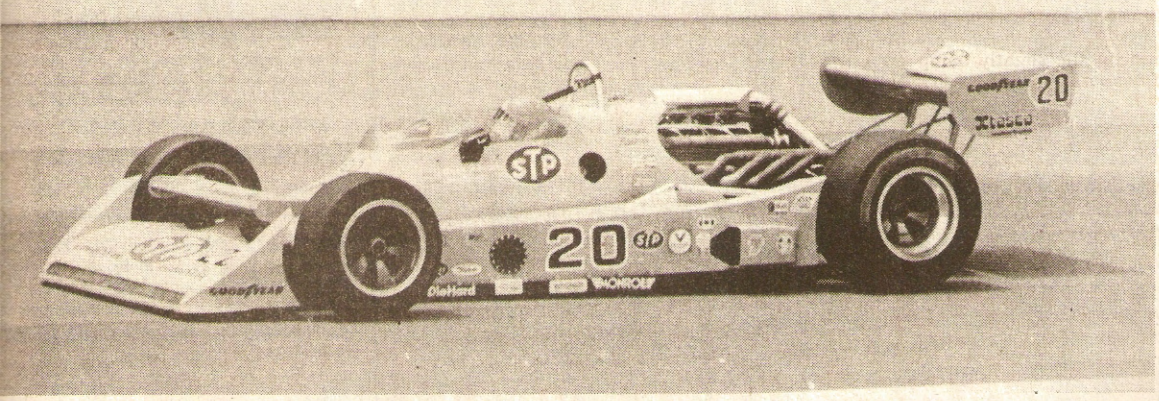
The strongest challenge to the works car must surely come from the four-car Porsche-Kremer team, whose star driver is the brilliant Bob Wollek who is down to pilot two of the £45,000 cars. Nick Faure, the British cartoonist and Porsche specialist will probably co-drive the green Vaillant-sponsored car as yet unseen in this country, and Franz Konrad, who drove the Kannacher GT car so capably at Silverstone in May, is Wollek's other partner. The other two Kremer cars are driven by Dieter Schornstein/Alain Peltier and Peter Hähnlein/Volkert Merl, the three Germans being regular German Group 5 contenders while the Belgian, Peltier, has a wealth of experience in touring cars, notably BMWs.

Jägermeister Max Moritz GmbH have entered a similar Porsche 935 turbo for the talented Manfred Schurti/Edgar Doren combination along with the sister car for TBN/TBN.The Swiss team of Porsche expert Claude Haldi/Michelo Pollavicini have their 934 turbo entered, and two more 934s are coming from Italy for Gottifredi/Capra and Rebai/Rebai. Eberhard Sindel/Gunther Steckkonig share the Valvoline Deutschland 935, while the ninth 935 on the entry list is the JMS Racing Team car for Claude Ballot-Lena/-Michel Leclere.

In the 3000cc class will be perhaps the most fascinating car in the race, and a comparatively unknown quantity in Europe, the new works BMW 320 turbo for Superswede Ronnie Peterson. Ronnie has a tremendous following from the British crowd, and invariably responds with an immaculate display of spectacular driving. He will share the car with Martini-Brabham driver Hans Stuck who is, of course, something of a legend for his BMW exploits. The lone BMW is up against a bevy of Porsche Carreras of which the quickest should be those of Kenneth Leim/Kurt Simonsen, joined for this occasion by Lella Lombardi. John Cooper/Peter Lovett (Charles Ivey-entered) and Mike Franey, who shares the Maltin-prepared car which he drove so well at Silverstone with the jovial Barrie Williams, will also be there. The Smith Kendon Travel Sweets Mazda RX5 which went so well at Silverstone last weekend will be coming, too.

The smallest capacity class will be dominated by the fabulous BMW 'Junior' 320i shared by Manfred Winkelhock and the new BMW GB Competition Manager, Tom Walkinshaw. Tom, fresh from his TT victory, will be out for another good placing and the BMW should win its class quite easily as well as being a top contender overall.

Supporting races are a BRSCC Formula Ford event which takes place at 2.45pm on Saturday, a Century Supreme Special Saloon thrash in five classes at 11.30am on Sunday preceded by a ShellSport Escort race for motor accessory retailers and manufacturers (on the short circuit) at 11.05am. Practice starts at 9am on Saturday and at the same time on Sunday, and a 'Pits Walkabout' will be a feature of both days. Public admission to unofficial practice tomorrow (Friday) is free.



The reigning USAC champion struck a blow for DGS engines against the Ford-Cosworths at Michigan.

Michigan USAC to Johncock

The 1976 USAC Champion, Gordon Johncock, has had a thin time of it in 1977, but last Sunday he scored his first major win of the year in the Michigan Grand Prix, run over 75 laps of the ultra-quick Michigan International Speedway.

On the pole, for the fourth consecutive race, was Danny Ongais who took the Interscope Parnelli-DFX round at 200.949mph, followed by Mario Andretti's McLaren-M24 (200.893mph) and 1977 champion Sneva (200.040mph). Behind these three came Johnny Rutherford's McLaren M24 and Al Unser's Parnelli, the five Cosworth-powered runners in the field taking the five quickest times in practice. . . .

Predictably, it was Ongais who took the lead at the start, the Hawaiian staying out in front until lap 55 when his clutch broke. When that happened, his team-mate Unser took over in the lead, but the second Parnelli VPJ6B came into the pits on lap 70 after being black-flagged because of an oil leak. Rutherford's First National works McLaren then led very briefly, but the Texan was passed almost immediately by Johncock's DGS-powered Sinmast Wildcat. On lap 74, Rutherford slowed dramatically as his car ran out of fuel, ruling out any question of a late challenge to Johncock. Such a challenge would undoubtedly have proved successful, for Johncock, too, ran dry on the very last lap! Both men were able to coast over the line, first and second. Even so, Gordie's winning average was 175.250mph. . . .

Behind these two were Wally Dallenbach (Wildcat), Unser, Jimmy McElreath (Eagle-AMC) and Larry Dickson (Eagle-Offenhauser). Neither A. J. Foyt nor Bobby Unser took part in the race. Foyt has been told to reduce his workload by his doctors and will take part in fewer races in future. There are, mind you, no thoughts of retirement in A. J.'s mind.

Sneva (who finished 10th—also out of fuel!) now has 3965pts, followed by Foyt and Rutherford (2840), Al Unser (2790), Johncock (2530) and Dallenbach (2515).

Al Unser wins USA's dramatic first IROC

The first round of America's bountiful IROC (International Race of Champions) Championship took place at Michigan International Speedway last weekend.

This year, the 12 drivers are again using Chevrolet Camaros, all tested and developed by George Follmer to near-NASCAR specification. European representation is not as strong as in previous years, leading lights such as Hunt and Scheckter having apparently turned down invitations due to insufficient financial incentive. 'Our' three representatives, therefore, were Mario Andretti, Gunnar Nilsson and Jacky Ickx.

Fastest in qualifying was Darrell Waltrip, followed by Cale Yarborough, Richard Petty and Al Unser. Nilsson qualified seventh.

The red flag came out on the very first lap when Benny Parsons and Al Holbert tangled at the second turn. Holbert's car hit the wall at the top of the banking and rolled down. Into the wreckage ran the cars of Tom Sneva and Ickx. Holbert, Sneva and Ickx were unable to take the restart. . . .

When they began again, Yarborough took the lead, which he maintained until lap 22 when the race was again stopped—this time because of rain. A 90-minute delay followed.

Yarborough once more took it up after the second restart, keeping his precarious lead until 47 of the 50 laps had been run, whereupon Unser squeezed by into first place, where he remained until the flag, his winning margin being only 4ft.

Behind Unser and Yarborough came Waltrip, followed by a battling group comprising Petty, Nilsson, Gordon Johncock, Andretti and Johnny Rutherford. They finished in that order. Alone at the back was Benny Parsons, his car bent after the *fracas* at the start.

The next two rounds take place at Riverside in three weeks' time.

Parsons at Delaware

The 24th round of the NASCAR Grand National Championship was held last Sunday, at Dover Downs, Delaware, and provided Benny Parsons and Dewitt Racing with a very comfortable victory.

The race, the Delaware 500, was run over 500 laps of the banked 1-mile speedway. Fastest in qualifying was Neil Bonnett, the previous week's winner, and he took the lead from Cale Yarborough (Holly Farms Chevrolet) on the tenth lap after the reigning champion had led from the flag.

Pushing Bonnett's Jim Stacey Dodge hard was Donnie Allison's Chevrolet, and gradually these two left Yarborough behind. Eventually they were joined by Parsons's First National Chevrolet, and it became a two-car battle between Bonnett and Parsons when Donnie had a slow pitstop and lost a lap. Towards the end, Bonnett lost his engine, handing it to Parsons, but by then the veteran had opened up a clear lead and seemed set for victory, anyway. In the end, Benny won by half a lap from David Pearson (Purolator Mercury), Yarborough, Allison, Darrell Waltrip (Gatorade Chevrolet) and Buddy Baker (Norris Ford). Richard Petty blew an engine at half-distance in the STP-Dodge.

● As we reported in *Racecard* last week, Peter Gregg (Brumos Porsche 934) and Bob Tullius (Quaker State Jaguar XJS) are the divisional champions in the SCCA's 12th TransAm Championship series, which ended at St Jovite on September 11. Gregg's title is still provisional pending the result of Ludwig Heimrath's Mosport Park 6 Hours appeal to the FIA. The top six drivers in each category share US$25,000 in end-of-series prize money. Unofficial final points standings are as follows:

TransAm Championship (after 11 rounds): Category II: 1, Peter Gregg, 185pts; 2, Ludwig Heimrath, 162; 3, Monte Shelton, 97; 4, Hal Shaw, 67. **Category I:** Bob Tullius, 170; 2, John Bauer, 162; 3, Tom Spalding, 125; 4, John Wood, 80.

● Fastest laps in the Italian Grand Prix at Monza were as follows:

Andretti, 1m 39.1s; Lauda, 1:39.6; Laffite, 1:39.8; Scheckter, 1:39.9; Reutemann, 1:40.1; Jarier, 1:40.2; Jones, 1:40.4; Patrese and Hunt, 1:40.5; Regazzoni, Depailler, Mass and Peterson, 1:40.6; Stuck, 1:40.9; I. Scheckter, 1:41.3; Jaboulle, 1:41.7; Giacomelli, 1:41.8; Keegan, 1:42.3; Tambay, 1:42.7; Brambilla, 1:42.9; Neve and Watson, 1:43.7; Nilsson and Lunger, 1:44.5.

Ghinzani clinches title at Jarama

The 13th and penultimate round of the European Formula 3 Championship was the Trofeo Villa de Madrid, held at Jarama last Sunday. The result was a repeat of the previous round at Kassel-Calden, with Brazilian Nelson Piquet the winner in his Ulf Svensson entered Ralt-Toyota from Irishman David Kennedy, who drove a fine race in the Group Waterworks sponsored works Argo JM1. However, the main interest centred on the duel for Riccardo Patrese's championship title, which was clinched by Italy's Piercarlo Ghinzani after his compatriot Beppe Gabbiani had collided with Ghinzani's main challenger, Anders Olofsson.

With an industrial dispute strangling the supply of rubber to Goodyear, it was with some relief to most teams to see their truck arrive at Jarama late Friday afternoon. Come practice morning, the result of the dispute became blatantly obvious: a shortage of rear G50s. It was so bad that each car was rationed to just one set of tyres. Thankfully, the organisers yielded to demands by the teams to reduce practice by half to just 2 hours (the English series should be so lucky!).

Piquet, driving with much more confidence, realised just what he had to do to annexe pole position—go out on part-worn tyres and set a quick time as early as possible. His 1m 27.14s was good enough. Sharing the front row was Olofsson, his Ralt now sponsored by ASG Transport, and the Swede finished up with 1.27.39 late in the first session when the temperature was getting high.

On the second row were Kennedy in the Argo and Ghinzani in his regular March. David took a while to get into the swing of things, and saved his fastest lap until the very last to knock Ghinzani to the outside of him.

Slim Borgudd (Ralt) and a very troubled Beppe Gabbiani (Trivellato Chevron) shared the third row, Gabbiani suffering from poor handling and trying many variables, but to no avail; he changed the engine. Next on the grid was Huub Rothengatter's wildly oversteering BAS March and Bertram Schäfer's Ralt, the German driving in a determined manner after playing with an adjustable wing that was declared illegal. On the fifth row was Luis Canomanuel (Ralt), the quickest Spaniard in Roger Heavens's National Team; Canomanuel was having his last drive in the team as next year he plans to be on the organisational side. Daniele Albertin in his March completed that row, and Peruvian Jorge Koechlin in the second Anglia Cars Argo and Spaniard Artimi Rosich in the Derby Course March made up the sixth row in front of Jan Lammers in the revamped Hawke DL18 and Ralt drivers Ulf Svensson and Juan Villacieros. Brazilian Fernando Jorge, Paolo Bozzetto (March) and Spanish driver Carlos Penacoba in Paul Bernasconi's Ralt completed the small 18-car grid.

Piquet made full use of his pole position and rocketed off into the lead of the 28-lap race, followed by Ghinzani from the second row. As they filed into the first corner, Kennedy made a move for the inside line, found a queue, and dropped to seventh. At the second curve, Olofsson lost his championship hopes when Gabbiani dived down the inside on the slightly damp track and slid helplessly into the ASG Ralt, both cars finishing up in the catchfence and resuming well last. There was nothing intentional about the accident, it was just one of those things; as Beppe said afterwards, "Anders is my friend . . . ."

At the end of the opening lap, Piquet and Ghinzani held a comfortable lead over Schäfer, Rothengatter, Kennedy and Borgudd. As the race progressed, Kennedy passed into a distant third, some 9½secs down on Ghinzani, who by the sixth lap had been dropped himself. At quarter-distance, the order read Piquet, Ghinzani, Kennedy, Schäfer, Rothengatter, Albertin, Lammers and Olofsson.

For most of the race, the big feature was Anders Olofsson, driving like a man possessed. Having kept his cool, he fought his way up from 17th to 14th, eighth and seventh on successive laps, and then picked off the hard-trying Lammers, who was going better as he got used to the car. Next on Olofsson's list was Albertin, who put up little resistance, then in rapid succession he picked off Rothengatter and Schäfer. That left him 6secs down on Ghinzani with six laps to go, and he was pulling in the Italian at a second a lap! It was leading up to an interesting finish, but suddenly the white Ralt did not come round; Olofsson had spun and stalled the engine, resuming just behind Schäfer, who quickly moved over to let the Swede through. But it was no good, as the length of the home straight now separated Ghinzani and the unfortunate Anders.

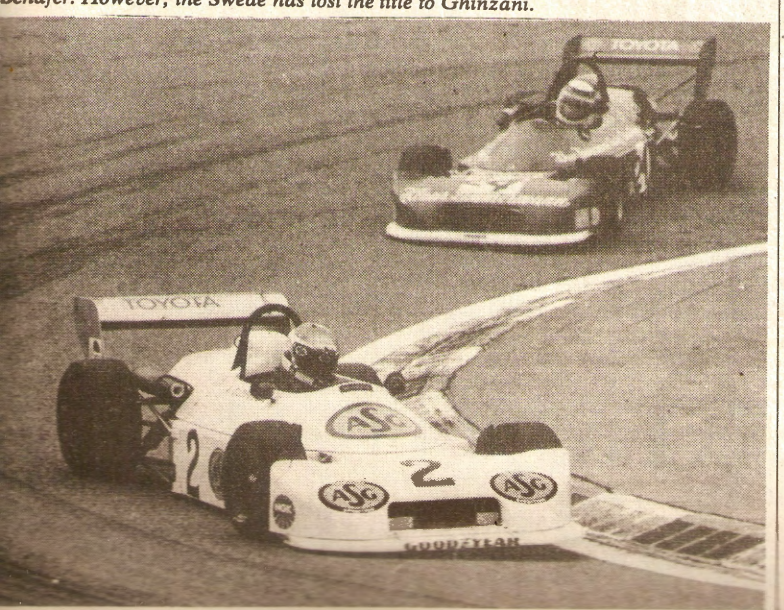
While all this was going on, Kennedy had started to reel in Ghinzani who was then still in second place. Lap after lap, the little Argo gained on the Allegrini March until, ten laps from the end, the Irish driver took second place at the end of the main straight. It was not long before the lap which Piquet had built up began to shrink, until at the flag only 2.8sec separated the two leaders.

Piquet won in 41m 40.05s. Ghinzani was 12½secs down on Kennedy by the end, but a similar margin ahead of Olofsson who set fastest lap in 1m 27.69s (86.85mph). Schäfer in a distant fifth place had 2½secs on Rothengatter, while Borgudd was seventh just ahead of Albertin and Lammers, who crossed the line almost as one.

The rest of the field ran a rather processional race enlivened mainly by the two Spanish drivers, Canomanuel and Villacieros as they lapped nose-to-tail in 10th and 11th places.

So Ghinzani took the championship, and Paolo Pavanello made up for his runner-up spot last year, when Conny Andersson did his driving.

Drive of the race at Jarama came from Anders Olofsson, here leading Bertram Schäfer. However, the Swede has lost the title to Ghinzani.



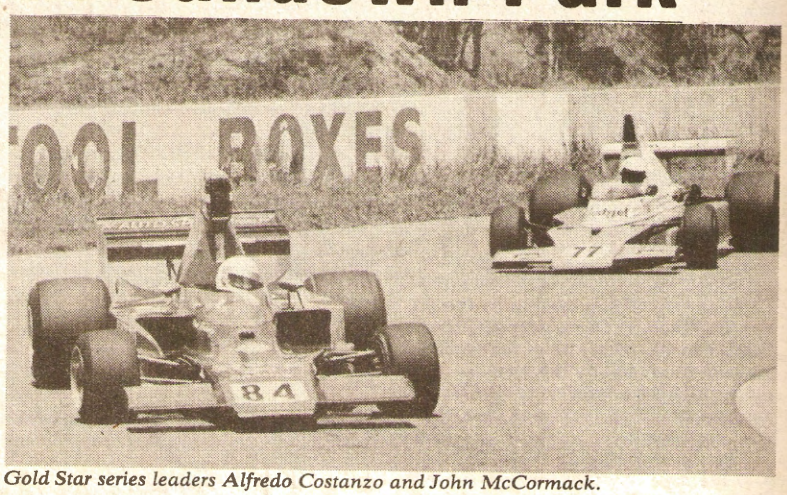


Ghinzani—European F3 Champion.

● With just one of the 14 rounds to go, Italy's Piercarlo Ghinzani has clinched the second-ever European Formula 3 Championship title, taking over from his compatriot (now Grand Prix driver) Riccardo Patrese:

European Formula 3 Championship (after 13 rounds): 1, Piercarlo Ghinzani (I), 57pts; 2, Anders Olofsson (SW), 46; 3, Nelson Piquet (BR), 33; 4, Beppe Gabbiani (I), 26; 5, David Kennedy (IRL), 17; 6, Piero Necchi (I), 16; 7, Oscar Pedersoli (I) and Ello de Angelis (I), 15; 9, Derek Daly (IRL) and John Nielsen (DK), 13; etc.

Costanzo's turn at Sandown Park



Gold Star series leaders Alfredo Costanzo and John McCormack.

Held at Sandown Park on September 11, the second round of the Australian Formula 1 Championship was won by the dedicated Italian-born Alfredo Costanzo in a Lola T332 from Victorian Alan Hamilton (Lola T430) and former champion Kevin Bartlett (Lola T400).

Victorian Jon Davison took his first Formula 5000 pole position in the ex-Teddy Yip number two car used by Alan Jones to win this year's Rothmans series, and led from the start from Elfin designer and builder Garrie Cooper in his Elfin MR8, Costanzo, reigning champion John Leffler (Lola T400), Bartlett, Hamilton, and Adelaide's John Walker, making a return to racing after more than a year.

Costanzo quickly gathered in Cooper, as did Bartlett, and they went out after Davison, while Cooper staved off some determined work by Walker and Leffler. Davison's race finished with transmission trouble on lap 11, giving the lead to Costanzo, which he held to the end despite having his engine cut out on the final lap when it failed to pick up the last bit of fuel.

Walker pulled out when he began to get oil surge, while Bartlett began to slow when his transmission lost its oil. Cooper and Leffler, still running close, passed Bartlett with only a few laps to go, but when Leffler clipped the back of Cooper's car at the end of the straight, both cars went into the armco, only Leffler was able to restart, rejoining to finish fourth ahead of Peter Edwards (Lola T332) and Chas Talbot (Begg FM5).

Costanzo shares the lead in the series with John McCormack, whose McLaren-Leyland M23 stopped after the warm-up lap when it lost its water. They have 9pts each.

● Australian Prime Minister Malcolm Fraser became one of the few Heads of State to take part in a motor sport event when he ran as 'riding mechanic' with Jack Brabham in a 1930 Alfa Romeo in a regularity run for historic cars at the Sandown Park meeting. After the event, decided on the drivers' ability to stick to nominated lap times, the PM said: "It was all pretty unexciting. There were no incidents on the track and it was rather sedate". At the same meeting last year, Mr Fraser upset his entourage when he accepted a couple of demonstration laps with Allan Moffat in his two-door Falcon, running at close to race speeds. Mr Fraser, despite his ride in the Alfa, owns to being a Lancia



Hang Ten 400 winner Pete Brock's Patterson Torana.

Brock warms up for Bathurst 1000

Peter Brock added to his incredible long-distance race record in Australia when he won his fourth Sandown Park 400 Kms event before a record crowd of 41,500 on September 11.

Brock, in one of the new four-wheel disc-braked V8 Holden Toranas and running in the three-car Bill Patterson team, took control about a third of the way through the race, the Hang Ten 400, and led to the finish apart from a short period when he took a long and cautious pitstop, during which the new braking system was carefully inspected.

Brock finished well ahead of Sydney Torana driver Alan Grice and Falcon driver Allan Moffat in a furious-paced race which shredded the field of 51 cars down to 21 at the end. The race was a welcome boost to the morale of the Torana camp, which has lost six of the seven rounds of this year's Australian Touring Car Championship to the Allan Moffat-Ford Dealers Team. In the Hang Ten 400 nearly all of the privately entered Fords fell by the wayside, only the unofficial works team cars of Moffat and Colin Bond finishing anywhere near the leaders.

The hard-charging Grice bounced into the lead from the start in his new Torana Hatchback from Marlboro-Holden Dealer Team driver John Harvey and Brock, with Bond sitting back hoping that the pace might ease off.

Moffat had to start from the back of the grid because he had put a rod through the side of his engine during practice and had not recorded a time. While he was working his way through the field, he kept on passing cars which had fallen by the wayside; Jack Brabham, in one of the two John Goss Falcons, was out on lap 5 with with a bent valve, while last year's Bathurst winner Bob Morris had his Torana stop with assorted mechanical problems.

Meanwhile Brock had taken over the lead and made a surprisingly early pitstop, giving front running back to Grice, who promptly nudged the Torana four-door of Peter Janson while lapping him at the fast corner at the end of the straight, putting them both into the fence backwards. Grice was able to restart, but Janson, unamused, was not. Grice stormed into the pits to have his damage checked, and was promptly given a one-minute penalty for speeding in the pit lane. Bond, who collected some pieces of a Mazda's disintegrating rear end beneath his Falcon and had made an unscheduled pitstop, was also given a one-minute penalty for having had his car push-started.

If this race is to be considered an indication of things to come in the Hardie-Ferodo 1000 on October 2, the finishing line-up in that race will be pretty short. The carnage continued with the demise of both of the Holden Dealer Team cars; and Larry Perkins ended up in hospital being treated for cuts when the second Peter Janson Torana flipped after a front tyre had let go.

However, South African Basil van Rooyen impressed all with a steady drive in the third Bill Patterson car which netted him fourth place. The other team car, driven by Peter Brock's younger brother Phil, hung itself on a fence after hitting an oil patch.

Peter Blanchard (Torana) was placed provisionally fifth, while Laurie Nelson headed the 3-litre class in his V6 Capri, Rod Stevens took the 2-litre class in his Escort RS2000, and Matt Phillip won the 1300cc class in his Honda Civic RS.

G6 maximum for Alfa

If the Group 6 series does indeed revert to 'European' status next year, as is likely, last Sunday's 300kms event at the fast Salzburgring circuit in Austria could have been the last-ever World Sports Car Championship race for the conventional 3-litre open sports cars. As usual, it resulted in victory for Vittorio Brambilla at the wheel of one of the Autodelta works team's Alfa Romeo 33SC12 machines. However, it was mainly noticeable for the long-awaited race appearance of the team's turbocharged flat-12 car, which was developed at the start of the season but which has only previously been used in practice. The 680bhp brute was entrusted to Arturo Merzario, who finished second to the normally aspirated machine of his team-mate.

Vittorio qualified on the pole, with Arturo alongside despite severe understeering problems encountered throughout practice. The third Alfa for Spartaco Dini/Giorgio Francia lined up behind, alongside the fastest 2-litre car, the semi-works Ultramar/Rizla Lola T296 of Guy Edwards/Ray Mallock.

Brambilla led away at the start of the 70-lap race, and was never headed, winning by more than a lap in 1h 27m 26.79s (126.57mph), and setting a new outright circuit lap record in 1m 12.50s (130.69mph). All the cars in the race—and there were only nine—made one refuelling stop, and Merzario dropped 3mins during his, for the 2.1-litre turbo engine took a long time to get restarted. As well as his understeer, Art also had to cope with poor braking, but he still finished second over a lap ahead of Dini/Francia.

The 2-litre class race was more interesting, for it was close throughout. After the pitstop, Edwards had about 20secs to make up a Herbert Müller's March-BMW 76S, and he managed to do so shortly before the end. The Edwards/Mallock fourth place (five laps behind Brambilla) gave Lola third place in the championship table behind Alfa Romeo—which marque scored the maximum 160pts from the eight races—and Osella. Müller was fifth, and there were seven finishers in at the death of the World Sports Car Championship.

WORLD SPORTS CAR CHAMPIONSHIP (G6) FINAL TABLE	Nat	Apr 17 Dijon (F)	Apr 24 Monza (I)	May 29 Vaillelunga (I)	Jun 19 Enna (I)	Jul 10 Estoril (P)	Jul 24 Ricard (F)	Sep 04 Imola (I)	Sep 18 Salzburg (A)	Total points
1 Alfa Romeo	I	20	20	20	20	20	20	20	20	160
2 Osella	I	15	15	12	12	—	4	15	—	73
3 Lola	GB	12	3	—	8	10	6	6	10	55
4 Chevron	GB	8	2	10	10	—	10	8	—	48
5 Sauber	D	—	—	—	15	8	8	—	—	31
6 Toj	D	2	—	—	—	—	15	—	—	17
7 AMS	D	—	—	4	—	—	—	10	—	14
8 McLaren	GB	—	10	—	—	—	—	3	—	13
etc										

SHELLSPORT INTERNATIONAL CHAMPIONSHIP (G8)	Nat	Mar 13 Mallory Park	Mar 27 Snetterton	Apr 08 Oulton Park	Apr 11 Brands Hatch	May 22 Mallory Park	Jun 06 Thruxton	Jun 26 Brands Hatch	Jul 08 Oulton Park	Jul 24 Mallory Park	Jul 31 Donington	Aug 29 Brands Hatch	Sept 11 Thruxton	Oct 02 Snetterton	Oct 16 Brands Hatch	Total points
1. Tony Trimmer	GB	12	8	—	2	22	—	20	22	22	15	17	2			142
2. Guy Edwards	GB	—	22	—	12	8	15	15	15	—	—	—	20			107
3. Val Musetti	I	8	—	12	22	15	4	12	—	12	—	—	—			85
4. Tony Rouff	USA	—	6	—	—	6	20	10	12	2	10	6	—			72
5. Divina Galica	GB	—	15	—	—	—	—	—	10	17	12	14	—			68
6. Emilio Villota	E	22	—	—	—	—	—	—	—	—	22	20	—			64
etc																

WORLD CHAMPIONSHIP OF DRIVERS (F1)	Nat	Jan 09 Argentina	Jan 23 Brazil	Mar 05 South Africa	Apr 03 USA West	May 08 Spain	May 22 Monaco	Jun 05 Belgium	Jun 19 Sweden	Jul 03 France	Jul 16 Britain	Jul 31 Germany	Aug 14 Austria	Aug 28 Holland	Sept 11 Italy	Oct 02 America	Oct 09 Canada	Oct 23 Japan	Total points
1. Niki Lauda	A	—	4	9	6	—	6	6	—	2	6	9	6	9	6				69
2. Jody Scheckter	ZA	9	—	6	4	4	9	—	—	—	—	6	—	4	—				42
3. Mario Andretti	US	2	1	—	9	9	2	—	1	9	—	—	—	—	9				41
4. Carlos Reutemann	RA	4	9	—	—	6	4	—	4	1	—	3	3	1	—				35
5. James Hunt	GB	—	6	3	—	—	—	—	—	4	9	—	—	—	—				22
6. Jochen Mass	D	—	—	2	—	3	3	—	6	—	3	—	1	—	3				21
7. Gunnar Nilsson	S	—	2	—	—	2	—	9	—	—	3	4	—	—	—				20
8. Jacques Laffite	F	—	—	—	—	—	—	—	9	—	1	—	—	6	—				16
Alan Jones	AUS	—	—	—	—	1	1	2	—	—	—	—	9	—	4				16
10. Hans Stuck	D	—	—	—	—	1	—	1	—	—	2	4	4	—	—				12
11. Emerson Fittipaldi	BR	3	3	—	2	—	—	—	—	—	—	—	—	3	—				11
12. Patrick Depailler	F	—	—	4	3	—	—	—	3	—	—	—	—	—	—				10
13. John Watson	GB	—	—	1	—	—	—	—	2	6	—	—	—	—	—				9
14. Ronnie Peterson	S	—	—	—	—	—	—	4	—	—	—	—	2	—	1				7
15. Carlos Pace†	BR	6	—	—	—	—	—	—	—	—	—	—	—	—	—				6
16. Vittorio Brambilla	I	—	—	—	—	—	—	3	—	—	—	2	—	—	—				5
17. Clay Regazzoni	CH	1	—	—	—	—	—	—	—	—	—	—	—	—	2				3
Patrick Tambay	F	—	—	—	—	—	—	—	—	—	—	1	—	2	—				3
19. Renzo Zorzi	I	—	1	—	—	—	—	—	—	—	—	—	—	—	—				1
Jean-Pierre Jarier	F	—	—	—	1	—	—	—	—	—	—	—	—	—	—				1
†Deceased																			
INTERNATIONAL CUP FOR CONSTRUCTORS (F1)																			
1. Ferrari	I	4	9	9	6	6	6	6	4	2	6	9	6	9	6				88
2. Lotus-Ford	GB	2	2	—	9	9	2	9	1	9	3	4	—	—	9				59
3. Wolf-Ford	GB	9	—	6	4	4	9	—	—	—	—	6	—	4	—				42
4. McLaren-Ford	GB	—	6	3	—	3	3	—	6	4	9	—	1	—	3				38
5. Brabham-Alfa	GB	6	—	1	—	1	—	1	2	6	2	4	4	—	—				27
6. Shadow-Ford	GB	—	1	—	—	—	1	2	—	—	—	—	9	—	4				17
Tyrrell-Ford	GB	—	—	4	3	—	—	4	3	—	—	—	2	—	1				17
8. Ligier-Matra	F	—	—	—	—	—	—	—	9	—	1	—	—	6	—				16
9. Copersucar-Ford	BR	3	3	—	2	—	—	—	—	—	—	1	—	3	—				11
10. Ensign-Ford	GB	1	—	—	—	—	—	—	—	—	—	—	1	2	2				6
11. Surtees-Ford	GB	—	—	—	—	—	—	3	—	—	—	2	—	—	—				5
12. ATS-Ford	D	—	—	—	1	—	—	—	—	—	—	—	—	—	—				1

correspondence

the editor is not bound to agree with readers' opinions

Reliable Ferraris

Can someone please tell me exactly what our Grand Prix drivers want out of life?

Niki Lauda informs us that he is sick of the politics, press persecution and pressure that he had to put up with in order to be No. 1 driver at Ferrari. He also tells us that he has nothing more to prove at Maranello, and requires a new challenge in life.

Furthermore, it appears, by all journalistic accounts, that the Ferrari team is experiencing some difficulty in finding a replacement for Lauda.

Ferrari have this year finished in every single Grand Prix, and only once lower than third. They have unrivalled testing facilities, wield a great deal of influence over the tyre companies, race organisers and ancillary suppliers, are backed by Europe's largest automotive industry, pay considerably more than any of their rivals, and have one of Europe's most powerful industrialists, in the form of Giovanni Agnellis taking a direct interest in their welfare. They are, therefore, not a kit car outfit run by a barrister, a team masquerading under a false name run by a secondhand car dealer, or a small concern run by a wood merchant in the grip of a large international oil company. Yet it seems that the aforementioned businesses are a better proposition employer-wise, to our present Grand Prix drivers than nasty old Ferrari.

Emerson Fittipaldi, back in the autumn of 1975, decided that he needed a new challenge, but look at him now . . . possibly Jackie Stewart's greatest adversary, an almost forgotten, struggling backmarker, bitterly regretting that decision.

One can't have everything in life. The more one has the more one wants. For a Grand Prix racing driver, the object and purpose in life is winning. In order to achieve that aim, he needs the best possible machinery available, regardless of any other criteria. At this very moment in time, and for the past three years, that machinery has been supplied by Ferrari.

As the old saying goes, 'If you can't stand the heat, get out of the kitchen'. But when, within the friendly family atmosphere of your McLarens, Surtees, Brabham or Tyrrell motorhome, you sit fuming because your engine won't stay together for more than 10 laps, or you have to wait for your latest set of Goodyears, remember the chance of that unwanted number one seat . . . Messrs Lauda, Scheckter, Peterson and Andretti, please take note.

N. J. F. B. SAMENGO-TURNER
BURCHETT'S GREEN, BERKS

New scoring system?

After all the fuss over that Zandvoort accident, it was nice to see Monza on television and watch Mario Andretti clearly winning the Italian GP. Hunt's comments about GP drivers never overtaking on the outside, etc, sounded a little silly as the TV film showed him driving across the chicane, spinning and reversing into the face of oncoming traffic, while Mario was neatly overtaking Scheckter for the lead around the outside of a corner!

Although Niki Lauda well deserves the 1977 World Championship, this season seems to highlight once again that the scoring system needs changing. For several years now I have thought that it could be simplified, made more just and interest kept alive longer, if the drivers title was simply decided on the greatest number of wins. In the case of a draw, the number of seconds, thirds, etc, could be taken into account. Obviously this would favour Mario this year (and I admit to being a great admirer of Colin Chapman's team since 1962, and of Mario Andretti for several years) but, after all, winning is the name of the game.

The constructors title on the other hand could remain on the present points system (perhaps modified by increasing points for first place and even reintroducing points for pole position and fastest lap). This would hopefully attract more attention to the cars and teams, which are perhaps nowadays more important than the 'Superstar' drivers.

WARWICK S. A. R. SIMS

Stickler for trivia

As your American correspondent Gordon Kirby is a 'stickler for trivia', so am I. The Penske PC5, which has caused several comments in your magazine since it was introduced at Michigan, was built entirely here in Dorset (chassis, bodywork, etc) and therefore it has the right to be called a Penske. There are in fact many detail differences to our McLaren M24s, but the coincidences are to say the least convenient!

Similar coincidences could be the Coyote, the Wildcat or the Vollstedt-Offy to the Lightning, or even the Ford Fiesta to the VW Polo, Fiat 127 or the Peugeot 104. It happens everywhere.

However, the PC6 will be different to anything currently racing in USAC. . . .

WIMBORNE, DORSET NICK GOOZEE

Merci beaucoup

I refer to the article you published in your issue of September 8, concerning the events my club organise.

Thank you very much for having so well reported about St Gueno hillclimb and congratulations to David Franklin, our 1977 winner.

I would like to draw your attention to the information you gave on page 45 in *Sports Extra*. In fact, I am involved in contacting British competitors *only* for the events my club Ecurie Armor of Saint Brieuc (Cote du Nord) organise.

For those who would like to compete in this area (the west part of France and Britanny mainly), they can contact me. But take care: my telephone number is not 553-90-31, but 557-70-31.

PARIS, FRANCE GEOFFROY DE LONGEAUX

Bravo Shelsley

Having been informed of the history of the Shelsley Walsh hillclimbs, and being closely interested in this kind of racing, I decided to assist at the hillclimb which took place there on August 13 and 14 in order to see for myself how the British conduct this sport.

I would like you to know that this event took place in an excellent atmosphere of well-being, and was very worthy of everything which this sport should represent—this is not always the case.

I must emphasise the worthiness of the drivers and the organisers. Moreover, I was elated by the first class general organisation at Shelsley Walsh, and, if all race meetings in England are like that, and handled with such mastership, England must take its place at the head of this domain.

There were no worries about security, reasonable discipline, and the whole structure (paddock, chronometer timing, the circulation of spectators)—everything was admirable. When this is done to excess, it is often annoying to all. There was no quibbling between drivers and officials, and no exaggeration of the fire or vehicle control regulations; both are often done, elsewhere, to the extreme limits—and not justified.

I also met people who were absolutely charming and competent—people like Mr and Mrs Steve Perry, and Mr and Mrs J. O. Chapple. Bravo to the organisation team at Shelsley Walsh!

COLMAR, FRANCE JEAN BRUGY

Timekeeping

With reference to your piece last week (*P&P*) about Brands Hatch timekeeping inadequacies, I feel it should be made clear that, unfortunately, circuits do not control their own facilities in this respect.

The approved RAC system calls for organising clubs to book such RAC-approved timekeepers as are available.

BRANDS HATCH, KENT JOHN WEBB
Managing Director, Motor Circuit Developments.

Magnificent marshals

May I through the columns of AUTOSPORT yet again thank the marshals who so kindly released me from an inverted car at Aintree a few weeks ago.

I also would like to take this opportunity to crush any rumours that after the accident I was unfriendly, impatient and ungrateful to the said marshals, because I honestly don't know what I would have done without them.

Believe me I would never speak an unkind word to any marshal, especially those who helped me when I most needed them. They did (and still do) a really superb job which is a definite credit to Aintree Circuit Club, and British motor sport, too.

ROSSENDALE, LANCS GARRY FRETWELL

Refreshingly different

It is a great pity that Robin Bradford's literary talents lead to such subjective race reporting. He cannot apparently understand why some Formula Ford men bothered to enter Brighton's Speed Trials (September 15, *Sportscard*). It would indeed be sad if reports of essentially amateur events became tinged with sarcasm as a matter of course.

Most competitors enter for the sport, thank God, and I am sure the Formula Ford drivers' main criterion was enjoyment. In a world increasingly filled with sponsors, commercial championships and similar creeping professionalism, an event such as the Brighton Speed Trials remains refreshing and different. Where else does one see such a superb and varied collection of exotic?

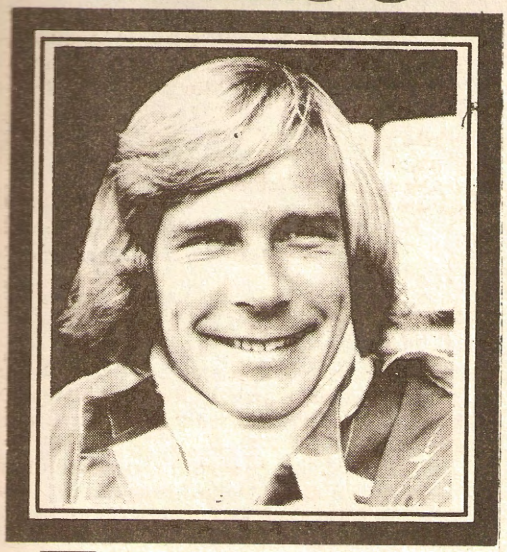
GREAT SHELFORD, CAMBS ROBERT GLASS

Since our report last week, we have been contacted by two of the drivers concerned, who do enter for the fun and are also hoping to persuade the organisers to start a Formula Ford classification. (see Sports Extra*)—Ed.*

Then as now?

AUTOSPORT (September 19, 1952) carried a report of the Modena GP in which Froilan Gonzalez proved that the Maserati 'six' was a match for the Ferrari 'four' by finishing second to Luigi Villoresi. As had become the custom at the time, Alberto Ascari took the lead from the start followed by Villoresi, Gonzalez, Farina (Ferrari) and Behra (Gordini). Ascari made a couple of early pit stops while Behra only lasted ten laps leaving the other four to dispute the lead. Villoresi circulated a few lengths in front of the Argentinian until lap 83 when Gonzalez streaked through into the lead and remained there. Just when the crowd had sensed that Froilan would score a certain victory the Italian pulled out a superhuman effort and passed him on the final lap. Ex-Fiat-Stanguellini driver Sighinolfi made an excellent debut to finish third in his Ferrari, three laps ahead of the similar car driven by Farina. Despite finishing second, Gonzalez had the consolation of setting fastest race lap.

Just James



"Mario drove a terrific race: I was particularly pleased we had taken the trouble to kiss and make up after the Zandvoort incident."

The week before the Italian Grand Prix was pretty action-packed, although I managed to get a few days' rest at home in Marbella and hit the local backgammon scene before flying up to Switzerland to compete in the Superstars. The racing fraternity were well represented and I joined Jochen Mass and Jacques Laffite at the brand new sports complex in Bienne—the home of the Heuer timing people.

As far as I was concerned, it was not a great success, although I enjoyed myself immensely and won the football section before I tore ligaments in my ankle which forced me to retire. Apparently the story got exaggerated and caused some panic back in England, where they were busy posting me as a non-starter at Monza. Jochen did really well—you will have to wait and see how well until the programme goes out on television later in the year—and, despite my retirement, both Jacques and I were placed.

That evening we flew down to Alassio, a small coastal resort between San Remo and Genoa, in a Cessna Citation—the same type of twin-engined jet Niki Lauda uses to go to work in. Jochen, Jacques and I joined Clay Regazzoni and some local heroes in—would you believe it—a steam roller race. What with one thing and another, we arrived a little late, led by a police car complete with siren and flashing lights. The enthusiasm of the crowd knew no bounds. Fortunately, the machines had hand throttles, so my damaged foot was no handicap, but my navigation around the course seemed to startle Luisella of Radio Monte Carlo who was providing the lively commentary. I still got classified second behind Regazzoni, and we were presented with such magnificent trophies that you would have thought that we had won the Italian Grand Prix. Later that evening the mayor made a splendid speech and gave us what sounded like the freedom of the City of Alassio of which, needless to say, we took full advantage!

The Italians are a really passionate people: they either love you or they hate you—there is seldom a happy medium. After the hard time they gave us last year, it was pleasant to see the other side of the coin, and I must say they really made me welcome wherever I went, with the exception of the mother of a keen racing fan who wouldn't let her charming daughter even have lunch with me. Clever mum!

The news that Niki was leaving Ferrari did not surprise me: it has been on the cards since the beginning of the season. If he does go to Brabham, like most people seem to think he will, it would be a very clever move. Gordon Murray is an excellent designer and hasn't come up with a duff chassis yet—there is little doubt the BT46 could be the fastest car, and if they find reliability, the combination of Niki and Brabham would be dynamite.

There was also a great deal of speculation about who would take Niki's place at Ferrari, and they seem to have spoken to just about everybody but me! I can't really see them going for a newcomer—that's not their style—but until their No 1 spot is filled, the press are going to have a field day. Jody Scheckter, I suspect, would dearly love to drive for them and they seem pretty keen on him, but there are contractual difficulties with Wolf and I think it would be far too complicated; so things are likely to stay as they are. If they go for young drivers after all, the choice lies between Gilles Villeneuve, Eddie Cheever and Patrick Tambay, all of whom have been contacted by Maranello recently.

I seem to get an annual attack of brain fade at Monza—I've never finished there yet. The car was pretty useless and so was the driver. Despite the problem with my foot, I was well pleased when I put the M26 on pole (my fifth of the season), especially as the car is not that quick in a straight line. From then on things deteriorated rapidly. I was worried for my clutch when the red took ages to come on, and when it flickered Jody and Clay went charging past me. I managed to get back into second place but my brakes were starting to play up and soon Mario Andretti got by at Lesmo, and a few laps later Carlos Reutemann's Ferrari nipped inside when I had a brakeless moment at the chicane which dropped me back behind my team-mate Jochen, who was running seventh. I was happily running around when I passed him by accident: we were coming up to the Parabolica and I hit the brakes, but couldn't slow up enough and very nearly T-boned him. Fortunately Jochen glanced over and swerved out of my way just in time.

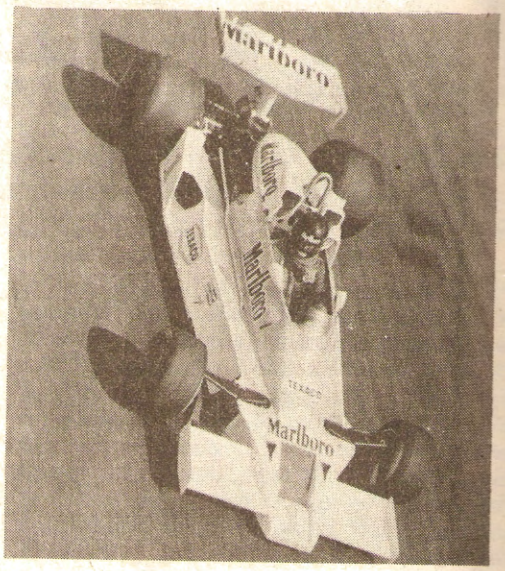
Monza is not the place to have brake problems: you need to brake very accurately. After a lengthy pitstop to check that all was well, I went back into the fray again to try for fastest lap. A combination of brake and brain fade saw me finish up in exactly the same sand pit as last year. After the race, Teddy Mayer told me that they had fitted smaller calipers to my car than Jochen's, as he is usually heavier on brake pads than me.

"I seem to get an annual attack of brain fade at Monza—I've never finished there yet. The car was pretty useless and so was the driver."

Mario drove a terrific race: I was particularly pleased we had taken the trouble to kiss and make up after the Zandvoort incident.

The Villa d'Este on Lake Como, where the Marlboro-McLaren team stays for the race, is one of the most beautiful hotels in the whole of Europe. I think the management there are getting pretty used to the racing people by now, but they still had difficulties in understanding why Herr Hans Stuck needed a swim—resplendent in Martini tie and blazer—at 2 o'clock in the morning, and why his presence in the pool acted as a decoy for the rest of the racing brigade. Walter Wolf's dark blue and gold helicopter, buzzing the hotel every time he made his final approach to a neighbouring lawn, reminded me of times when Alexander Hesketh used to stay at the 'Dusty Villa', as the hotel is affectionately known. Things haven't really changed much. . . .

Hunt hurtles the Marlboro-McLaren M26 towards pole position at Monza.



James was forced to retire from the Superstars competition after damaging his ankle in the football section.





Schenken's Jaguar and Quester's winning BMW enjoyed a tremendous tussle for second place in the early stages.

Closer than ever

Quester takes fourth victory with Walkinshaw for Alpina BMW—Tremendous Leyland challenge for 99 laps—Luigi dispute over second place—Jaguars start on the front row but both end up off the track—New lap record for Rouse—Report: BOB CONSTANDUROS—Photography: JEFF BLOXHAM.

"I knew it would be a hard race, and it was," said Tom Walkinshaw after winning last Sunday's Access Tourist Trophy with Dieter Quester in the Alpina BMW CSL. From the outset of the 107-lap race, it was clear that neither he nor Quester were going to let the rapid Leyland Jaguars get far ahead. For 36 laps, both Jaguars and the BMW strongly disputed the lead, but then a wheel came off Tim Schenken's third-placed Jaguar, leaving just Andy Rouse and Derek Bell racing for the lead with the Bee-Em. While they darted in and out of the pits, there was never more than 50secs between them, and that gap fluctuated to as little as 9secs. With no more pitstops to upset the balance, Rouse had around 22secs to make up in the final 30 laps, but Walkinshaw was racing, and racing hard. The gap came down, sure, but little by little. With less than ten laps to go, there was 11secs to make up, and it didn't look possible for the Jaguar to win. Then, coming out of Abbey and travelling at over 120mph, the XJ12C suddenly snapped sideways on Rouse, and the heavy car spun into the bank. The challenge was over. Rouse thought something had broken on the car, but Walkinshaw had nearly done the same thing, and it seems that it was a thin layer of oil on the track which ended Jaguar hopes.

So the Alpina BMW took another victory, and Luigi's BMWs came second and third, although a one-minute penalty (disputed by the team) holds the key as to which pairing finishes second and which third. The Jaguar was classified fourth, Ford Capri of Vince Woodman/Jonathan Buncombe.

A crowd of 20,000 people came to watch the race, and they saw surely the best Group 2 race of the year, kept well alive for them by an excellent commentary. All they wanted from this BRDC organised meeting was a Jaguar victory, and were it not for some droplets of rain in the early stages, they might, just might, have seen one. But for that oil. . . .

G2 EUROPEAN CHAMPIONSHIP **8**
SILVERSTONE

The victorious Quester/Walkinshaw team receive the crowd's acclaim after the race.

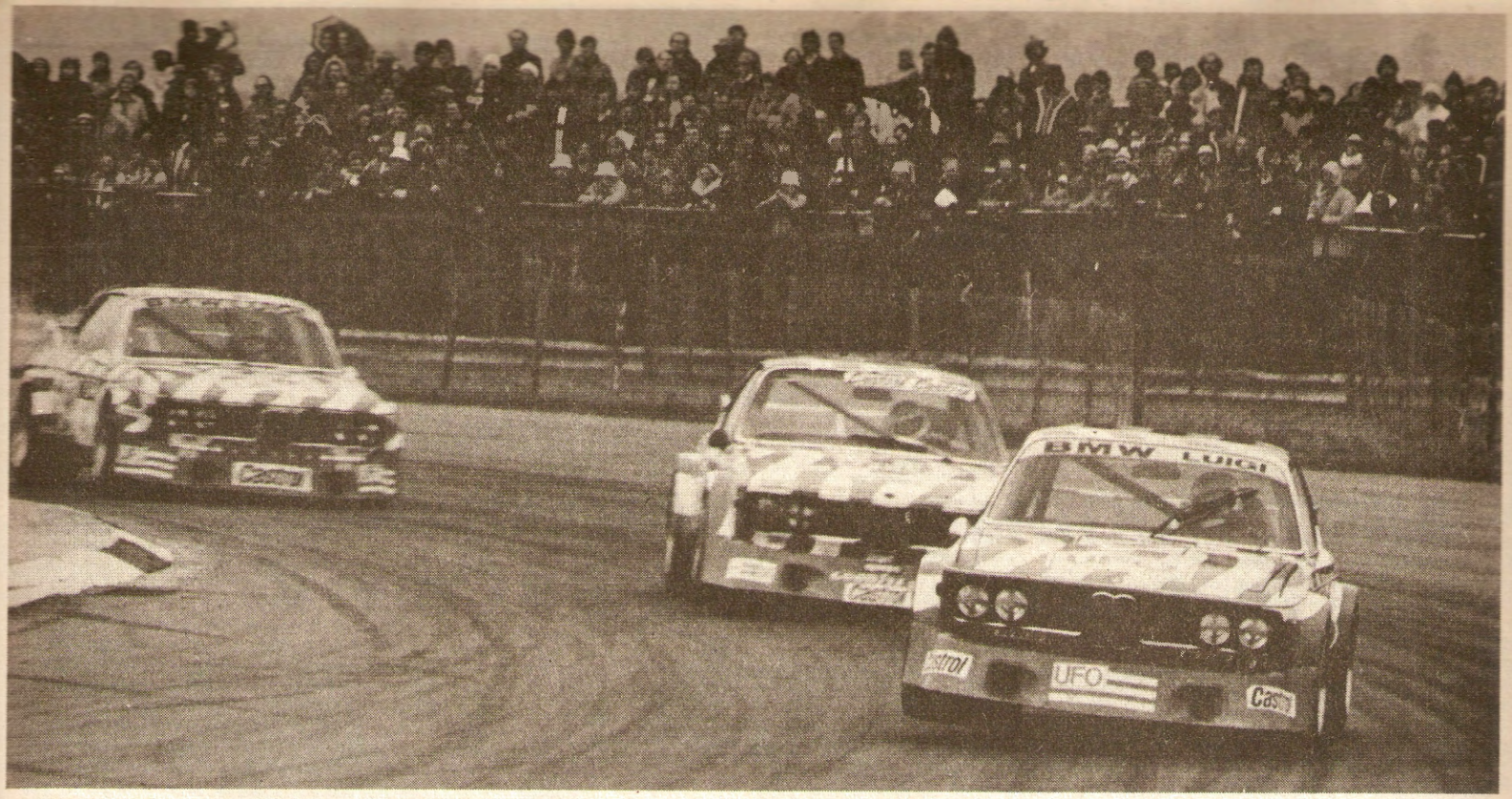


With a fine entry of British Group 1 cars bolstering the numbers, the eighth round of the European Touring Car Championship, primarily for Group 2 cars, was sure to be one of the better rounds. There were 34 G2 cars, and the remainder of the 52 which turned up for practice were G1 machines. As far as the top of the entry was concerned, there were few changes. Claude de Wael preferred to gaze into the eyes of his attractive fiancée rather than race, and there was little point anyway, for there were three drivers for his Luigi BMW, and it would only make one pitstop. Neither the G1 CSi from Belgium nor the British 530i turned up, as both were suffering crash damage. Two regular 3-litre G2 cars from Europe failed to arrive, and two G1 Magnums preferred to stay at home.

The experienced Helmut Kelleners found himself sharing one of the Heyco BMW 320is with tuner Rudi Eggenberger, as normal driver Walter Brun had to stay at home and look after his business. Jean Claude Bering replaced an unwell Paul Keller in the only G2 Dolomite Sprint, which came over from Switzerland, while negotiations raged throughout the weekend as to Jim Crawford's function with the Leyland Switzerland team. The Swiss regulars, Kurt Mirer and Marco Vanoli, were extra entrants in their rapid BMW 2002 Tii.

In the 1600cc class, the Yugoslavian Scirocco pair sadly scratched from the race, while former Coupe de l'Avenir champions Roger Berndtson and Ugo Meloni teamed up with one another again in a G1 Scirocco from Belgium. Susan Tucker-Peake's Renault 5 was a non-starter as the local girl was unwell.

Much more important than all of this, so far as the patriotic crowd was concerned, was the success of the Leyland team of Jaguars. Later in the weekend, it was very obvious how patriotic this crowd was. But, for the moment, after two hours of practice, they really had something to cheer. On pole position were the two red, white and blue cars, the mighty Cats. This was their home circuit, and this was the race that mattered. It is at Silverstone that much of the testing is done, and much of that testing is done by Andy Rouse, and Rouse was the quickest man on the track after qualifying. In fact, as with many of the front of the grid times, this was set during the morning hour, and the wet sumped car scarcely turned a wheel in the afternoon, just waiting to be bumped off pole posi-



The UFOs are coming: The Luigi BMWs ran close together throughout the first half of the race. Dieudonné leads Facetti and Joosen at this point.

tion, which never happened. There really seemed little to upset this big cat.

On the other hand, there was an annoying little oil leak which was worrying Ralph Broad and the other two drivers, John Fitzpatrick and Tim Schenken on their dry sumped car. It started quite mildly in the morning, and grew worse. Actually, the oil leak was really rather small, but it leaked onto the exhaust and the resultant smoke made it look more serious that it was.

Surprising themselves as much as their rivals by being only fractions of a second slower than the Jaguars was the Alpina BMW team. For Dieter Quester, teamed with Tom Walkinshaw for the third time this year, being so close to the Jaguars gave him real hope of beating the Leyland cars, and made up for a broken flywheel in the first practice. A small oil tube came loose in the second session, so that car smoked too, but it looked good for a fine battle between the Jaguars and the beautifully turned out green Gösser beer BMW.

The next three cars on the grid all displayed the red and white stripes of the UFO Jeans concern. One and a half seconds slower than the Alpina car was the 1976 Luigi BMW CSL owned by Martino Finotto, who had Carlo Facetti driving with him. They were running a dry sump engine developed by Facetti for the first time; they put too many revs on it during practice, but there was no engine damage, although the gearbox had to be changed.

Less than 0.4sec slower than Facetti was Pierre Dieudonné in the most recently built Luigi BMW which replaced the car Jean Xhenceval recently crashed at Zolder. Despite its newness (still with a wet sump engine, incidentally), it was going well, although Dieudonné would have liked more time to sort the suspension of the car. The sister car, that of Eddy Joosen/Umberto Grano, was just a little slower.

So the over 3000cc cars occupied the first six places on the grid. There was a gap of over 6secs to the next car, this the Heyco-sponsored BMW 320i of Kelleners and Eggenberger, the quickest 2-litre. It was the experienced Kelleners who set the time and, as with the sister car of Kalli Huffstadt/Jurgen Reinke, there was only a little suspension sorting to interrupt a problem free practice.

Beside them on the fourth row was the Hermetite sponsored Ford Capri, in G2 trim, of Les Blackburn. Sharing with him was Brian Robinson (Blackburn returning his Spa 24 Hours drive) and Gordon Bruce. This car, which would be welcomed with open arms in ETC this year, was only troubled with a middle range misfire, but it was cured for the race. This car was as seen last year for the TT, and very smart it looked; not only that, but it was competitive, and was up to the standard of this class which normally lacks competition.

Surprising everyone (save those who know how rapid the little cars can be), the Scirocco of Willi Bergmeister/Helmut Henzler kicked off the fifth row, the quickest 1600cc car. As usual though, Bergmeister had his problems. During unofficial practice on Friday afternoon, his VW and Gordon Spice's Capri came together, damaging both cars, and it is a credit to their mechanics that they reappeared for official practice looking smart and scarcely damaged.

Sharing the fifth row with the Scirocco was the third-placed pairing at Spa, Vince Woodman/Jonathan Buncombe in the same Capri used in Belgium. A specially built engine had knocked a lobe off its cam on the brake, and the Esso Uniflo car was fitted with an older engine.

Anton Stocker/Jorg Sigrist are the other Scirocco pairing who go quickly, and they qualified after a stone smashed their windscreen. Beside the Swiss pair was the G1 Capri of Hammonds Sauce, driven by Chris Craft/Peter Lovett. When family illness threatened to interrupt Craft's racing weekend, Brian Muir qualified in the car, but Craft stayed to race the Capri which needed a new, slower engine when the original one started 'heavy breathing'.

Tony Dron, sharing with Jean-Claude Bering in the Leyland Switzerland Dolomite Sprint prepared by Freddy Kessler, was 13th quickest. Throughout early practice, the car overheated, and when the headgasket blew they fitted an entirely new engine.

Jeff Allam, sharing with Stuart Patterson in the latter's Capri, is an ever improving driver, and in his first drive in a Capri he set a better time than such established aces as Gordon Spice, Win Percy and Stuart Graham in similar cars. It was not without problems, though, for in the first practice, one of their wheels broke, which sent the car into the catchfencing at Copse. They repaired the body damage to go out and blow up the engine in the second session, so the mechanics had a long evening.

Spice, sharing as ever with Pete Clark, was next up, and alongside was the G1 Magnum of Gerry Marshall, sharing with Capri driver Colin Vandervell. Win Percy shared the Samuri-prepared Capri with Stuart Rolt, but they had problems with rear brake and the gearbox, an Achilles heel of this particular car. Beside them was one of the three Mazdas entered by Smith Kendon Travel Sweets, the RX5 which John Markey and David Palmer now seems to have sorted out.

Extra runners Mirer/Vanoli were happy on the tenth row in their BMW with Stuart Graham/John Handley alongside in a brand new Capri, built to G1 spec for this race. Unlike Graham's normal G1 Fabergé Capri, this one did not produce the magnificent engine scream that Ted Grace wrings from the car, it being considered to be too noisy for a long distance race. Behind two more 2-litre BMWs came two strangers to tin-top racing, Ian Bracey and John Hine (Hine's Baked Bean?) in a Capri hired from Gordon Spice and sponsored by insurance brokers Crawley Warren.

The only Chrysler 2000 to turn up was the Chrysler Spain entered car for Jorge de Bagration/Juan Carlos Onoro, sharing row 14 with Derek Lawrence/John Lepp in Mario Deliotti's troublesome Alfetta which needed a new clutch. Further back, the other Alfetta of Jon Dooley/Peter Hilliard had reverted to a road-going engine and standard gearbox, practically back to G1 again after G2 intentions.

Quickest of the 1300cc cars was that of Juan Zampa/Eugenio Breard, one of the AlfaSud Sprints of the Argentine 43/70 team, while the second team car, driven by Eduardo Marquez/Nando Parrado, was second quickest. At this end of the grid, the name Williams cropped up rather a lot, not that of Cyd (who qualified Ken Coffey's perennial RS2000) but that of Barrie. Originally he was meant to drive Walkinshaw's BMW 530i, but this had crash damage from Brands Hatch, so Barrie became a freelance qualifier. His most successful effort was to put the ex-Lanfranchi/Monorep BMW 3.0 Si on row 17 for John Stokes/Malcolm Kay. Two rows further back, he slotted in Andrew Shank's production Colt Lancer which had been G2-ised with parts from Andrew Cowan's rally car. Barrie's problem of possibly having to drive three cars in one race was solved when the Berndtson/Meloni Scirocco was fitted with some low profile tyres and bumped off the grid Richard Lloyd's Golf, a car that Williams had tried to qualify.

RACE

A fine crowd of 20,000 packed into Silverstone on a chilly day to watch the huge crocodile of 44 cars roll around behind the Jaguar pace car before they were released by the starting lights. It was drizzling slightly as they took off, but the Jaguars led away with Schenken just in front of Rouse, then Quester's green BMW, Dieudonné, Facetti and Joosen in the UFO cars, and the rest.

As they went into the first few laps, the bigger cars opened up a gap and they formed themselves into two bunches, Schenken, Rouse and Quester, then Facetti and the two Luigi BMWs. Schenken's lead was shortlived, though, for on the fourth lap he lost the Jaguar on oil dropped by Dron's expiring Dolomite; but Schenken gathered it together again, and as they began to lap the slower cars next time round he was back challenging Quester. By lap 7, it was Jaguar-Jaguar-BMW again, Rouse with a few lengths' lead over Schenken and Quester; but there were another 100 laps to the chequered flag. Facetti was leading Dieudonné's Luigi BMW, while Joosen was dropping away. Leading the rest was Blackburn's G2 Capri, from Kelleners' 320i and then the G1 Capris of Spice and Craft, just leading Bergmeister's Scirocco. Behind two more G1 Capris, Gerry Marshall had ducked into the pits to have a plug lead replaced, but everyone else seemed healthy. The AlfaSuds were leading the baby class as usual, but the British Westune entered version produced clouds of smoke from a broken gearbox seal and headed for the pits.

The battle at the head of the field was just what Group 2 really needs; it was excellent. The Alpina BMW was only going to make one pitstop, but the Jaguars, using petrol at 4½ mpg, were going to have to stop twice, and badly needed to open out a gap. But



The Bell/Rouse Jaguar was on pole position by over half a second.

FASTEST QUALIFIERS

Andy Rouse/Derek Bell	5.3 Jaguar XJ12C	1:36.05
Tim Schenken/John Fitzpatrick	5.3 Jaguar XJ12C	1:36.56
Dieter Quester/Tom Walkinshaw	3.2 BMW 3.0 CSL	1:36.74
Carlo Facetti/Martino Finotto	3.2 BMW 3.0 CSL	1:36.99
Pierre Dieudonné/Jean Xhenceval	3.2 BMW 3.0 CSL	1:38.71
Eddy Joosen/Umberto Grano	3.2 BMW 3.0 CSL	1:38.81
Helmut Kelleners/Rüdi Eggenberger	2.0 BMW 320i	1:44.95
Holman Blackburn/Brian Robinson/Gordon Bruce	3.0 Ford Capri	1:45.11
Willi Bergmeister/Helmut Henzler	1.6 VW Scirocco	1:45.78
Jonathan Buncombe/Vince Woodman	3.0 Ford Capri	1:46.49
Jorg Siegrist/Anton Stocker	1.6 VW Scirocco	1:46.90
Chris Craft/Brian Muir/Peter Lovett	3.0 Ford Capri	1:46.98
Tony Dron/Jean-Claude Bering	2.0 Triumph Dolomite Sprint	1:47.11
Jeff Allam/Stuart Patterson	3.0 Ford Capri	1:47.27
Gordon Spice/Peter Clark	3.0 Ford Capri	1:47.63
Colin Vandervell/Gerry Marshall	2.3 Vauxhall Magnum Coupe	1:48.37
Win Percy/Stuart Rolt	3.0 Ford Capri	1:48.51
David Palmer/John Markey	2.6 Mazda RX5 Cosmo	1:49.92
Kurt Mirer/Marco Vanoli	2.0 BMW 2002 Tii	1:49.05
Stuart Graham/John Handley	3.0 Ford Capri	1:49.07
Dieter Kindlemann/Ludwig Linder	2.0 BMW 2002 Tii	1:49.35
Jurgen Reinke/Kalli Hufstadt	2.0 BMW 320i	1:49.47
Heribert Werginz/Roman Loibnegger	3.0 BMW CS	1:49.60
John Hine/Ian Bracey	3.0 Ford Capri	1:49.97
Jorge de Bagration/Jean Carlos Onoro	2.0 Chrysler 180	1:50.34
Derek Lawrence/John Lepp	2.0 Alfa Romeo Alfetta GTV	1:50.67
Roger Bell/Dennis Thorne	2.3 Mazda RX2	1:50.69
Tarcisco Fornera/Ruedi Franz	2.0 Alfa Romeo 2000 GTV	1:51.51
Tom Hunt/Wendy Markey	2.3 Mazda RX2	1:51.67
Juan Zampa/Eugenio Breard	1.3 Alfa Romeo AlfaSud Sprint	1:52.19

*First drivers named set times.

G2 EUROPEAN CHAMPIONSHIP — SILVERSTONE — 8

continued

the drizzle became heavier before 20 laps were up, and Quester started to take advantage of the fact with his lighter car. Rouse was a few lengths in front of Schenken, but the latter had his mirrors full as they weaved through the G1 cars; the green BMW got ahead on the 14th lap, but Schenken got back to second again. Then, as the rain eased, Quester was back in front and closing on Rouse. At 22 laps, he was right with the Jaguar, sandwiched by Schenken's car just a few lengths further back. They had lapped all but the three Luigi BMWs, and one of these was to pit a couple of laps later: Dieudonné came into the chicane, the throttle stuck open, and he killed the engine with the master switch. However, the engine didn't stop immediately and he had to miss the chicane, which, according to the regulations, means a one-minute penalty. He pitted the next time round to have the car looked at, which dropped him a lap behind the leaders.

At 25 laps, Quester and Rouse were dicing like special saloons in a 10-lapper, Rouse right on Quester's tail as the green car led. Before 30 laps, the track was drying again, and Quester's every move was shadowed by Rouse with Schenken watching just behind; around 3secs covered the three of them. With the track drying, Rouse could take the advantage again, and like a couple of Formula Fords they entered the chicane side by side on lap 30, the big cat nipping through into the lead.

With a lead battle like this, it was easy to forget about the rest of the race. Still on the same lap as the dicing trio at the front were Facetti and Joosen, a lap down in sixth was Dieudonné, out of the pits again, and two laps behind the leader was Blackburn, his attractive Capri having shaken off the attentions of Kellener's 320i. There was a really good G1 battle going on, for Spice was shadowed by Craft, and Woodman had closed in on them. Bergmeister's Scirocco was next, the first 1600cc car, and then came the Allam/Patterson Capri.

Into the 30th lap, Quester was stuck to the black spoiler on the Jaguar, with Schenken just behind. The pitstops were approaching for the Jaguars, but Schenken never got there. At 36 laps, the car slewed round at Becketts and a wheel went bouncing away; the stub axle had sheered. It was simple and brief and final—but it had been a fine 36 laps . . . .

Two laps later, the lead Jaguar slotted into the pits. Fuel was added, Bell took over, and from stop to start they lost just over 31secs. At 40 laps, then, Quester was in the lead, Facetti was still charging along some way back second, and Bell was now third. Both the Luigi BMWs were lapped, but Blackburn was holding on well in sixth place now, still ahead of Kelleners. The G1 Capri battle had broken up on lap 35 when Craft pitted and immediately had trouble with the fuel feed, stopping out on the circuit. Behind Spice came Woodman and Bergmeister, close together in ninth and tenth places, before the Swiss Scirocco and the second 320i.

The Bergmeister VW was now in trouble with gears again, and within a few laps he retired when neither fourth nor second would stick. Stocker and Sigrist were blackflagged for losing their spoiler, but it fell off before they pulled in, and the other Scirocco continued without it.

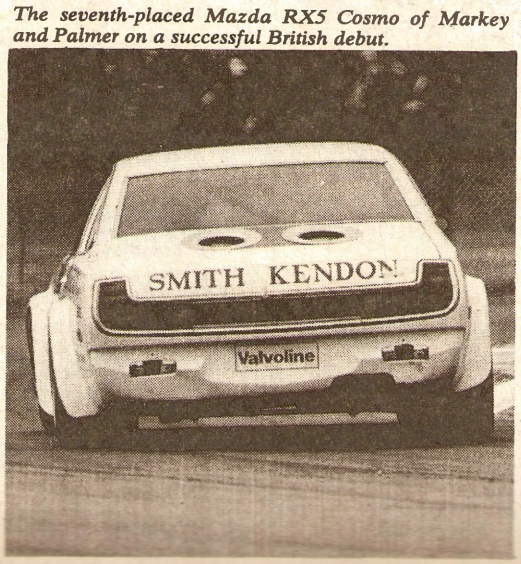
Now the interest centred on whether the surviving Jaguar could reduce the 50secs gap to Quester. Facetti, of course, was in between them, and the Jaguar was certainly catching him, despite full fuel tanks. The two Luigi BMWs were running cleanly, but the sixth and seventh placed cars were both in trouble. First to go was the Heyco 320i which stopped to have the clutch adjusted, but finally pulled out altogether with no clutch at all after a good run. However, the second team car of Huffstadt/Reinke was there ready to take over the class lead. Blackburn, a rather lonely sixth, had trouble just after the 50-lap mark with the gear selectors, and ultimately, after a couple of stops, had to have the gearbox out. This gave sixth place to Woodman/Buncombe, as Spice/Clark had an early pitstop.

Before 60 laps, the Jaguar took second place when Facetti nearly lost his BMW at Becketts. Both Facetti and Quester were going to have to stop soon anyway, and Facetti headed for the pits first. At the same time, the 320i was quietly retiring there with clutch problems, and Marshall brought the Magnum in with flaming brake fluid, due to overheating pads and a broken seal; this was all cured, but the Vauxhall was to retire with falling oil pressure. The Swiss Scirocco had a rather more drastic problem (the steering arm had failed), and while this was replaced, they forfeited the class lead to the Colt Lancer which was on the same lap as the Belgian Scirocco of Meloni/Berndtson. Spice/Clark had another problem which assured Woodman/Buncombe of the class lead: a split oil cooler, which had to be changed. The team thought that maybe the cooler had split during the accident on Friday.

At the front, Bell was reducing Quester's lead when, at 62 laps, the green BMW headed for the pit lane. The air jack was connected, the car rose in the air (but no new tyres were fitted) and, while Walkinshaw got into the car, fuel was added in just over 35secs. When the car came off the jacks, fuel was still being added, so team manager Fritz Indra told Tom to brake. With hot brakes from Quester's stop, the fluid boiled, and when Tom went back onto the track he had very few brakes. He adjusted the interior brake balance bar to put the bias on the rear, and decided to take it easy to conserve the fronts until the fluid cooled. Bell had passed him in the pits, and with Tom keeping the speed down a bit, the Jaguar pulled out a gap rapidly. It went from 7.8secs to 10.5, 12.9 and 15.0; would the Jaguar pull out enough for its next pitstop? It needed about 40secs, but after ten or so laps that gap started to level off as Walkinshaw got his front brakes back. Another problem was traffic, for there were still a lot of cars on the circuit and some of the slower cars were simply not pulling over for the leaders.

At 75 laps, the Jaguar headed for its final pitstop, a rapid 32secs. But Walkinshaw took the lead, and when Rouse regained the track he was nearly 22secs behind with 30 laps to go.

The seventh-placed Mazda RX5 Cosmo of Markey and Palmer on a successful British debut.



But the gap from BMW to Jaguar did not change much, fractions of a second at a time. Traffic was still the problem for both cars: once Walkinshaw was put clean onto the grass, and Rouse almost had to stop in the chicane while slower cars crawled through.

Meanwhile, from third position, the Facetti/Finotto BMW made a quiet pitstop, and retired. The steering box had broken after a good, consistent drive by the Italians. Xhenceval/Dieudonné had caught up on their sister car, and, without their one-minute penalty, were in second place. That penalty is currently disputed, for Dieudonné has appealed.

But all eyes were on that lead gap. At 92 laps, 15 to go, the sky was darkening and Rouse had 13.1secs to make up. It looked too much even then, and with rain, it was going to be impossible. Walkinshaw was keeping his head, and Rouse was the man with the pressure. On its 99th lap, the BMW came out of the chicane and the watches clicked; we looked for the Jaguar, but there was just a haze of smoke opposite the farm, beyond the *Daily Express* bridge, and a white car broadside into the bank. "It suddenly snapped sideways, I thought something had broken", said Rouse later. "The spoiler was hanging off and the radiator was holed, so I couldn't carry on". The Jaguar's run was over. Later, when it was checked, it seemed nothing had broken, but Walkinshaw knew the reason: "I saw a thin haze coming into Abbey and my car snapped sideways, and I almost lost it. I knew someone must have blown up and left oil. When I saw the Jaguar in the bank, I knew what had happened".

So the race belonged to BMW, Alpina (who also won the team prize), Walkinshaw and Quester, Luigi came second, although with which car is under dispute, and the Jaguar salvaged fourth. A delighted Woodman came home fifth with Buncombe on the same lap as the Jaguar, while Graham and Handley never had a problem all weekend with a brand new car and, after a slow start, came in sixth. Markey/Palmer finished seventh in their Mazda, nearly a minute behind the Capri which they had shadowed throughout the race, while Huffstadt/Reinke won their class, another 30secs farther back. First of the AlfaSud Sprints was that of Zampa/Breard despite a chicane-missing penalty, while Meloni/Berndtson managed to overhaul the Colt for the 1600cc class lead, although both cars suffered tyre problems. The Swiss Scirocco, its fine finishing record ruined, lost a wheel on the last lap.

Access RAC Tourist Trophy
Silverstone, 107 laps, September 18
European Touring Car Championship, round 8

1, Dieter Quester/Tom Walkinshaw (3.2 BMW 3.0 CSL), 107 laps, 2h 58m 25.70s, 105.50mph;
2, Eddy Joosen/Umberto Grano (3.2 BMW 3.0 CSL), 104 laps;
3, Jean Xhenceval/Pierre Dieudonné (3.2 BMW 3.0 CSL), 104 laps;
4, Derek Bell/Andy Rouse (5.3 Jaguar XJ12C), 98 laps;
5, Vince Woodman/Jonathan Buncombe (3.0 Ford Capri), 98 laps;
6, Stuart Graham/John Handley (3.0 Ford Capri), 96 laps;
7, John Markey/David Palmer (2.6 Mazda RX5), 96 laps; 8, Kalli Huffstadt/Jurgen Reinke (2.0 BMW 320i), 96 laps; 9, Kurt Mirer/Marco Vanoli (2.0 BMW 2002Tii), 95 laps; 10, Stuart Patterson/Jeff Allam (3.0 Ford Capri), 94 laps; 11, Juan Zampa/Eugenio Breard (1.3 Alfa Romeo AlfaSud Sprint), 93 laps; 12, Nando Parrado/Eduardo Marquez (1.3 Alfa Romeo AlfaSud Sprint), 92 laps; 13, Dieter Kindlemann/Ludwig Linder (2.0 BMW 2002 Tii), 92 laps; 14, Tarcisco Fornera/Ruedy Franz (2.0 Alfa Romeo GTV) , 92 laps; 15, Gordon Spice/Peter Clark (3.0 Ford Capri), 91 laps; etc.

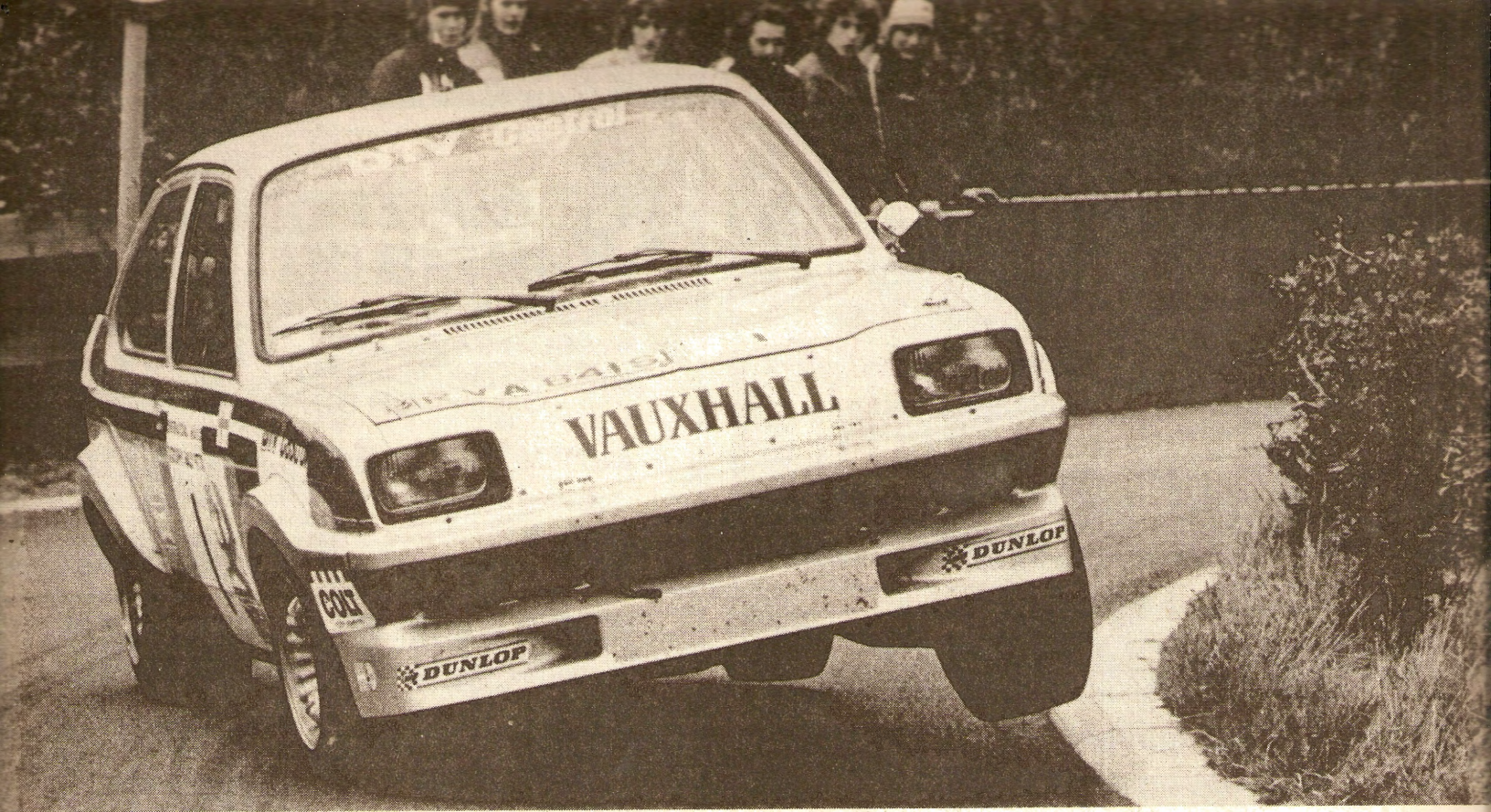
Over 3000cc: 1, Quester/Walkinshaw, 105.50mph; 2, Joosen/Grano; 3, Xhenceval/Dieudonné. **Fastest lap:** Rouse/Bell, 1m 36.98s, 108.84mph **(record)**.

2000-3000cc: 1, Woodman/Buncombe, 95.85mph; 2, Graham/Handley; 3, Markey/Palmer. **Fastest lap:** Holman Blackburn/Brian Robinson/Gordon Bruce (3.0 Ford Capri), 1m 44.22s, 101.28mph **(record)**.

1600-2000cc: 1, Huffstadt/Reinke, 93.77mph; 2, Mirer/Vanoli; 3, Kindlemann/Linder. **Fastest lap:** Helmut Kelleners/Rüdi Eggenberger (2.0 BMW 320i), 1m 46.05s, 99.33mph.

1300-1600cc: 1, Ugo Meloni/Roger Berndtson (1.6 VW Scirocco), 89.71mph; 2, Andrew Shanks/ Barrie Williams/Richard Cresswell (1.6 Colt Lancer); 3, Brian Pepper/Jim Marsden (1.6 VW Scirocco). **Fastest lap:** Jorg Sigrist/Anton Stocker (1.6 VW Scirocco), 1m 46.59s, 99.03mph **(record)**.

Up to 1300cc: 1, Zampa/Breard, 90.71mph; 2, Parrado/Marquez; 3, Oscar Kessler/Pierre Jamin (1.2 Datsun 120A Coupe). **Fastest lap:** Zampa/ Breard, 1m 52.45s, 93.87mph (record).



A concerted effort to 'learn' the island's roads paid off for Pentti Airikkala whose Vauxhall Chevette was in an unassailable lead by midnight on Friday.

Pentti closes in

Airikkala's win for DTV brings Vauxhall to within one point of Brookes' RS1800 in the national championship—Great drive from Culcheth and Group One to Pat Ryan keep Leyland flags flying—Brookes and Pond set the early pace—Report: PETER NEWTON—Photography: COLIN TAYLOR PRODUCTIONS.

This year's British national championship becomes ever more exciting following a thoroughly professional victory by Pentti Airikkala's DTV Vauxhall Chevette on the Manx at the weekend. Employing similar tactics to those of drivers back home on the 1000 Lakes, Pentti spent 10 days between taking third place in Ulster and the start of the Manx in 'learning' the island's roads. He completed the entire route at least eight times, concentrating his efforts particularly upon the night sections which he regarded as the key to the event. By no means the fastest driver on the first day, when Leyland's Tony Pond and then Russell Brookes commandingly took control, Airikkala's night time practice work paid off handsomely as those in front of him faltered and failed. It was by no means a characteristic victory for the burly Finn, but he made no mistakes, drove consistently hard, and used his head in typically calculating style to move into an unassailable lead by midnight on Friday.

However this year's Manx was made especially memorable thanks to a great drive from Brian Culcheth, who surprised those who have been writing him off this season with a classic performance and demonstration of how to succeed on a pace note rally. Brian's meticulous preparations and commitment to his notes, plus a neat, tidy and economical style make him a tough and determined practice event competitor. His vast experience in this type of rallying undoubtedly benefited him greatly. In his own words, it was "not bad for an old 'un!"

Without any major problems prior to the event, it began to seem unlikely that either Leyland car would feature strongly, despite large amounts of testing on and off the island, so it was a most interesting and gratifying spectacle to watch the TR7s beating opposition while being 25/30bhp down on power, and nearly 300kgs overweight. They were both naturally set-up as racing cars—so much so that Brian was a little fortunate to finish—but the sight of a really competitive tarmac TR7 was certainly a memorable one.

The Manx is the fastest rally in the British calendar. Although the surface is different, there are one or two inescapable parallels with the 1000 Lakes. The rally presents a challenge to car and driver unrivalled in the UK, and the very high speeds and corrugated roads make compromises in suspension development essential. It is at once fascinating from a technical and a visual standpoint even if the rally's promotional prospects have yet to be exploited properly or its marshals suitably briefed.

From the Motor/RAC championship viewpoint, Vauxhall must be very satisfied. Airikkala is poised to strike, one solitary point behind Brookes, and Jim McRae's second in Group One was enough to put him firmly in the lead of that particular pack. A great weekend for Vauxhall. One wonders whether they will be able to keep Airikkala next year—it might be difficult . . . and Finns are so very expensive at this time of the year.

MOTOR/RAC CHAMPIONSHIP
MANX INTERNATIONAL 10

There are some 900 miles of tarmac roads on this famous island. A complex of communications which change dramatically with the contours and character of the terrain. The Isle of Man stands proudly above the fickle Irish Sea. From the 2000ft heights of Snaefell and the mountain ridge of Manx Slates, which form its backbone, the lofty heights coldly defy the cruel sea below. So tranquil on sunny summer days, this narrow stretch of water has earnt them an entirely justified reputation for violence among residents and visitors alike. A look at the Isle of Man Steam Packet Company's ships after a storm indicates the respect in which it is held.

Because the island is on the road to nowhere, the indigenous industry is tourism, yet somehow this British tax haven has contrived to show its worst face only in very restricted areas around Douglas. The aura of Blackpool, Graham Green holiday hotels, faded Victoriana, wheel chairs, rugs and the musty smell of decay can be quite overpowering in Douglas. It's not everyone's idea of Nirvana but the little world outside the city limits, all 227 square miles of it, is a fascinating panorama of unspoilt and peaceful country. Despite the fact that one's limits are confined by geography: 29 miles from north to south and only 11 miles maximum from east to west, there is much to see and plenty of 'breathing space' within which to do it.

From the rally driver's point of view, the prospect of the Manx is the subject of mixed feelings and mounting tension. Most who are being honest with themselves admit that the Manx is the most disturbing rally on the national calendar. Those few who are not prone to self-deception of any kind are quite openly disconcerted. The challenge of succeeding here is a strain on the nerves. Perhaps all the more so on account of the fact that being a practice event, the tension is allowed to build up slowly over a period of days. Has one done enough work? Does one really know the roads? Are the notes too detailed? It's like facing an examination hall where the penalty for failure could be a fatality.

As one might guess from the above, the Manx is fast, the fastest rally in the British Isles. The stages utilise all types of tarmac roads including parts of the harrowing TT Course, narrow high banked lanes in the valleys and low lying areas, or wild windswept unfenced tarmac in the mountains. Those who have

Brandywell etc, will know the full measure of this challenge—the Manx is a *real* race. Generally the stages themselves tend to change character dramatically even within their own length. Wide main roads which might suit a Porsche 917 can suddenly and dramatically shrink into narrow viciously undulating side roads where a man like Hannu Mikkola wonders "how to squeeze my car in".

It's the bumps and yumps that provide the chassis engineers with all the problems. The narrower roads are still fast, but the corrugations themselves are of narrow gauge and short wavelength; and localised subsidence, often due to the now redundant lead mine workings, creates vicious switchback conditions on which it is all too easy to get 'out of phase' while travelling at very high speed. The compromise is thus somewhere between an out-and-out racing specification: extra hard springs, very low ride height, wider track, slick tyres etc; and bump rebound absorption, long suspension travel, softer damper rates etc etc. It's a swings-and-roundabouts situation for which many people came up with differing answers.

Whatever the attempts at a solution, the strain on transmission and drive train is enormous. There is no 'give' on tarmac and the shock loadings and sideways G forces generated by slicks on these roads are a far greater test of a modified saloon car's hidden weaknesses than a forest track. The sudden changes of direction, the wind-up in halfshafts, the violent acceleration and decelarations—all contribute to testing a car's stamina. This year's event was won at an *average* speed of just over 65mph and the fastest drivers on the fastest stage of the Manx were *averaging* over 77mph.

Pace notes naturally make the rally faster still, and these days the top drivers are learning the special stages by heart, just as they tend to do for the 1000 Lakes, using the notes more as a reminder to photographic memory. A handful of drivers, perhaps eight or 10, know the special stages roads of this island with astonishing intimacy. Over the years they have built-up a store of recollections both on paper and in their brains. It still serves them well. Others like Pentti Airikkala are new to the rally. Last year the Finn was seventh in a forest specification RS1800, this year he spent much more time on the preparations, arriving on the island straight from Ulster and completing a 2000 mile recce (a considerable mileage on this island). Pentti reckoned to have driven round the entire '77 route about eight times. He remarked that there were a few anomalies inherent in changing from a right hand drive practice car to a left hand drive rally car, but one might suggest that similar to the misfire of which he complained throughout the rally (and in the words of one shrewdly experienced onlooker) "it only seemed to affect him when he had a slow time on a special stage. . . .!" Cause and effect transposed.

Organisationally, the Manx has enormous potential which still seems to have scarcely been tapped. The potential on this island both promotionally and competitively seem vast. The rally again qualified for the ECR this year (in '78 its coefficient rises to the dizzy heights of 2) and of course it is *Motor*/RAC championship, so in the latter's case at least exciting entrants are to a large extent 'guaranteed'.

The timing system used this year seemed excellent. Basically the system was very similar to that used successfully for years in Finland. Based on the target timing principle, its main 'innovation' is that competitors receive a stage start time at the arrival control of a stage rather than the stage start itself. The stage start time is designed to give them two or more minutes to fasten seat belts, secure helmets etc, but this start time is binding, and it is up to the competitor after he has received it. There's no going back or demanding a revised time. Once it has been mutually agreed, the crew merely eat into their stage time if they cannot start the stage at the appointed moment. In essence the system is very simple and in general worked well.

However, if any criticism is to be levelled at Neil Hanson's devoted team, then the matter of marshal's briefing might be raised. It seemed very clear, after listening to many top competitors, that marshals at stage starts had very firm instructions, but that they did not really understand the machinations behind the commands. This was a problem which dogged the event particularly during the hours of darkness, and together with a number of delays experienced in clearing the stages, a faulty watch and a few accidents, aided and abetted the stoic inflexibility of some marshals in putting the event 'behind schedule'.

The problems of organising an event using closed roads are quite different from those encountered by forest stage devotees, but the current Manx format allows immense scope for promotion which could amount to a sponsor's dream, were it to be handled confidently and firmly enough. Whatever becomes of the rally in future years, the problems surrounding practice are bound to increase. These days, practice itself is not enough. Speeds are so high and so critical that the need to practice at rally speeds is becoming ever more essential for safety reasons as well as those of competitiveness. Perhaps the answer might be to run the Manx in the form of a Ronde or a Boucles, and hold practice days or nights prior to the event. Certainly the Ronde idea would surely detract nothing from the rally, while decreasing its organisational complexity and further increasing its promotional possibilities. With an aid of a suitable sponsor and the possibility of 'deals' on accommodation and ferry charges, the Manx could take on a new stature among our international events. It's a rally whose completion as often as not brings sighs of relief from competitors. Yet they return each year—that's the measure of the challenge.

Extended practice for a special stage rally is almost exclusively the preserve of the works driver these days. A cursory glance at the route over two or three days at most is what the majority have time for. By comparison, teams like Leyland, and others to a marginally lesser extent, had been at work on the island for upwards of 18 days, so the event is even more sharply divided than usual between the 'top ten' and the rest. The difference in the speed and quality of the field after one has watched the first few cars is so obviously apparent that again, the event has parallels with Finland. It's a complete myth that Finnish rallies have quality, in depth. They have rather less quality than we do (but their few heroes really *are* heroes!).

There had been one or two minor brushes with the scenery in practice and several 'training' cars lurking outside the seafront hotels bore witness to unintended excitements. As a general rule, and despite the fact that the event is so fast, most teams decided on lower rather than higher gearing, the accent being placed firmly on acceleration etc, more especially in view of the fact that most of the 'professional' entries had fitted race or near race camshafts to the engines. Practice, as they say, makes perfect, and nowhere was it proved so dramatically on the first day when together Brookes and Pond simply drove away from the opposition in such commanding and confident style that there were many perplexed faces around. Even the Finns themselves were greatly surprised by the speed of the two Englishmen—and both these two would and could have driven faster if necessary. Alas, neither had anything to show for their superiority at the end of the day.

ENTRY

Leyland brought two rally TR7s to the island. Tony Pond had his Hunsrück car re-prepared, while Brian drove a new car. Both looked low, mean and purposeful on their eight inch slicks, and differed only in minor details from each other. The team had completed a large number of testing miles prior to the rally; while at Cadwell Park had actually proved faster than the best Escorts (this despite a heavy weight and power penalty). The engines gave around 225bhp at 8000rpm (these revs are perfectly normal on a race G1 Dolomite!) and ran 5.3 differential ratios rather than the 4.8 units which they used on the island last year. Obviously the cars were set-up very much with racing in mind. Perhaps too much so, for the effects of heavy landings was all too obvious, the cars bottoming out badly and clumsily, giving their drivers some very exciting moments. Leyland's problems seemed to be the talking point of the entire 'world' throughout Thursday and Friday. Team managers elsewhere were volunteering their various versions of the story—but the rumours all suggested one thing—that the cars had arrived in rather different specification from that which had been agreed upon in testing.



Above: Andy Dawson annexed third in his highly developed RS1800, while (below) Mikkola retired with damaged steering and suspension.



In the light of such apparent problems, those of us with our flapping ears dragging grubbily near the ground were very surprised to discover that the cars were so incredibly quick—a credit not only to the bravery and skill of the experienced men behind the wheel, but also to new recruit David Wood whose efforts on behalf of the team are already becoming apparent. The cars were without sufficient compliance and suspension travel for the rougher sections—that much was clear merely from spectating; however, on the smoother roads, particularly downhill, they were absolute magic to watch—handling like pure racers—neat, tidy and undemonstrably fast. It appears, however, that the punishment sustained by the crashing-out over yumps may well have accounted for Tony's engine failure. The insistent battering pushed the sump guard into the sump itself and this action may have strangled an oil pipe which resulted in instant mechanical anarchy. Brian's car survived the rally only with strut changes, an axle change, a fractured fuel pipe etc—both cars suffered considerably. To survive, and stay in a rally like Corsica, they will need considerably improved reliability. On that particular island, neither time nor tarmac will be on their side.

Dunlop were hard pressed as usual to satisfy everyone's requirements, but in Leyland's case had come up with something entirely new for rally cars—different compounds front and rear. After extensive testing it was decided that softer front compounds assisted the car in turning into corners more responsively, so Leyland (and Bernard Unett's Chrysler Avenger), were fitted with some interesting compounds. The front tyres came in 175—530/13 units equipped with 492 compound (itself derived from Group One racing) while the rears had the usual "Manx Slick" (developed for Roger Clark two years ago and now used widely) with 418 compound. Leading Escorts used a 185—550 size. These tyres were to D50 construction with a deep nine/10mm tread.

If Leyland dramas during the countdown were not sufficient for anyone, then the saga of their back axles should suffice. Both cars were fitted with new axles at Abingdon for the rally. These units are made up on behalf of the team at Salisbury Ltd. Normally they are paragons of virtue, but upon installation at Abingdon, both gave rise to severe vibration in the driveline. Salisbury agreed to take them back, and they were thus removed from the cars which were then refitted with substitute units (with different ratios) and driven to Salisbury's works (time was already running out). By the time of the cars' arrival, the 'old' axles had been rebuilt and were fitted . . . axle change number two.

There was not a little dismay in the camp when it was then discovered that Tony's car still suffered from a slight vibration problem. By this time they were both headed for Liverpool and the Isle of Man ferry. During that day (Wednesday) Salisbury completed work on two more axles (but without the necessary bracketing) so those mechanics who remained 'at home' were recalled during Wednesday evening where they spent the remainder of the night welding and preparing these axles which were then flown to the island on Thursday morning. Tony's axle was thus changed *again* and the mechanics were forced to change Brian's axle during the rally when a Panhard Rod mounting bracket split. The 'semi-floating' arrangement means that it is often quicker to change the entire assembly rather than any one part, but Leyland's men are in any case becoming highly skilled in such matters. After welding Brian's cracked bracket in Douglas, they eventually changed the unit at Sulby . . .in 19 minutes! (This final Culcheth unit actually employed a 4.8 ratio and it was this he used for the final 44 stage miles).

By comparison, there was little drama elsewhere. Russell Brookes' lightweight RS1800 was as described in AUTOSPORT last week. The driver encountered a problem at scrutineering when it was discovered that the oil pipe which runs around the engine, connecting filter and pump with the block, had frayed

continued

the braiding coming away from the rubber and allowing a small leak to develop. The pipe was then changed for a similar bore high pressure JCB pipe. It was the introduction of this substitute (or the method of its fitment) which Russell feels may have caused a sudden pressure build-up in the block which might have led to a neat circular hole being blown in the aluminium casting around the oil way entry point. At first it was thought the motor had thrown a rod—that the scavenge pump which had been able to cope throughout the event, had finally given up, allowing the crankshaft to be 'caught out' by the excess of oil collecting rapidly in the catch tank (and escaping through the breather onto Russell's tyres etc). But the culprit may not have been the scavange pump at all (and most unlikely the rings or the chromium bores) but an innocent length of high pressure piping.

Andy Dawson brought along a very interesting car—his RS1800 had been the subject of much hard labour at DAD and its specification was most interesting. In addition to the compression struts worn by Brookes' car, Dawson's was developed further. The modified TwinCam struts had been re-mounted three inches further outwards and the steering arms etc lengthened to give three inches increased track at the front while the rear track had also been increased a similar amount. The car was in fact designed to take eight inch wheels but these were unavailable. Most momentous among all these modifications, however, was on the rear axle, where coil spring damper units replaced the leaf spring Panhard Rod arrangement so widely seen elsewhere. The axle retained its usual four links but was fitted with a Watts Linkage as seen in Dawson's car on more than one occasion this year. Andy had built up a brand new engine himself, an engine which to all intents and purposes was to full BDG specification—good for 250bhp at least, and similar in power output to Russell's Hoyle unit with L1 race cams installed. The car was set up very soft at the rear but plenty of weight had been saved at the back axle—it did not even have an LSD—Dawson remarking that its withdrawal "makes the car quicker". Although the rear end was soft, Dawson was unperturbed—he knew he could change the rear springs in three minutes and the car handled beautifully on smooth roads. . . .

Hannu Mikkola's programme in recent weeks has not been the envy of many. Since the Burmah, he has been averaging one rally every weekend; and he had just returned from the Sachs Baltic where he had been leading the rally by a massive seven minutes before going off and handing the win to Achim Warmbold! The result of these commitments was that his recce was hurried and perhaps it was this which resulted in his downfall on SS14. However, the car in question was low, the same Celica which competed in Ulster. Fearful of another crown wheel failure, Ove Andersson's team had fitted a 4.9 to 1 differential ratio rather than the 5.4 which stripped itself in Ireland. The car was set very low and equipped with Michelin slicks for the first batch of stages—signwriting above the wheel arches notwithstanding!

The two DTV drivers had their usual respective Chevettes. The team have had very little time for testing this year and thus started the event on springs with which neither driver appeared happy. They also started with used shock absorbers—a continuing supply problem which first directly afflicted them on the 1000 Lakes. The first day's run of stages was not a good day for either driver—the cars looking decidedly 'twitchy' on the tar, although their straight-line speed, even on high differential ratios (4.5 to 1. . .supply problems again) was not to be denied.

The differences between the two cars at the outset was slight indeed. Pentti, as usual, preferred rather more rear brake bias than Chris, so there was a difference in the master cylinder, but both cars had now been fitted with a suitably strengthened version of the 'G4 rear suspension' which appeared on Airikkala's car at the Burmah.

John Taylor's Haynes RS1800 was the version in which he contested (and finished third) on the Jim Clark. Suitably modified for tarmac, but without compression struts. John was very happy with its handling, even though he felt the rear end was a little too soft. After a particularly fraught practice during which he mingled with the flight path of a pheasant, he then experienced a rally of intense frustrations, losing 11 minutes altogether on stages with electrical, exhaust and steering problems—as well as being the victim of Mikkola's 'roadblock.'

Peter Thompson, with Frank Main as 'guide,' was out in the car he recently bought from Nigel Rockey. The shell is a little old now, but the car behaved perfectly. Bernard Unett appeared on the rally scene once more after a memorable first international rally in Galway. As Chrysler's development engineer, he had been hard at work on the 16-valve G4 car and it was this Avenger (a rebuilt one which Bernard Fiorentino first drove on the Welsh) which appeared on the island with new engine, gearbox and back axle. Like the Chevettes, it was fitted with a 4.5 differential ratio. Bernard had not restricted his work to the car, for he had also put plenty of effort into training; he was taking it all very seriously.



A great drive from Brian Culcheth in the TR7 surprised those who have been writing him off this season.

The Group One scene contained two of its fastest exponents—DTV/SMT's Magnum for Jim McRae (the car new for Ulster) and Pat Ryan, returning to the fold with Leyland's Dolomite. Graham Elsmore was using his 160bhp AVJ motor (Henry Inurrieta also had one of this organisation's engines) while Malcolm Wilson brought over the car he damaged so obviously in Ireland. Its tasteful black vinyl roof turned out, on closer inspection, to be nothing more than underseal, splashed on to hide the worst of the dents! None of these leading Group One drivers was to experience a trouble-free event.

RALLY

A fine morning, and the rural lanes and uplands of the island came alive to the sounds of race engines, drifting clouds of rubber smoke—the sounds and smells of top-flight international rallying—some of the best of the world's drivers locked in a furious struggle—the sum total of weeks of work and labour; now it was down to stage times. It was also a day for the British, a day when two of Britain's fastest drivers comprehensively outpaced the field, joining battle on their own and demoralising those following to a highly satisfactory degree.

Pond's retirement came on the penultimate stage of the day, Brandywell 2, when during a long 80mph right-hand bend the engine 'let go' with an enormous bang and a connecting rod penetrated the cylinder block, allowing a huge oil slick to spread across the road exactly on the racing line. The resultant moments were thus recorded for posterity by the spectating crew. They had perhaps worked harder at their practice than anyone on the event, and Tony had looked forward to the night sections with relish, confident that he could still retake the lead under cover of dark, even though he had been forced to ease up somewhat over the narrower and very bumpy stages. His gearbox had been giving trouble from the start, and after four stages, the synchromesh rings on first and fourth gears had vanished; but there would have been time to change the 'box back in Douglas. . . . Russell was thus left out on his own, oil escaping almost continuously over the tyres, making the handling a little unpredictable, both for himself and others following!

For the rest there was the usual scramble to change springs, shock absorbers or both. Every year competitors seem to underestimate the rough and hard going; the strains inflicted on the cars and the immense forces acting on the suspension and chassis. Dawson's car, like the Chevettes, looked a real handful of fun. The rear end was far too soft and his problems were compounded by the fact that his rear pair of springs appeared on close inspection to be of differing rates. A change to stiffer varieties did not solve the disastrous effects which the corrugations were having on the rear of the car, and meanwhile the front end was running wide in sympathy with the gyrations of the rear end. It was all going wrong for Andy. During the day he reverted to Safari front struts, and finally by the close had withdrawn his coil spring ideas altogether, reverting to a twin-leaf rear end and Safari dampers—in other words a forest specification in all but name. It had been a most costly exercise in both money, man-hours and patience.

The Finns meanwhile were somewhat startled by the pace of the British. Despite last-minute revisions, the Chevettes were not handling to either driver's liking—Chris having a brief overshoot to prove the point. As the DTV cars and Mikkola faltered—the latter losing some 21 seconds with the mysterious clutch slip which afflicted the car in Ulster, so second place became the province of the man whom few gave any chances for at the start—Brian Culcheth.

Brian has been in rallying a long time—has driven more pacenote events than most young British drivers have attempted forest rallies. He is at his best on tarmac and in any case would probably admit that the forest racing game is perhaps a little out of reach these days. However, on notes he is a dedicated and tough competitor—a man guaranteed to finish and finish well, if mechanical ailments don't stop him. Brian drives absolutely to his meticulous notes; he's always committed to corners, brave and very neat. There's an economy of effort about his style, and the TR7 became most satifying to watch as its driver revelled in the conditions. Concerned about the hammering which his car was taking over the yumps, Brian nevertheless soon found himself in second place—a position which encouraged him as much as it surprised others. The 'Old Man' was making fools of them all—and they'd written him off before he'd even started. This is just the sort of situation that Brian relishes. For once, it appeared as though luck was going his way; Brian could hold on, but could the car do so? With some stabilising understeer, just the way in which Brian likes to set up a car, the TR7 proved deceptively fast. His confidence returned with each passing mile.

With one stage cancelled at the end of the first daylight session, the order was as follows: Brookes 2645; Culcheth 2706; Nelson 2726; Airikkala 2731; Sclater 2743; Mikkola 2766; Taylor 2789; Corkill 2814; Boyd 2827; Danielsson 2833; Dawson 2837 and Unett 2855.

Group One had been its usual fraught self. Pat Ryan began the first stages with the use of only half throttle, which rather curtailed his early efforts. The Dolomite was also handling in a most disconcerting fashion, a situation which baffled the driver until the front wheels were found to have a good half an inch of toe-in! Pat was also without the use of overdrive fourth (the racing gearbox as used on this car does not have overdrive third) so the top speed, once the throttle problem was solved, was restricted to around 100mph. At Vauxhall, Jimmy McRae was also experiencing some minor irritations—these merely a prelude to major ones of the evening; his rear sump seal oil leak had returned, along with an intermittently functioning intercom, which rendered Ian Muir's reading of the notes somewhat akin to Reginald Bosanquet after a 'heavy day.'

Henry Inurrieta by contrast had enjoyed an excellent day and was beating not only Malcolm Wilson who had already used three sets of shock absorbers (which had snapped away from their mountings, probably due to bent axle or radius arms) but also Graham Elsmore, who lightly damaged the front of the Thomas Motors car just four miles into the first stage of the day.

The two Chevettes both changed their springs, Chris opting for marginally stiffer front units than Pentti Airikkala. The evening now looked set for a

continued

tremendous battle; but no one could touch Russell Brookes. . . .

Despite the threat of rain, the evening stayed fine, though bitterly cold towards and after midnight. The night section began in earnest at around 19.00, and almost immediately Culcheth dropped back into the clutches of the burly Finn when a joint beside the fuel union and below the Weber induction cracked while the TR7 was on a road section. Fortunately the driver carries a spare piece of tubing in his toolkit, but the delay cost them a minute's road penalty (six minutes at 10s per minute).

Hannu was next to go, when three stages later he misread a classic Manx corner, realised his error at the last moment but could not prevent the front of the car from sliding wide. The impact spun the Toyota sideways across the road-jamming it and the car completely. A situation which one fears in these narrow lanes had become a reality. The sequence of bends at this point is as follows: 'medium right into square left.' As the driver approaches the left, he can see a track going straight on. Between this track and the correct stage route is a driveway where a new fence has recently been put in. Perhaps as a result of his quick recce, Hannu misjudged the corner, taking the driveway to be his correct route. Whatever, the Toyota now blocked the road, its steering and front suspension damaged. Next on the scene was John Taylor who was waved down and stopped while a crowd tried to move the obstacle. It was a further minute before all was clear once more, and Taylor could continue towards the electrical problems lying in wait.

Airikkala, who concentrated on a very thorough recce of the night section and hoped to make good headway during the hours of darkness, now began to put together a string of stage times which were first the equal then superior to those of Brookes. He had changed to a higher profile tyre and now began to make some inroads on the Englishman's commanding lead. The RS1800 was still despatching around two pints of oil on to the road every three stages, but it was not seriously affecting its times. Russell still felt quite secure, knowing he could increase the pace, when on SS19 (Bride) his rally ended in a most peremptory fashion. "I should think the conrods are welded to the crankshaft," he remarked later. "I was up at 8000rpm in fifth and the engine just murdered itself." It took some three or four seconds for the engine to pump the entire contents of the oil system out through the two inch circular hole in the block, and there was no warning from the pressure light—it's on the opposite side of the engine. Later inspection has revealed water mixed with the remaining oil. . .perhaps the block was porous? If so, then the mysterious hole may well have been created by an errant conrod. . . .

With Nelson's demise from second place two stages later when the Porsche clipped an apex too tightly, puncturing two tyres down one side and damaging the steering when a bolt came out of the rack (this point was 500 yards farther on than Brian managed on this same rally last year!), Airikkala, DTV and the Chevette were suddenly unopposed. At Ramsey, he had led the Porsche by 30 seconds, now there was a large gap between him and second and third places, Culcheth and Chris Sclater. The leading Vauxhall by now had a damaged gearbox, fourth gear in the ZF cluster spinning on its shaft, and Pentti had begun talking about his misfire again. Perhaps it was a result of the experimental distributor fitted to his car—something to do with the ignition advance curve? A gearbox change was planned for the car as weary crews struggled back to Douglas; there would be time enough then.

In Glascoe, John Taylor's RS1800 ground to a halt, its electrics dead. A change of transistor pack failed to revitalise the motor, so when the original equipment was resignedly replaced, John was a little surprised to discover the car bursting into life once more. In all the crew lost around 10 minutes, the problem being eventually traced to a faulty connection in the three-point attachment to the pack itself.

From Ramsey the rally wound south to Douglas and bed. However, delays owing to a faulty clock and several accidents spelt large hold-ups for later numbers. DTV's scheduled gearbox change did not go exactly according to plan when it was discovered that their new unit did not line up with the dells on the housing. By the time they had located and fitted their only other spare, Pentti was perilously close to exclusion. He had been lucky in other ways too. At the start of SS23 (Ballacoar), he was on the point of receiving a stage start time and moving up to the start itself, when an observant benefactor in the shape of Chris Sclater happened to notice that the Chevette had a tyre deflating. As it happened, there was a delay in clearing the stage in any case, but without this warning, Pentti would have most probably started the stage in ignorance of the flat.

The night had wrought havoc with the entry list, but amazingly all the leading Group One contenders were still there, albeit battered with their various problems. Elsmore went off again, this time on SS19 (Bride) when Stuart Harrold called a 'flat left' on the very brink of the bend itself, and Graham executed a superb 'wall of death' act before returning to the main road with more frontal damage. Henry Inurrieta's fine run took several retrograde steps on SS24 (Little Mill) when, after only one mile of the 10-mile stage, the entire gear lever and spacer assembly came out in his hand. In the narrow lane, Henry desperately hunted for gears while Graham Elsmore, approaching fast from behind, was unavoidably delayed for around 45 seconds. Eventually Henry found second gear in which he stayed for the remaining nine miles. Five minutes had slipped by.

McRae meanwhile had spent a fraught night during which he was forced to give up his lead in Group One to Pat Ryan. On the first tight corner of SS17 (Curraghs), the brake balance reverted inexplicably to the rear and the Vauxhall half spun on to some wet grass where its slick tyres refused to find the traction required to move off again. A desperate 1½ minutes ensued during which Ian Muir urged some reluctant supporters to greater efforts before the car regained the road. A change of pads cured the problem, but five stages later the mysterious fuel feed starvation trouble which has dogged Jimmy's Vauxhall in the past, struck again. He was, however, fortunate to be able to coast the last mile to the end of the stage.

The Saturday morning order was as follows: Airikkala 7716; Culcheth 7817; Sclater 7883; Dawson 8008; Boyd 8102; Corkill 8173; Unett 8196; Ryan 8242; McRae 8377; Thompson 8418; Elsmore 8533.

Derek Boyd was now secure in fifth place—another excellent result in prospect. It hadn't always seemed so, however. During the night the oil pressure switch had failed, allowing the engine to pump out oil into the rear compartment. The fumes from this mishap gradually percolated through to the cockpit, making the driver drowsy; so much so that he had a lucky escape with an overshoot which fortunately amounted to no more than a trip up an escape road. Ian Corkill's Porsche now threatened, but, thoroughly awakened, Derek managed to reinstate himself satisfactorily and carried on "preparing my car for the Cork '20!"

Sixteen stages remained for Saturday, during which John Taylor and Malcolm Wilson fought hard to stay in the rally; Chris Sclater was cruelly unlucky to retire from it; and Culcheth maintained a grip on second place despite a Panhard Rod axle bracket failure. By an early hour of the morning's run, Malcolm became a victim of that familiar RS2000 complaint: worn case hardening on the camshaft lobes. The damaged 'cam' then damaged a rocker in turn. This had no sooner been replaced than the car would not start—the electrics were completely dead. Eventually a lead was connected straight from the ignition pack to the battery. The battered County Garages machine finished with this 'jury rig' system firmly in place.

John Taylor had been making impressive inroads into the queue of competitors ahead of him when an exceptionally violent yump split the centre section of the exhaust pipe clean in two. There then followed a rather fraught service halt at Sulby during which the sections of the exhaust proved most unco-operative in removal. Amazingly the Haynes RS1800 did not incur road penalties. It certainly wasn't his rally, and when a steering rack worked loose near the finish of the event and just after he had caught Graham Elsmore, he must have despaired of ever reaching it—let alone in the top 10. Ten out of 10 for effort.

After a bad night, another puncture and another brief off, Chris Sclater put together a series of excellent stage times during Saturday morning. Sixty-six seconds separated him from Brian Culcheth at the start of the day and a great battle now ensued, seconds being exchanged and re-exchanged by either side. Airikkala was of course secure in the lead but when Culcheth's axle began to fail in SS32 (Mullinaragher), there seemed to be a chance for Chris. Fortunately for Leyland there were only another three stages to service at Sulby and here Brian was greeted with the welcome news that there would be an extra half an hour's delay. It was more than enough to change the axle.

For three more stages, Chris kept up the pressure and then on SS39 (Glen Rusher), the engine suddenly tightened up, following a long period of vibaration which Chris initially thought to be the gearbox breaking up. As he nursed the car towards the end of the stage, there was a loud bang and the Chevette was instantly wreathed in smoke—a suspected connecting rod or main bearing cap failure and a bitter disappointment after a great drive.

It suddenly seemed a long time ago since Pond and Brookes dominated this rally. So much had occurred in the meantime, even though the time lapse was only 24 hours. The Manx is an exciting and ruthless test of a motorcar. It's also a fine test of driver skill, application and bravery. It's a good rally, but it has the potential to be a great one.



Above: Pat Ryan's Triumph Dolomite Sprint carefully collected Group 1 honours. Below: Airikkala (left) and Culcheth share the victory rostrum.



Manx International Trophy Rally
Motor/RAC Round 10 ECR coefficient 1

1, P. Airikkala/R. Virtanen (Vauxhall Chevette 2300) 12315 penalties;
2, B. Culcheth/J. Syer (Triumph TR7) 12448;
3, A. Dawson/S. Pegg (RS1800) 12680;
4, D. Boyd/R. Kernaghan (Porsche Carrera) 12795;
5, I. Corkill/J. Weildon (Porsche Carrera) 12950;
6, B. Unett/P. White (Chrysler Avenger GT) 13021;
7, P. Ryan/M. Nicholson (Triumph Dolomite Sprint) 13108; 8, J. McRae/I. Muir (Vauxhall Magnum) 13240; 9, P. Thompson/F. Main (RS1800) 13273; 10, J. Taylor/P. Short (RS1800) 13335.
(110 starters—53 finishers).

Group One
1, P. Ryan/M. Nicholson (Triumph Dolomite Sprint) 13108;
2, J. McRae/I. Muir (Vauxhall Magnum) 13240;
3, G. Elsmore/S. Harrold (RS2000) 13426 (11th o/a);
4, H. Inurrieta/D. West (RS2000) 13522 (12th o/a);
5, M. Wilson/R. Palmer (RS2000) 13583 (13th o/a);

Class winners:
Class 1: C. Bolton/I. Grindrod (Mini 1275GT).
Class 2: M. Freeman/J. Clift (Chrysler Avenger GT).
Class 3: P. Ryan/M. Nicholson (Triumph Dolomite Sprint).
Class 4: G. Wooldridge/D. Pearce (Lada 1200).
Class 5: R. Padwicke/T. Thorpe (Chrysler Avenger GT).
Class 6: I. Hughes/R. Yates (RS2000).
Class 7 & 8: B. Culcheth/J. Syer (Triumph TR7).
Class 9: P. Airikkala/R. Virtanen (Vauxhall Chevette).

Leading retirements
Car no. 2: Hannu Mikkola/Arne Hertz (Toyota Celica GT) accident; SS14.
3: Bror Danielsson/Ulf Sundberg (Opel Kadett GT/E) crownwheel; SS20.
5: Russell Brookes/John Brown (RS1800) blown engine; SS19.
6: Tony Pond/Fred Gallagher (Triumph TR7) blown engine; SS9.
7: Brian Nelson/Malcolm Neill (Porsche Carrera) accident/steering; SS21.
9: Chris Sclater/Martin Holmes (Vauxhall Chevette) blown engine; SS39.
16: John McLean/Donald Grieve (Porsche Carrera) jammed rear brakes; SS28.
18: Will Sparrow/Ron Crellin (Chrysler Avenger GT) gearbox; SS39.
28: David Grainger/Lyn Jenkins (Triumph TR7) piston; SS38.
30: Gavin Waugh/Peter Handy (Chrysler Avenger GT) main bearings; SS7.

Motor/RAC Championship points
Russell Brookes 57; Pentti Airikkala 56; Andy Dawson 45; Hannu Mikkola 37; John Taylor 30; Nigel Rockey 29; Jim McRae 28; Paul Faulkner 26 etc.

Group One
Jim McRae 72; Graham Elsmore 67; Will Sparrow 64; Malcolm Wilson 54 etc.

Rally leaders
SS1: Pond and Brookes; SS2-4: Pond; SS5/19: Brookes; SS20/end: Airikkala.

Fastest times on stages

	1st	2nd	3rd	4th	5th
Airikkala	22	5	4	3	3
Brookes	10	4	1	1	1
Culcheth	8	12	3	11	2
Taylor	2	2	2	6	6
Pond	2	2	1	2	—
Sclater	1	7	12	4	6
Boyd	1	2	1	2	5
Nelson	—	4	6	3	3
Dawson	—	1	7	9	6
Danielsson	—	1	—	—	—
Mikkola	—	—	3	2	—
Corkill	—	1	1	—	2

Irish offering

A six round all tarmac rally championship for next year is the very welcome news that has come out of Ireland this week. The championship is being organised by a committee consisting of the organisers of the Circuit of Ireland, Donegal, Galway, Manx, Ulster and Cork 20 rallies who are disappointed that the British Open series is not to have a lot more tarmac events.

Chairman of the committee, David Mitchell (also Chairman of the Circuit of Ireland committee and an organiser of the Ulster) is meeting a prospective sponsor for the series this week but said that they would sponsor it themselves if need be.

The organisers, who have called themselves the Tarmac Rally Organisers Association, are working very closely in conjunction with Jack Kemsley in the hope that their championship and the British Open can be joined to produce the 'ultimate' series in 1979 with half loose and half tarmac events.

The respective prize funds for the six events when added together come to about £20,000 and this is the sum David Mitchell is looking for from a sponsor. But he does want to make the championship attractive to drivers by being able to offer them a package deal including reduced rates for travelling and accommodation.

One of David's main aims is as he says to attract the 'stars' over to the series, which will be run so that teams can do both that and the Open series with no problems. Although the committee have come a long way with their plans and are hopefully going to be able to announce final details in the next couple of weeks, they are still very eager to hear from prospective competitors who either want to do the events or have some suggestions.

They will also be running to the same standardised regulations as the Open series with just slight timing changes, which are necessary to keep closer control on rallies that require road closing orders.

At the moment they are not sure whether four or five of the events will count for the championship but they held a meeting in Dublin yesterday to sort out some of the last details.





The agony and the ecstacy! Above: Chris Sclater's agony is captured by Doug Baird's camera after his fine drive on the Manx came to nought with a blown engine. Below: This is the way Chris drove his car which should have earned him third place.

Much more Manx

STAGE TIMES:

Friday day section

SS1 Injebreck 1
1=Pond and Brookes 450; 3, Nelson 463; 4=Mikkola and Culcheth 464.

SS2 Brandywell 1
1, Pond 360; 2, Brookes 365; 3, Mikkola 372; 4, Culcheth 373; 5, Nelson 378.

SS3 Tholt-y-Will
1, Brookes 274; 2, Pond 277; 3, Airikkala 283; 4, Mikkola 286; 5, Sclater 288.

SS4 Staarvey
1, Airikkala 190; 2=Pond and Sclater 191; 4=Culcheth and Brookes 192.

SS5 Garey
Cancelled.

SS6 Round Table
1, Brookes 411; 2, Nelson 420; 3, Pond 422; 4, Culcheth 425; 5=Airikkala and Sclater 431.

SS7 Mullinaragher
1, Brookes 153; 2, Nelson 155; 3, Airikkala 156; 4=Pond and Sclater 157.

SS8 Creg-ny-Baa
1, Brookes 174; 2, Nelson 175; 3, Culcheth 178; 4 Pond 179; 5=Airikkala and Sclater 181.

SS9 Brandywell 2
1, Brookes 353; 2, Culcheth 359; 3=Airikkala and Mikkola 363; 5, Nelson 366.

SS10 Injebreck 2
1, Brookes 273; 2, Culcheth 277; 3=Sclater and Mikkola 281; 5, Nelson 284.

Friday and Saturday overnight section

SS11 Braddan
1, Brookes 153; 2=Airikkala and Nelson 155; 4, Culcheth 157; 5=Sclater and Boyd 162.

SS12 Santon
1, Brookes 214; 2, Airikkala 218; 3, Nelson 220, 4, Culcheth 222; 5, Dawson 223.

SS13 South Barrule 1
1, Brookes 610; 2, Airikkala 616; 3, Nelson 617; 4, Sclater 624; 5, Corkill 625.

SS14 Staarvey
1, Airikkala 449; 2=Brookes and Nelson 455; 4, Dawson 458; 5, Sclater 461.

SS15 Little London
1, Airikkala 141; 2, Dawson 146; 3=Brookes, Culcheth, Sclater and Nelson 147.

SS16 Broughjairg
1, Airikkala 168; 2, Culcheth 171; 3=Sclater and Nelson 174; 5, Brookes 176.

SS17 Curraghs
1, Airikkala 242; 2, Brookes 244; 3, Nelson 247; 4=Culcheth and Sclater 249.

SS18 Lhen
1=Brookes and Airikkala 294; 3, Culcheth 295; 4, Nelson 300; 5, Sclater 301.

SS19 Bride
Leading crews cleaned the stage.

SS20 Glascoe
1, Airikkala 374; 2=Culcheth and Danielsson 381; 4, Nelson 382; 5, Dawson 387.

SS21 Ballaglas
1, Airikkala 199; 2, Culcheth 208; 3, Sclater 212; 4=Dawson and McRae 213.

SS22 Glen Roy
1, Airikkala 252; 2, Culcheth 256; 3, Sclater 257; 4, Dawson 260; 5, Taylor 262.

SS23 Ballacoar
1, Airikkala 172; 2, Culcheth 173; 3, Sclater 178; 4, Dawson 180; 5, Taylor 183.

SS24 Little Mill
1, Airikkala 574; 2, Culcheth 576; 3, Sclater 600; 4, Dawson 605; 5, Boyd 607.

SS25 Eairy
1, Airikkala 140; 2, Culcheth 144; 3, Sclater 147; 4, Dawson 149; 5=Ryan and Inurrieta 151.

SS26 South Barrule 2
1=Airikkala and Culcheth 440; 3, Dawson 453; 4=Taylor and Boyd 455.

SS27 Ballanank
1, Airikkala 361; 2, Culcheth 364; 3, Sclater 378; 4, Taylor 383; 5, Dawson 386.

Saturday day section

SS28 Brandywell
1, Culcheth 355; 2, Sclater 364; 3, Dawson 365; 4, Airikkala 366; 5, Taylor 370.

SS29 Injebreck
1, Airikkala 399; 2, Sclater 405; 3, Dawson 410; 4, Culcheth 413; 5, Taylor 415.

SS30 Garey
1, Airikkala 244; 2, Taylor 252; 3, Sclater 253; 4=Culcheth and Boyd 254.

SS31 Round Table 1
1=Culcheth and Sclater 380; 2=Airikkala and Dawson 383; 4, Boyd 389.

SS32 Mullinaragher
1, Boyd 156; 2=Sclater and Airikkala 157; 4=Culcheth and Taylor 158.

SS33 Begoade
1=Airikkala , Taylor and Culcheth 175; 3, Sclater 177; 4, Dawson 178; 5, Corkill 179.

SS34 Glen Roy
1, Airikkala 254; 2, Taylor 256; 3, Sclater 257; 4, Dawson 259; 5, Culcheth 261.

SS35 Tholt-y-Will 1
1, Airikkala 281; 2, Sclater 283; 3, Dawson 288; 4, Taylor 289; 5, Unett 292.

SS36 Eairy
1, Airikkala 138; 2=Sclater and Dawson 140; 4, Culcheth 141; 5, Boyd 142.

SS37 Ronague
1, Culcheth 268; 2, Airikkala 272; 3, Taylor 273; 4, Sclater 274; 5, Dawson 275.

SS38 Round Table 2
1, Culcheth 319; 2, Sclater 323; 3, Dawson 325; 4, Airikkala 327; 5=Taylor and Boyd 333.

SS39 Glen Rushen
1, Airikkala 227; 2, Culcheth 230; 3=Taylor and Corkill 232; 5=Dawson and McRae 234.

SS40 Staarvey
1, Airikkala 380; 2=Culcheth and Boyd 384; 4, Taylor 387; 5, Corkill 389.

SS41 Curraghs
1, Taylor 223, 2, Airikkala 226; 3, Dawson 227; 4=Culcheth and Boyd 228.

SS42 Tholt-y-Will 2
1, Culcheth 226; 2, Boyd 232; 3, Taylor 234; 4, Dawson 235; 5=Airikkala and Thompson 236.

SS43 Baldwin
1, Culcheth 526; 2, Corkill 530; 3, Boyd 532; 4, Airikkala 534; 5, Taylor 536.

● The Manx was the swan song for Ron Crellin who, after nearly 20 years as a co-driver, has decided to 'call it a day'. Ron has been with Will Sparrow this year, but since his first event, the 1958 London Rally, has been beside a great variety of the top names in rallying. However, Ron has no intention of disappearing from the rallying scene and will hopefully be of great use to rally organisers with his wealth of knowledge. With Ron's departure from rallying Will has had to find a new co-driver, and from now on will have Rodney Spokes with him, who was his regular partner when he was driving for

● It was great to see Brian Culcheth back on the rostrum again, and by the time prize giving came round, he was really in full swing. While up on the stage collecting his cups he was asked about his team-mate, Tony Pond; what did Brian think of this youngster's prospects? As an off-the-cuff 'throw-away' line, the following comment would be hard to beat. . . . "His time'll come, I'm sure of it. I'm having his right leg off next week!"

● Phil Copper was making enquiries about Piggy Thompson's dormant RS1800 when the latter asked him if he would like to use it on the Manx. Phil was delighted, despite the fact that the car was not exactly in mint condition, and he was soon revelling in the joys of RS1800 motoring. His rally was, needless to say, fraught with drama. It all began on the first day when a propshaft U/J began to seize up. In desperation Phil borrowed a spare but bent propshaft from Peter Thompson and continued with the transmission giving some frightening vibrations. During the night a bolt dropped out of the starter motor bracket, and the entire assembly slid over and jammed the steering, which made life a little difficult for a while until, despairing of a finding a suitable spare bolt, Phil removed the starter and ran for the remainder of the event without one. By this time (early Saturday morning) a hub bearing was breaking up and he neither had first nor reverse gear! It was a credit to him that he managed to persevere and finish 16th.

● Chris Field's Avenger GT (co-driven by Andy Bodman on this occasion) was beaten to the Group One class win by Mike Freeman. This state of affairs came about in most unusual circumstances—Chris actually went off! By SS26 he had just caught Mike when Chris overshot a junction which put him back in second place once more. Chris started the final Saturday section some 30 seconds behind, and a dice for the class ensued. However, in SS30 there is a dried-up ford crossing, and it was here that Chris cut the racing line a little too fine and demolished a road sign, bent the axle and broke the rear shock absorbers. With some unwanted negative camber on the rear wheels he was then forced to drive two more stages with broken shock absorbers, losing

● David Robbins, who was driving the ex-Roger Clark Monte Carlo RS1800, which is now owned by David Sutton, retired from 14th overall on Saturday morning with a mysterious electrical fault which in the end forced him OTL. Jill Robinson also had a less than happy event. She put her wrist out of joint on the Burmah by catching it in a spinning steering wheel but thought that all was well again at the start of the Manx. It turned out to be very far from the case and when her RS1800 was fitted with racers, she found that she could scarcely hold the car in corners. Jill, who was driving the rally without any notes, then elected to run on A2s for the remainder of the rally, since the car was so much lighter on the steering.

● Will Sparrow who, during practice for the Manx, was running-in a new engine which he had built himself just prior to the rally, spent most of the event dicing with Malcolm Wilson before the input shaft in the standard gearbox (as opposed to the close ratio type which is always stripping third gear) broke and wrecked all the gears. As Will coasted the Mopar Avenger over a brow, looking for any gears that might remain, the gearbox locked solid with a loud report and the Avenger slid sideways across the road. With the help of marshals, Will and Ron Crellin managed to push and pull the car sufficiently to allow the jammed metal fragments in the gearbox to fall to the bottom of the casing, and allow the car to be moved.

● David Grainger retired his Meirion Motors TR7 just three stages from the end of the event when the engine, which had been consistently blowing out oil, lost all power and appeared to have blown a piston. Rather than risk ruining the unit completely David reluctantly retired.

● Bror Danielsson's DOT Kadett stripped its crownwheel near the end of SS24 which just allowed him to coast over the line. We gather that this transmission failure had nothing to do with the torque tube, and that the axle was an experimental one built up by Irmscher (although the car was, of course, DOT prepared). Previously he had lost 11m on the road with a steering rack problem, and the unit was changed

Family affair

PIRELLI CARS and CAR CONVERSIONS RALLY CHAMPIONSHIP

It certainly was a good weekend for Vauxhall. Just two hours after Pentti Airikkala was confirmed as winner of the Manx, Derek and Terry Evans completed the Telford Forestry Stages, also in first place. The Telford result was all the more remarkable because the brothers Evans had done little more than install their venerable, single-cam Magnum engine and apply a new coat of paint to the ex-Chris Sclater Chevette before debuting the car on this event.

The rally started in Newtown and made use of almost every yard of Forestry Commission track between there and Rhayder, where lunch was taken before what was basically a reverse run through the same stages back to Newtown. In their efforts to exploit all the available mileage, the club applied all the latest techniques: there were 'T junction stages', with a common start and two finishes; stages run at 30-second intervals; even a stage with only one entrance, where cars tackled the route, waited at the finish and then drove back down the stage in groups of ten. Everything went without a hitch, however, and the forests (recently re-graded) remained in excellent condition even for the late numbers. With bright sunshine and just enough wind to clear the dust, the weather co-operated fully.

The field, which was filled to near capacity by all the regular Pirelli/*Cars & Car Conversions* Championship regulars, was led away by a number of star drivers who wanted to try their cars on representative RAC Rally stages. At number one was the Tyreservices Escort of Geoff and Alan Simpson, who had the misfortune to destroy their demon engine while tyre testing at Oulton Park. They turned up with "something which Frank Pierson found in the corner of his workshop!"

At two was Ireland's Ronnie McCartney, out for what was to be the last time in his Group One RS2000—a car originally built by Lloyd's of Stafford who, by happy coincidence, also sponsored the rally.



Derek Evans—debut win in Chevette.

George Hill was at three in the immaculate Martin Group Chevette, on which he was to try numerous suspension changes during the day. Frank Pierson was to have started his Century Oils Escort at four, but (as if his troubles with the Simpson's car weren't enough) he sheared a wheel nut en route to the start and had to return home for repairs. He eventually began the rally at number 94, suffering dust and dreadful baulking while putting on one of the drives of the rally.

The top ten was completed by Roger Chilman (RS2000), Geoff Lobb (Kadett), the eventual winners at number seven (entered by Vincent Greenhous), Jon Vicker (who rolled his City Speed RS2000), Martin Watson (Escort TC) and Scotsman Dominic Buckley (Esso RS1600).

From the first stage it was General Motors all the way: Evans led from Hill and Lobb, with the first Escort (that of the Simpsons) down in fourth place. Then Lobb's head gasket began to fail, Hill spun and stalled once and the Simpsons suffered a puncture, so that lunch saw Evans ahead by 13 seconds from Hill, with Simpson another 31 seconds behind that. The progress of Pierson, of course, was unknown to any of them. . . .

As soon as the afternoon started, it was clear that Hill was going for a win and never mind about the tyre testing. He was fastest on the first three stages and was really flying through the fourth when a muddy, downhill left-hander caught him out and he flew backwards into a pile of logs. The damage was relatively slight, but over a minute was lost and with it, the rally.

Notable drives came from Martin Watson and Ralph Lockey, both driving small-engined cars on an event whose fast, wide stages suited those with power. Watson consolidated his position at the head of the Pirelli/*CCC* table with his 1600cc Twin Cam, taking his fifth class win in a row despite powering over a blind brow in top gear to discover that the gap ahead was a firebreak—luckily watched by plenty of spectators. Lockey made the top ten with only 1300cc at his disposal, his Datsun also showing signs of bodily contact with the scenery. In fact, the rally was notable for its number of crashes—no less than 11 cars actually rolled on one bend in Red Lion Hill, while 14 cars attacked the same logs as George Hill.

The final word, however, must be reserved for Ronnie McCartney. He only attended the event because he was a guest on the previous night's Star Talk and thought he might as well drive down in the rally car and do the rally. With a bag of tools, three spare wheels and no service crew, he climbed into fifth place overall by lunch. Then a Welsh road rally driver appeared, having seen in AUTOSPORT that Ronnie wanted to sell the RS2000. A deal was concluded on the spot and the event was completed at a much reduced pace so as not to risk damaging what was now someone else's car.

Then McCartney was seen to be very late at the final control, despite having been second car through the last stage. Where had he been? Well, he'd seen this nice, new RS2000 on the forecourt of a Ford dealer in Newtown—so he stopped off to buy it on the way to the finish! As he'd also taken an old, Mk1 RS2000 in part-exchange for his rally car, this left him with two Escorts to drive home, a feat beyond even McCartney. The English crews, who found the ramifications of these transactions hard to believe, promptly nicknamed the Ulsterman 'Wheeler Dealer'.

Telford Forestry Stages
Pirelli/CCC round 6
September 17

1, D. Evans/T. Evans (Vauxhall Chevette) 3008s;
2, G. Simpson/A. Simpson (RS1600) 3082;
3, F. Pierson/A. Brick (RS1800) 3098;
4, G. Hill/R. Jones (Vauxhall Chevette) 3099;
5, D. Buckley/W. Duguid (RS1600) 3128;
6, M. Watson/P. Stokes (Escort TC) 3130;
7, R. York/P. York (RS1600) 3141; 8, G. Lobb/A. Thorne (Opel Kadett) 3149; 9, R. McCartney/C. Wilson (RS2000) 3151; 10, R. Lockey/C. Pringle (Datsun Sunny) 3164.

Class winners: Evans, Watson, Lockey.
Rally leader: SS1—16: Evans.
Fastest times (many shared): Evans 9, Hill 7, Simpson 2.

(93 starters/75 finishers)

Border battle

Competitors in *The Scotsman*/Glayva championship will be moving south to the border country on Saturday for the Bowmaker Autumn Stages rally, which starts in Carlisle and finishes in Dumfries.

There should be a fascinating battle on this event for points in the championship as, although Eric Howden is leading, people such as Charles Samson, Allan Arneil and Bill Taylor are still very much in with a chance in the series.

The event includes 60 competitive miles in the border forest area with 140 road miles in between. It will be starting from the premises of County Garage (Truck Centre) in Carlisle and finishing at the Embassy Hotel in Dumfries.

With the absence of last year's winner, Malcolm Wilson, leading the field away will be Allan Arneil, who was second. The top ten entries are: 1, Allan Arneil/Ian Buttery (Vauxhall Magnum); 2, Bill Taylor/Ian MacIver (RS1800); 3, Charles and Alec Samson (RS1800); 4, Jim Howden/Ian Marwick (RS1800); 5, Drew Gallacher/David McHarg (RS1600); 6, Donald Heggie/-George Dean (RS1800); 7, Ian Wilson/Charles Young (Vauxhall Chevette); 8, Alistair Brearley/Roger Turnbull (RS1800); 9, Murray Grierson/John Shannon (Datsun Violet); 10, Andrew Smith/Kenneth Hamilton (RS1800).

The following are the recommended spectator areas.

SS2 Castle O'er: Park on wide verges well off the road on B723 and walk in from special stage finish MR 79/234955. First car due 10.27

SS3 Hog Knowe: Park as above and walk in from ss start MR 79/221948. First car due 10.36.

SS4 Killburn Hill: Leave B723 at Sandyford and park at Black Esk Picnic area and walk in from ss finish MR 79/206954. Take care oncoming rally traffic—do not block road. First car due 10.45.

Service Halt: Lockerbie Ice Rink—MR 78/134823. First car due 11.11.

SS7 White Naze: Park in official car park at Gubhill Farm (2 miles beyond village) MR 78/972922 and follow spectator arrows. There will be no parking allowed on the surrounding roads, so you must use this car park—programmes will be available here with only a nominal charge for parking. First car due 12.59.

SS11 Mabie: Official Car Park, 4 miles from Dumfries on A711 in GS 84/9171. Walk in from ss finish MR 84/920715. First car is due 17.02 and once again there will be no parking on surrounding roads and programmes will be available.

Jean goes north

A well-known lady in the rally world, Jean Ames, will be missing from the end of this month when she gives up her work with DTV to go and settle in the Orkney Islands, where she is hoping to do some writing and where, as she puts it, she can "infiltrate into the oil industry".

Jean has been involved with DTV since the team was formed six years ago, when she was working for AMPR, their advertising agency, as Press and Public Relations Officer. Three years ago she formed her own company J&J PR and has become increasingly involved with the team under various titles, Gerry Johnstone describing her duties as 'road manager' and Bill Blydenstein as 'rally team management'. All in all it meant Jean taking care of the administration *and* PR work for the team. However, it was a suggested reduction in her responsibilities rather than an increase which seems to have led to the parting of ways.

Jean's change of circumstances also means she will be selling her 2300 Magnum, and anyone interested in buying this rapid Blydenstein-modified car can contact her on 01-965 8347 during the day or on Turgis Green 523 in the evenings.

Jean will doubtless be widely missed in the rally world, and she admits she may feel a bit strange at first, but wishes DTV well.

Palace hosts rally

The Happy Eater Southern Rally this weekend will be bringing motor sport back to Crystal Palace as a special stage will be held there on Sunday afternoon. Following efforts by the Southern Car Club and the GLC Parks Department, part of the old racing circuit has been re-opened for use as this stage and Andy Dawson will do demonstration runs in his RS1800 before the stage starts at 1pm.

The rally will start from the Pickard Motor Hotel at Burgh Heath at 10pm on Saturday and finishes there at 3.15pm on Sunday.

As well as Crystal Palace, there will be a special spectator stage at Perrotts Farm, Banstead and the entrance to the spectator car park is from the B2219, Holly Lane, from either Banstead or Chipstead.

The top crews are: 1, Derek Skinner/Tony Pettie (MGB GT V8); 2, Henry Inurrieta/Simon Small (RS2000); 3 Charlie Wood/Mike Smith (Chrysler Avenger); 4, Chris Daisy/Phil Giles (Vauxhall Chevette); 5, Allan Hemmings/Alan Woodbridge (RS1800); 6, Lyle Cathcart/Mike Cockle (Vauxhall Magnum); 7, Mick Rushbrook/Jim Anderson (RS2000); 8, David Hardcastle/Andrew Bodman (Mazda Hatchback); 9, Mitch Baylis/'Harry Plunkett' (RS1800); 10, Geoff Bartram/John Porter (Escort).

● Vauxhall owners who want their cars to look and perform better now have the opportunity with the new range of Sportparts announced by Magard, who took over the marketing and distribution of these earlier this year. They have produced the Chevette Clubmans booklet which lists all sorts of 'goodies' for the enthusiast. With the help of Bill Blydenstein, they have produced a 'crossflow' carburetter, modified cylinder head, rally camshaft and special exhaust manifold systems. As well as performance extras, they have produced aerodynamic glassfibre front air dams, rear spoilers and wide section wheels and tyres, plus a range of clothing and holdalls. All are available through 20 sport dealers round the country as well as Magard themselves and anyone interested can get a copy of the booklet from Magard at 372 East Park Road, Leicester LE5 5AY. Tel: Leicester 730831.



The last outing for Tapio Rainio in a Saab Finland car on the 1000 Lakes.

Saab step down

Following rather disastrous results on the 1000 Lakes and high costs that have not produced results on Finish rallies, Saab Finland have decided to withdraw from rallying and leave the development of the 99 EMS to Saab Sweden.

They have also realised that with the new Group 2 regulations next year allowing 16 valve engines neither the 96 nor 99 will be competitive, although with more development on the turbocharged engine there is some hope.

This withdrawal, however, is only going to be temporary until Saab Sweden can come up with more power for the 99. The feeling in Finland is that it is rather a waste of time the two companies trying to develop the same car.

The 99 has only been used on four events by the Finnish team, its debut being this spring, The team's three drivers Simo Lampinen, Tapio Rainio and Jari Vilkas should not have too many problems finding other drives as Simo has his Fiat contract, Jari was out on a Finnish event last weekend with a BMW and Tapio is talking to several other teams.

Island in the sun

Starting from Nicosia at 9 am tomorrow morning is the fifth Cyprus Rally and leading away the 60 starters will be the Chequered Flag Lancia Stratos driven by Billy Coleman and Dave Richards.

The event, which is an ECR round, will cover 948 miles between tomorrow morning and the finish back in Nicosia on Sunday, 208 of these being competitive. About 85 per cent of the stages are loose surfaces, but it seems that some of the loose road sections can be just as rough and gruelling as the stages. During the event there will be three regrouping halts, and the organisers are hoping that they have more than just three finishers as they had last year.

Last year's winner, Shekar Mehta, will be there in his Datsun Violet and so will two other previous winners Chris Kermitsis and Lefteris Makrides.

The top ten are: 1 Billy Coleman/Dave Richards (Lancia Stratos); 2, Shekar Mehta/Yvonne Pratt (Datsun Violet); 3, Antonio Zanini/J. J. Petiscogaray (Seat 124 Especial); 4, 'Sirroco'/TBN (Datsun); 5, Salvador Cannelas/Juan Sabater (Seat 124 Especial); 6, Kypros Kyprianov/A. Linginos (Chrysler Avenger); 7 Michael Koumas/G. Nicolaou (Fiat); 8, 'Leonidas'/'Sertakis' (Renault 5TS); 9, Chris Kermitsis/M. Koutsoftides (RS2000); 10, Lefteris Makrides/A. Miriantheos (Escort TC).

Also making the trip from this country will be Dimi Mavropolous and Paul White in a Group 4 Chrysler Avenger and Clive Askey and Mike Hillier in a Peugeot 504.

The Chequered Flag Stratos will be having its first outing since its win on Donegal.



Darniche leads Tour

The Tour de France started last Thursday and, as we went to press, the event was already half over. Predictably, this marathon event is being won easily by Bernard Darniche's Chardonnet (12-valve) Stratos, but it hasn't always been like this, although he now has a comfortable 4m 30s 'cushion' between himself and Michele Mouton's G3 Porsche Carrera in second place. The incredible Michele, very much on form at present, is showing the men how to drive Porsches on race tracks and round the mountains. She was, astonishingly, fastest over the Col de Porte ahead of Darniche, and she is currently 20 seconds ahead of Hubert Striebbit in a G4 Carrera.

The story of the event, however, has been that of Jacques Almeras (G4 Porsche Carrera). Jacques started the Tour de France in a Porsche Turbo and was fastest on the very first test, the Turini. On the second stage he received a puncture and stopped to change the wheel, and so dropping back. However, when the field reached Paul Ricard he won the race by a clear lap, having overtaken everyone and driven away into the distance! At Albi he was again leading his race when the turbocharger broke, so without further ado he took over the second car in the team, a normally aspirated G4 Carrera. He has now worked this car up to fourth overall! It all sounds highly illegal, but excellent fun nevertheless!

There's a close battle for Group One in process with Jean Louis Ravenels Opel Commodore just 27s in front of Jean Louis Clarr's team BP Marseilles Kadett. The event finishes today and counts towards the ECR (coefficient 4).



Darniche (right) and entrant Monsieur Chardonnet.

Pentti v Russell

The next round of the *Motor*/RAC Championship looks likely to be a very fraught affair with only one point separating Russell and Pentti, so Kielder for the Lindisfarne Rally will be the place to be on October 1.

Although all the regular championship contenders have put in entries for the rally, the organisers are disappointed that to date they have only received 70 entries. This event for an entry fee of just £40 is offering 90 miles in Kielder, which have been regraded recently, and 12 miles on tarmac and anyone still wanting on entry should contact the organisers.

The provisional top 20 is as follows: 1, Roger Clark/Jim Porter (RS1800); 2, Russell Brookes/John Brown (RS1800); 3, Hannu Mikkola/Arne Hertz (Toyota Corolla); 4, Pentti Airikkala/John Gittins (Vauxhall Chevette); 5, John Taylor/ Phil Short (RS1800); 6, Chris Sclater/Martin Holmes (Vauxhall Chevette); 7, Paul Faulkner/Monty Peters (RS1800); 8, Tony Drummond/Mike Nicholson (RS1800); 9, Fred Henderson/Colin Wilson (Toyota Corolla); 10, Jim McRae/David Brown (Vauxhall Magnum); 11, Malcolm Wilson/John Davies (RS2000); 12, Terry Kaby/Brian Rainbow (Triumph Dolomite Sprint); 13, Graham Elsmore/Stuart Harrold (RS2000); 14, Steve Ward/TBN (RS2000); 15, Robin Eyre-Maunsell/Neil Wilson (Chrysler Avenger); 16, Dominic Buckley/Walter Duguid (RS1600); 17, Mike Jackson/Steve Howard (Escort Sport); 18, Dave Robbins/S. Bruce (RS1800); 19, John Cleary/Simon Everett (RS2000); 20, Ivor Clark/Dick Horsley (Chrysler Avenger 1300).

Beguin wants a Ford

With the Criterium du Quebec only just over, Ford are now starting work for their next World Championship event, San Remo, and Bjorn Waldegaard with guidance from Allan Wilkinson started recceing on Monday.

For the event the cars have revised settings, spring rates and shock absorbers and the team are hoping that Bjorn's testing will soon come up with some ideas for improvements, with expected camshaft changes on the cards.

Looking ahead to Corsica, there is a possibility that Bernard Beguin could do the event in a Ford. Peter Ashcroft was approached on Beguin's behalf in Canada about the possibility of him having a car. Peter is unable to make a decision until after San Remo, although he thinks the Frenchman would be quite an asset to the team with his knowledge of the rally.

● It seems that several mailbags have gone astray between Cork and England and in them are regulations for the B&I International Cork 20 rally. Because of this the organisers are keeping their entries open until this weekend and anyone still wanting to enter should ring the Munster Motorcycle and Car Club on Cork 51363 after 8pm. Also competitors should note that, even though this is an international event, there is a Group 5 class.

● Leading away the 75 entries for Saturday's Matgrove Tour of Hamsterley will be Fred Henderson in his Oates Garage Toyota Corolla, who has won the event for the past two years. Fred will have a change of co-driver for this event and will have with him his sponsor's wife, Barbara Oates. The route consists of 55 competitive miles with the cars completing three laps. Spectators wanting to see the event should enter the forest at map reference 92M/091304‡ and a car park will be provided which is within walking distance of four different stages. The laps start at 11.01am, 1.01pm and 3.46pm.



Timo Salonen hurls the Fiat Abarth towards a well-deserved, if fortunate, victory in Canada.

Fiat accompli

Fiat 1-2 in Canada narrows gap between themselves and Ford to two points—Vatanen's ignition pack fails while leading—Superb Lampinen takes Clark for second place—Buffum's TR7 fourth for Leyland—Report: HENRY LIDDON—Photography: HUGH BISHOP.

Twenty-six-year-old Timo Salonen on his first rally ever outside of Finland won a crucial event for Fiat after a rally-long duel with Ari Vatanen who was eliminated, while in the lead, by a small ignition failure on the final night. Nevertheless Ford still hold a two-point advantage in the WCR with San Remo, Corsica and the RAC to come but the balance is now just swinging very much in Fiat's favour.

A very fine performance, particularly on the final night, by Simo Lampinen secured second place from Roger Clark/Jim Porter (RS1800) while Alen, Rohrl and Makinen all retired with various engine troubles. Among the works entries it was '2-2' in the Pirelli/Dunlop puncture stakes; Salonen being the only leading driver not to puncture. An excellent performance by John Buffum and his attractive ex-wife co-driver 'Vicki' gave Leyland Cars their first WCR points of the year.

This well-organised and compact event was mainly held north of Montreal in the State parks of Mont Tremblant and the Joliette-Papineau reserve where the final night included the longest special stage of all, a superb 113-kilometre section which was attempted twice.

Rallying is virtually unheard of by the general public in North America, and the word instantly conjures visions of Billy Graham and his entourage rather than a flourishing sport as we know it in Europe, so it is very difficult to generate much enthusiasm and even more difficult to obtain an entry worthy of a World Championship event. The young and enthusiastic organising committee were, therefore, very fortunate in having a superb entry from Ford and Fiat who were continuing their year-long battle, entering seven cars between them out of a total of 59 entries.

ENTRY

Ford entered two immaculate and identically prepared ex-Safari RS1800s for Roger Clark/Jim Porter and Ari Vatanen/Atso Aho, both cars being built at Boreham and shipped out. They were basically of similar specification to the 1000 Lakes car, the only innovation being the re-introduction of L1 camshafts which gave the engine an extended power curve peaking at 8800rpm and giving around 242-245bhp; a very suitable specification for the long fast stages, the engines sounding superb in the forests. Jeremy Ferguson of Dunlop interrupted a week's management work in Canada and the USA to supervise the tyre service with a vast selection which included racers, A2s and various sizes of M&S. With the wet conditions 175 fronts and 195 rears were used mainly on the forest sections. For the tarmac stages Dunlops provided a patterned wet racer type which completely complied with the spirit of the regulations concerning the use of racing tyres.

Fiat entered five cars, two of which, for Markku Alen/Ilkka Kivimaki and Walter Rohrl/Christian Geistdorfer, were fitted with the new dry sump lubrication system which had been successfully used in Finland by Valtaharju, the system weighing some three kilograms less. Also on these two cars were the new direct fifth speed gearbox and modified differential ratios. Simo Lampinen/Soelve Andreasson were given the third car which like the Acropolis Rally was a normal "nothing new and untried" car. To supplement the factory entries, Alitalia sponsored two cars for Timo Makinen/Henry Liddon and Timo Salonen-/Jaakko Markkula. Both cars were factory prepared and resplendent in the airline's white and green livery. Verini was a non-starter as he remained in Italy to take part in the San Marino as well as giving him more practice time for the all-important San Remo Rally. Pirelli provided the tyres, P7s both in 205 and 155 sizes with hand cutting as well as MS35s for some forests and wet and dry racers for the tarmac stages. It was the use of slicks for the three laps of the Mont Tremblant circuit that caused some mumblings. Naturally these two European teams dominated the entry list, but a very determined and professional team of Leyland-entered TR7s for John Buffum/'Vicki' and Walter Boyce/Robin Edwardes. Both cars, originally Abingdon-prepared, are currently competing in both the American and Canadian championships. Detail modifications have been made to the cars which include relocating the fuel pump away from the axle as well as some minor weight shedding, but like their British counterparts the cars are still heavy and underpowered.

Jean Paul Perusse/John Bellefleur are probably the best-known Canadian crew, and they entered their ex-works Saab 99 which was in fact the same car that he had used on the RAC Rally last year.

Complementing the Finnish flavour of the event, team Toyota had entered Taisto Heinonen/Tom Burgess from Western Canada in an eight-valve Celica—the engine of which only fired for the first time two hours before scrutineering. Taisto is currently battling with Buffum for the Canadian Championship, and although this event did not count, he had a drive of over 3000kms to the start, such is the size of this vast country.

Colt entered two cars for "Lightning" Shinozu-

Ka Richardson and Henry Blok/Crandall. The remaining 51 starters were composed of locally crewed Datsun 510s, Mitsubishi Colts, Honda Civics and one lone Mini.

RALLY

The rally headquarters were situated in the Howard Johnson Hotel, Montreal, the first section starting and finishing from the basement car park with virtually no crowds or 'razzamatazz' on Thursday evening. At 5 o'clock Simo Lampinen led the way to Nuns' Island for the first of two identical stages which were short, rough and in some people's opinion unneccessary. The result of these stages decided the starting order for the rally proper, but if nothing else they gave the sponsors—Molson's Brewery—much-needed publicity. The stage, although only three kilometres long was extremely rough towards the end, and went uncomfortably close to the St Lawrence River—luckily there was a diver on hand in case of any unforeseen accident.

The Fords were noticeably faster and smoother over the rough than the Fiats. Buffum in his TR7 bent a halfshaft which necessitated some overnight work by the mechanics in building up a new axle ready for fitting in the morning when the car came out of Parc Fermé.

Not so lucky was the Datsun of Halle. His car hit one of the vicious bumps which tore the axle away from the body and ended their rally.

The classification order after this three-hour loop back to the hotel (and therefore the re-start proper) was as follows: 1, Vatanen 3m 17s; 2, Clark 3m 23s; 3, Rohrl 3m 25s; 4, Buffum 3m 26s; 5, Makinen 3m 26s; 6, Salonen 3m 33s.

The real start took place at mid-day on Friday from the centre of Montreal in the Place Ville Marie and went immediately back to the third run of the Nuns' Island stage, then to a lap of an autocross track newly ploughed on a reclaimed refuse tip in the northern part of the city. Finally after these initial 'Mickey Mouse' stages the rally left Montreal for the north and three asphalt stages—two on closed public roads and a three-lap stage of the Mont Tremblant-St Jovite racing circuit.

Here cars were started at one-minute intervals from the pit lane. Unfortunately the fastest cars were lapping around about the two-minute mark (5-litre CanAm cars lap the circuit at around 1m 40s) and so as one car was starting off, two cars were passing the pits, and some interesting emergency avoidances took place. While Makinen was on his second lap, immediately in front of Lampinen who was on his third lap, the engine, as they say, "let go" and he retired.

The Fiats were using Pirelli slicks and with their superior tarmac suspension (Ford were of course using their forest set-up) began pulling time back on Vatanen and Clark on the 12kms of this test. Alen was in fact 16 seconds quicker than Ari. But Ford were naturally not too happy at the Italians' use of slicks as any tyre with the words 'not suitable for road use' was forbidden. However, in the loosely worded regulations there was no definite penalty for infringement of this rule, and by the time the organisers inspected the Pirellis at the end of SS6 and SS7 there was no wording whatsoever on the tyres! So to the overnight halt (after a very easy day's motoring—just three stages) at the Mont Tremblant Lodge which at any time of the year must be one of rallying's most pleasant locations, particularly at this time of year with the lakes reflecting the stunning autumnal colours. This is a ski centre from November to April, and is very 'European', so it proved to be an excellent base during practice and for the rally.

After just 38kms of competitive motoring at the end of the first section the order was: 1, Rohrl (Fiat) 18.38; 2, Alen (Fiat) 18.31; 3, Vatanen (Ford) 18.33; 4, Lampinen (Fiat) 18.41; 5, Salonen (Fiat) 18.50; 6, Clark (Ford) 19.09.

At 7 o'clock on a damp Saturday morning more reminiscent of England than Canada, Walter Rohrl attempted to start his car. The organisers had allowed a Fiat mechanic into Parc Fermé with a fire extinguisher as Rohrl's car had a leaking manifold—the car would not start, so Rohrl opened the bonnet and at the same time the mechanic illegally began working on the engine. This feat was noted by the organisers, the rules were explicit, the penalty for illegal servicing was exclusion, but Rohrl was allowed to start as no formal decisions had yet been made.

The first 'real' stage was a 28kms test called Le Diable where in practice many crews had encountered both bears and moose; this was a loose, twisting stage with brows and jumps, ideal ground for the Finns. Heinonen in his Toyota, who had been going well now misread a corner and hit one of the many protruding rocks, bending his steering but continuing down the stage for some 20kms before the tie rod eventually broke just one kilometre from the finish. He too now retired. Vatanen, driving with all his usual verve, was predictably quickest, and the Ford personnel at the large service area at the end of this stage were now much happier. The whole day's rallying virtually centered on this one large service area, not unlike Plashetts in Kielder Forest. From this point, crews would tackle two stages, a decisive 53km section, three times, and a small eight kilometre section just twice. That was the format of the daylight section.

The 53kms started over a wooden bridge by the side of one of the numerous lakes, and then became rough for some 20kms twisting and turning until the latter half when it became a superb fast gravel road back to the finish—the stop line of which was just 200 metres from the start. This enabled spectators and photographers to watch both start and finish.

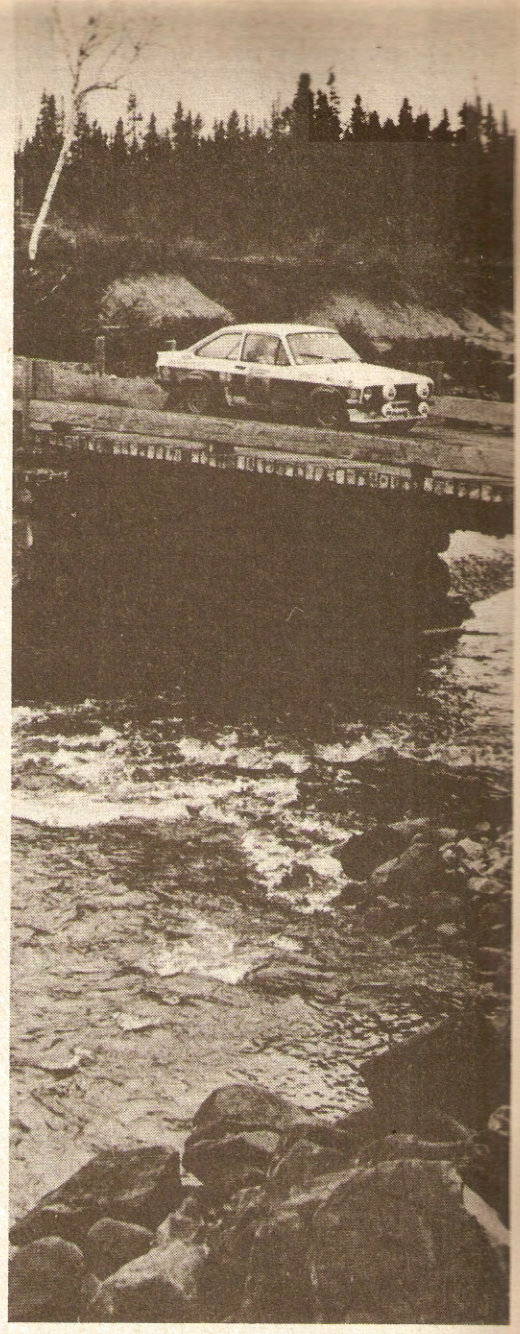
Drivers entered this first long stage with the knowledge that punctures would be all important. Fiat were relying heavily on the very strong P7 while Ari and Roger were on M&S. Ironically Markku Alen punctured some 10km into this stage and he had to change the wheel, losing his second place and some three minutes in the process. The cars then returned to 'Plashetts' where Ari Vatanen took the lead. It was now raining heavily although the Fords were appearing to be more stable on the rough. Alen was quickest on the next short rough stage, before the cars again returned to 'Plashetts'.

Walter Rohrl had by now broken his exhaust manifold again on the long stage, and arrived at the service area suffering badly from exhaust fumes, but he nevertheless continued after a new unit had been fitted. With very easy transport section times, there was always plenty of time for service.

Jean Paul Perruse was having an unhappy rally with shock absorbers having to be changed at very frequent intervals, as it appeared that a badly fitting mounting was not allowing the shock absorber its full movement. The TR7 camp were not without their problems either and although Buffum's new half shaft appeared to be working well, he was having irritating electrical problems and could be heard going through many stages on three cylinders. Walter Boyce then suffered a petrol pump failure which cost him some 45 minutes.

With light rain falling from low cloud, the cars tackled the long 53kms stage once again. The road was badly cut up and punctures were again going to be a problem. Having watched the first 15 cars leave the start and slither across the narrow double wooden bridge before rushing uphill into the forest, spectators ran around to the finish line and counted down minutes before the sensational sideways arrival of Vatanen.

The first time around this section Ari had managed 28m 49s so as the minutes went by everyone was listening for the superb howl of a BDA engine. At 28 minutes all was silent . . . . at 29 minutes all was silent . . . . at 30 mins; still silence . . . . what could have gone wrong? Rohrl had entered the stage first, followed by Alen then Vatanen, Lampinen, and finally Clark. At 33 minutes all was still silence; then suddenly in the distance, many kilometres away, there came the howl of an engine, but it wasn't quite a BDA and it wasn't a Fiat—so everyone listened





Above: Ari Vatanen completely dominated the event, but retired near the end with ignition trouble. Below: local star John Buffum finished fourth in his works-prepared TR7.

continued

intently. Soon one could distinguish two engines. Three corners from the finish line a car appeared—the white and green Alitalia Fiat of Salonen, and not 20 yards behind an incredible Vatanen. They crossed the line glued together. But what had happened to Rohrl and Alen? No news. Next car through was a very determined Clark, incredibly sideways across the finish line, then Lampinen, and from where we were standing, two wet figures walked out of the forest—Walter and Christian, very wet and very dejected, their cars' engine had holed a piston and stopped some 400 yards before the end of the stage, and there was still no news of Alen.

Back at the service area there was feverish activity as tyres were changed, cars refilled, and prepared for the second run at the rough eight kilometre Taureau stage. Then the news came through that Alen was out as well, a gasket between the oil pump and engine block broken, so with three Fiats out, things looked good for Ford. Vatanen was comfortably in the lead and driving sensibly with Roger going well, having just made fastest time on the long stage—just one second quicker than Salonen and 59 seconds quicker than Ari who had suffered a puncture, and was forced to stop and change.

On the short stage for the last time, the Fiat's were quickest and with the drizzle still continuing the cars lined up for the third and final run over the long stage. What dramatics would come out this time? Once again the cars left the start line, dived over the slippery double bridge and into the forest which was now very rutted in places and muddy in others—a driver's nightmare.

Near the end of this long stage the road is flat for many kilometres ending in a 300 metre straight before a sharp right-hand bend. Here was the place to watch Vatanen in action. Peter Ashcroft was there to see him at work, now well on the way to his first world championship win. Again that shrill howl of a BDA engine heralded Ari's arrival. One hundred yards before the corner the car was sideways, and then with full power and a curtain of stones the car was rocketing away towards the finish line; a sight to remember. Then came Salonen and Lampinen neither so impressive, not so sideways but still very quick. Where was Roger?

The minutes were ticking away and now perhaps Ford had lost one of their cars, which up to this point had been running faultlessly—but all was well—it was only a puncture that had delayed him.

Once again, cars returned to the service halt then a 90kms run to the Mont Tremblant Lodge for some well earned food and possibly a couple of hours sleep. After the results were checked it appeared that Ari was just 29 seconds in the lead . . . but driving well and with a perfect car. The order at this halfway point was: 1, Vatanen/Aho (RS1800) 136m 31s; 2, Salonen/Markkula (Fiat Abarth 131) 136m 58s; 3, Clark/Porter (RS1800) 143m 06s; 4, Lampinen/Andreasson (Fiat Abarth 131) 144m 05s; 5, Buffum/'Vicky' (Triumph TR7) 148m 52s; 6, Perusse/Bellefleur (Saab 99 EMS) 162m 22s.

Late Saturday night . . . the refreshed crews restarted for a leisurely two-hour run to the site of the night's stages in the Joliette-Papineau Reserve—just two special stages had been laid out—the first 33kms in length, fast and sweeping with many brows, but ending flat out for many kms. Then just 15kms of road section led to the second stage—a superb 113kms that had everything—twisty, narrow, fast, straight, rough and smooth. You name it, this classic test had 'the lot'—a real driver's stage. Parts of the reserve were damp and misty, while other parts were dry.

Near the entry gates to the reserve Vatanen lined up as first car and rally leader for the first of the night's four stages. Blasting away into the night, he was followed by Salonen, Clark and Lampinen. After only some five kilometres disaster struck. The young Finn stopped when the tiny plastic pick-up head in the Opus ignition system failed and he was out. So often in the past it has been Ari's fault but not this time—he had been heading for his first world championship win with a faultless drive. Meanwhile Simo now had his sights on Clark and making fastest times, took over a minute back from Roger. Simo really came alive, and set fastest time by a big margin on the night's four stages, eventually getting below 70 minutes for the 113kms stage—a sensational 69m 55s.

While all the attention was now focused on Timo Salonen, whose car had been overheating during the whole rally, others were having problems—Perusse was suffering from punctures and broken shock absorbers. While poor 'Vicky' severely bruised four ribs when her seat collapsed, but after treatment by the Fiat doctor she gamely decided to continue.

On the final stage of all, while Lampinen was again setting fastest time, the water temperature was rising and oil pressure dropping on Salonen's car, but he made it to the finish and, in company with the 13 other cars to complete the course, arrived back at the Hotel Howard Johnson in Montreal somewhat dazed and glassy eyed at the prospect of having won his first ever event outside of his native Finland, which also just happened to be a world championship rally. Ari and Ford deserved to win, they were quicker, such is life.



Above: lightning strikes! Kenjiro Shinozuka finished sixth in his Colt Lancer. Below: French-Canadian Jean-Paul Perruse placed fifth with the Saab.



Criterium de Quebec
WCR round 8
14/18 Sept 1977

1, T. Salonen/J. Markkula (Fiat 131 Abarth) 5h 13m 54s;
2, S. Lampinen/S. Andreasson (Fiat 131 Abarth) 5h 18m 31s;
3, R. Clark/J. Porter (RS1800) 5h 20m 56s;
4, J. Buffum/'Vicki' (Triumph TR7) 5h 55m 54s;
5, J-P. Perruse/J. Bellefleur (Saab 99 EMS) 6h 10m 59s;
6, K. Shinozuka/Richardson (Colt Lancer) 6h 12m 27s;
7, H. Blok/Crandall (Colt Lancer) 6h 16m 54s; 8, W. Boyce/R. Edwardes (Triumph TR7) 6h 49m 46s; 9, P. Bourgeous/Normand (Datsun 510) 6h 58m 02s; 10, Garside/Murakami (Toyota SR-5) 7h 10m 28s.
(58 entries, 51 starters, 15 finishers).

Organisers: Club Auto Sport La Licorne.
Stages: 17, 3 on Tarmac, 14 Gravel.
Total Lengths: 1600km, 537kms of stages, 25kms Tarmac, 512kms gravel.
Weather: Cloudy, rain and fog on the last 4 stages.

Stage Times		1	2	3	4	5	6
Ari Vatanen	(RS1800)	6	3	3	—	1	—
Roger Clark	,,	1	5	4	—	3	4
Markku Alen	(Fiat)	4	1	1	1	—	—
Simo Lampinen	,,	5	—	1	5	2	—
Timo Salonen	,,	—	7	4	1	3	1
Walter Rohrl	,,	1	3	3	—	3	—
Timo Makinen	,,	—	2	—	—	2	—
John Buffum	(Triumph TR7)	—	1	—	5	2	2
Jean-Paul Perusse	(Saab)	—	—	—	2	—	3
Walter Boyce	(Triumph TR7)	—	—	—	—	2	2
Kenjiro Shinozuka	(Colt Lancer)	—	—	—	—	1	2

Leading Retirements:
Ari Vatanen/Atso Aho (RS1800), stage 14—ignition failure—when leading.
Walter Rohrl/Coistdorfer (Fiat), stage 11—engine—when leading.
Markku Alen/Ilkka Kivimaki (Fiat), stage 11—engine—when 3rd.
Timo Makinen/Henry Liddon (Fiat), stage 5—engine—when 4th.
Taisto Heinonen/Burgess (Toyota Celica), stage 8—tie-rod—when leading Gp2.

WCR points:
Ford 114; Fiat 112; Toyota 54; Opel 51; Datsun 40; Lancia 32; Saab 28; Chrysler 24; Mitsubishi 22; Porsche 18, etc.

From air to water

From January 1, 1978, the Formula Vee Association are to adopt the water-cooled VW 1600cc engine to run alongside the traditional air-cooled unit for Formula Super Vee. ROBIN BRADFORD investigates this popular formula.

Established in 1971 as a 'big brother' class for Formula Vee, the 1600cc Formula Super Vee has built up a firm reputation in countries across the world as a category popular with both competitors and spectators. In Britain, however, its growth has been less than meteoric, the number of cars available often not making a full grid. Now, however, with even more enthusiastic backing from VW and the chance to run the water-cooled 1600 engine from next year, the prospects look good.

Formula Super Vee was a natural step after the foundation of Formula Vee ten years ago. Volkswagen had a 1600cc air-cooled engine in their range suitable for single-seater racing and it was natural to supplement the 1300cc FVee with a 'senior class' to provide a sensible step up for competitors. A similar system, in a way, to FF1600 and FF2000 in this country.

As is the case in FVee, all parts must be original VW components while the chassis and coachwork of the car and safety regulations governing its construction are as for F3.

For obvious reasons the category is very popular in Germany, where it originated, and there are national championships, largely sponsored by VW importers, in such countries as Britain and Brazil. There is a well-supported European Championship—the penultimate round of which was a supporting event for the Access RAC Tourist Trophy at Silverstone on Sunday (see *Sportscard* for report)—and a six-round West Zone European series with two rounds each in Belgium, Holland and Britain.

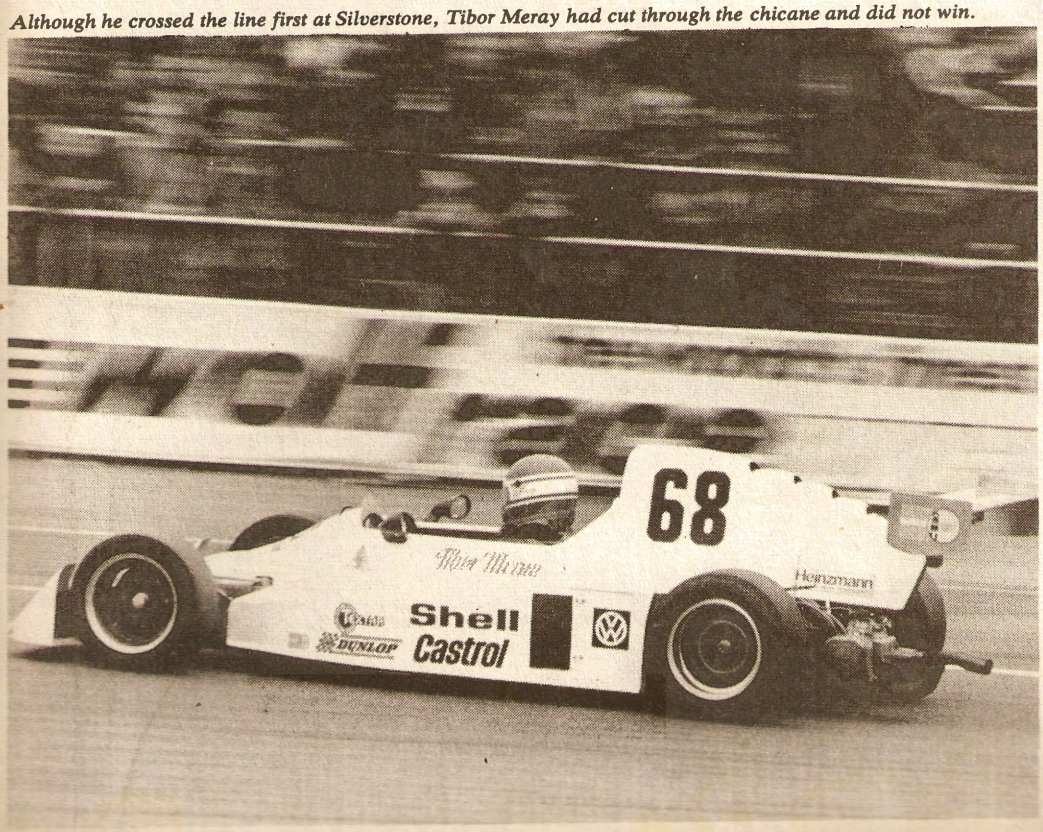
For a continental competitor based in, say, Germany, the number of European races provides a worthwhile season of racing. For the British contingent, however, the eight-race VW (GB) Silver Cup series, a couple of West Zone races and one full European round do not make for a sensible season's racing unless supplemented by some foreign travel. This does result in some fairly marked budget differences between the two groups.

As you will have seen if you were at Silverstone over the weekend, some of the foreign competitors are supported by some very heavy sponsorship and have outfits that would be the envy of many a Formula 3 team. Only seven of the 35 continental competitors entered their own cars whereas nine of the 15 Brits are usually driver-entered. The heavy sponsorship of the foreign drivers does make sense in the context of the number of European races in which they can compete but the Britishers have found more difficulty selling the formula to sponsors in this country, unless those sponsors have a direct commercial interest in European markets.

Despite this, interest in Super Vee has been on the increase as, even without major sponsorship, it is possible to compete without phenomenal expense. A rolling chassis costs around £4,000 and a good second-hand engine can cost as little as £650 although prices for new engines range from £2,000 to as much as £4,500—the higher prices, tending to be paid by foreign competitors with larger budgets. Engine rebuilds, of which a couple a year are advisable, average out at around £450. So for around £10,000 or so, allowing for the occasional close inspection of the barriers, you can have a good season's racing in a car which is only a couple of seconds slower round Grand Prix Silverstone than an F3 car—which is pretty quick.

The emphasis of VW's range of road cars has changed over the past few years, water-cooled engines having replaced the more traditional units for their new, market-leading range of models—the Polo, Golf and Scirocco. Both the latter models have a fuel-injected version and both are already being raced throughout Europe, including in Britain—Richard Lloyd (Golf GTi) and Brian Pepper (Scirocco GTi) are tackling the British Group 1 series and a number of VW dealers are involved in rallying Golfs.

Although he crossed the line first at Silverstone, Tibor Meray had cut through the chicane and did not win.



facing page

Top: at the August Bank Holiday Monday West Zone European Super Vee Championship race, Team Duscholux driver Frank Lampe (voted Silverstone Lady Marshals Dish of the Day last Saturday) locks up under braking in the ASS while trying to pass Bob Birrell's Supernova into the Woodcote chicane. Centre left: Howdy Holmes (Lola T324) leads a gaggle of FSV cars at Trenton in America. Centre right: Fernando Jorge racing his FSV Polar in Brazil. Bottom: European championship front runner and winner of all three European Super Vee races held in Britain this year, Arie Luyendijk.

The support of Formula Super Vee in Europe fits in well with VW's marketing policy and, to bring the formula even further in line with their aims, the water-cooled 1600cc unit (not fuel injected, by the way) is being introduced from the start of next season.

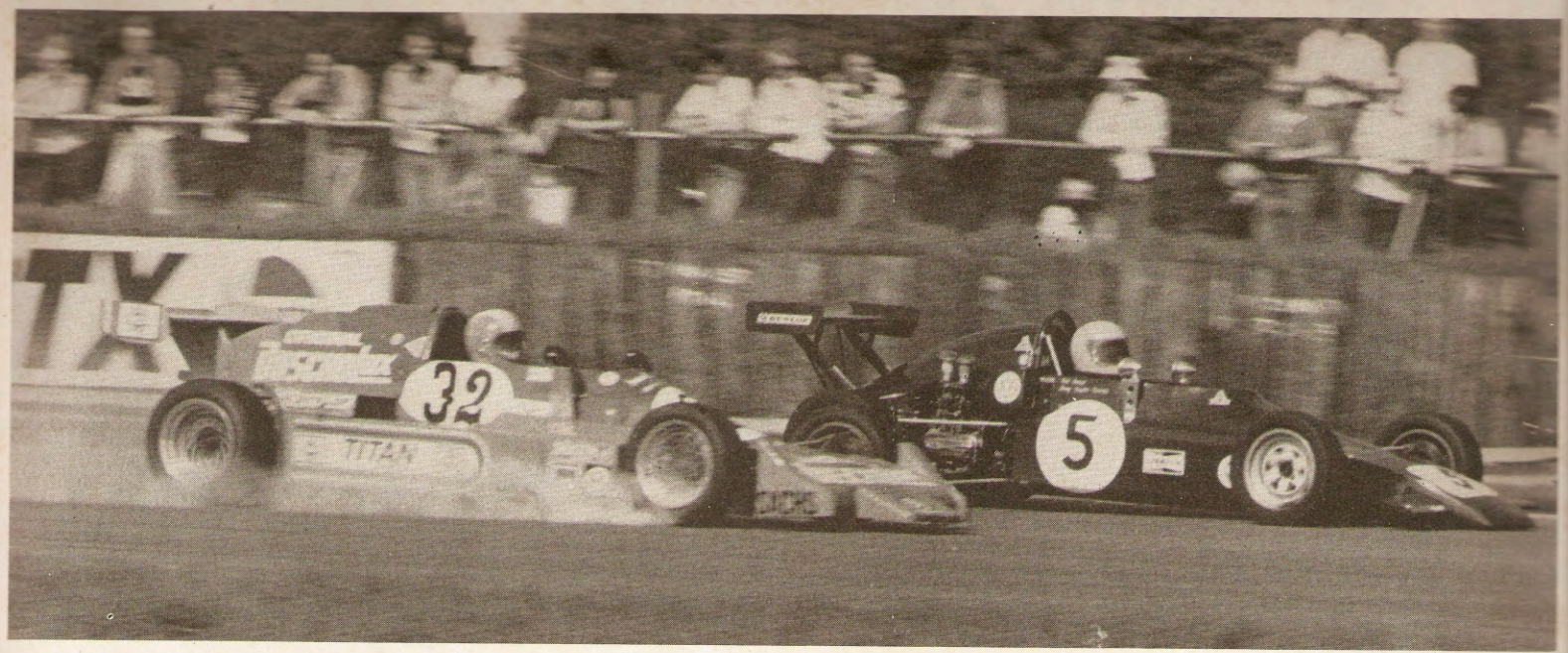
Initially, the plan is to run air-cooled and water-cooled engines side by side—certainly for the first season—before any decision is made as to whether to drop the air-cooled unit altogether. Although the new engine is likely to develop slightly more power than the old—around 20bhp more—it is a heavier unit and will result in the whole car being heavier; two facts that should even themselves out as far as general performance is concerned. Hence the decision to run them side by side without resorting to class divisions. Bigger wings will also be allowed, largely to aid stability rather than make the cars any quicker.

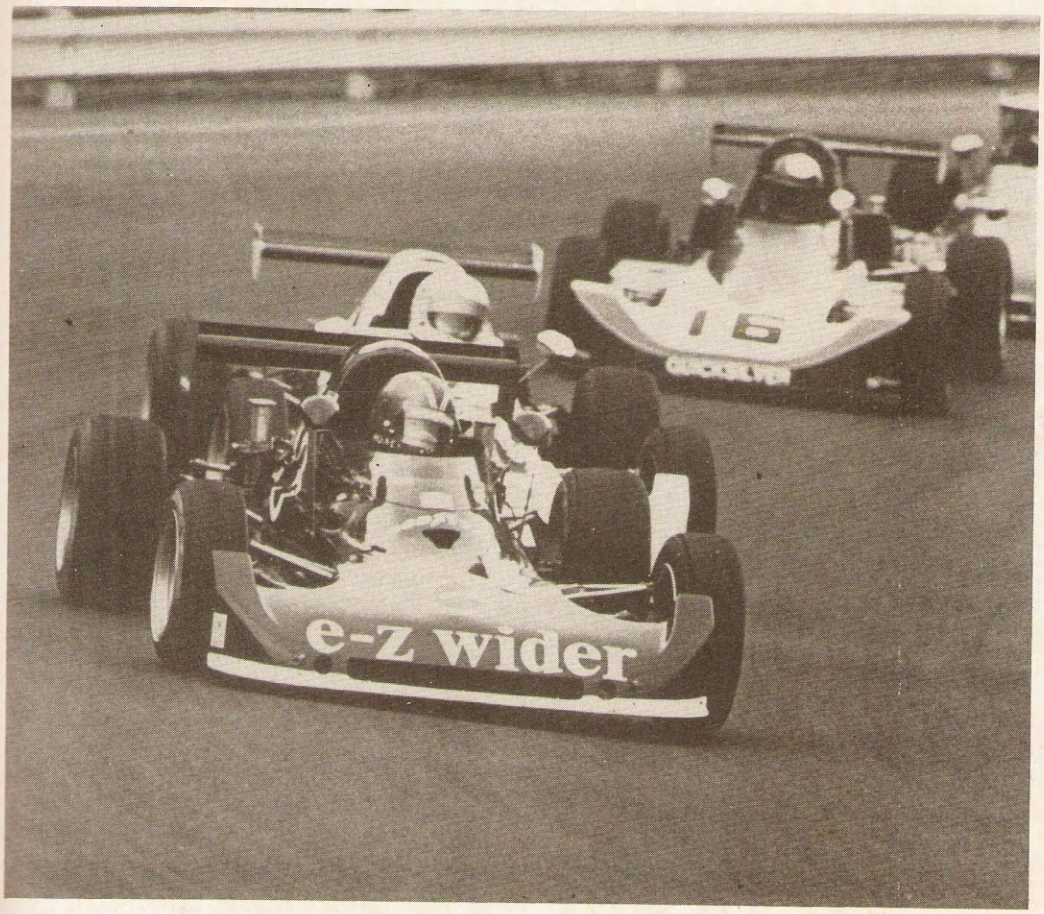
No one in this country has yet taken delivery of one of the new units to start investigating the tuning potential of it, but one thing that does seem to emerge is that the water-cooled set-up requires less adaptation of, say, a Formula 3 chassis to convert it from F3 to FSV which is likely to widen the appeal of the formula both among constructors and competitors. Ron Tauranac, for instance, is said to be planning to build FSVs next season.

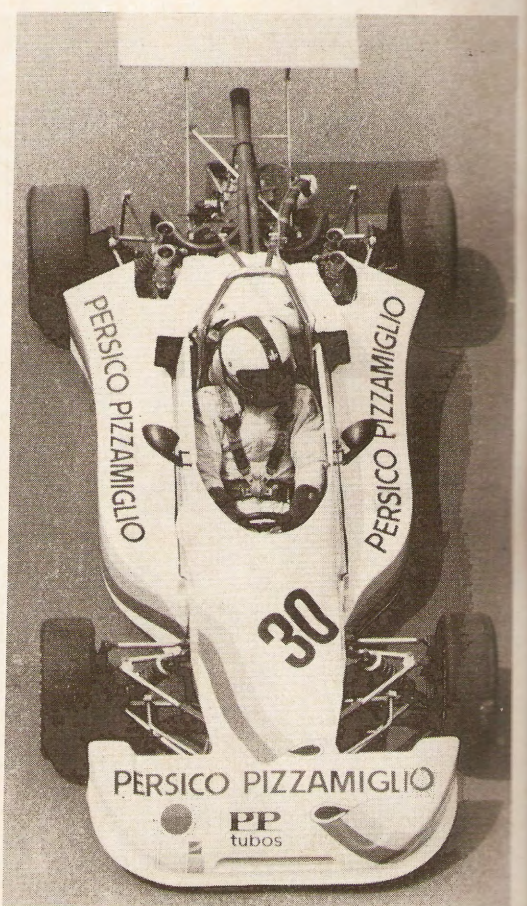
Simply providing an appealing car, however, is not sufficient in itself to attract the necessary interest and there must be some very careful planning of dates in Britain to ensure a good following of British-based drivers.

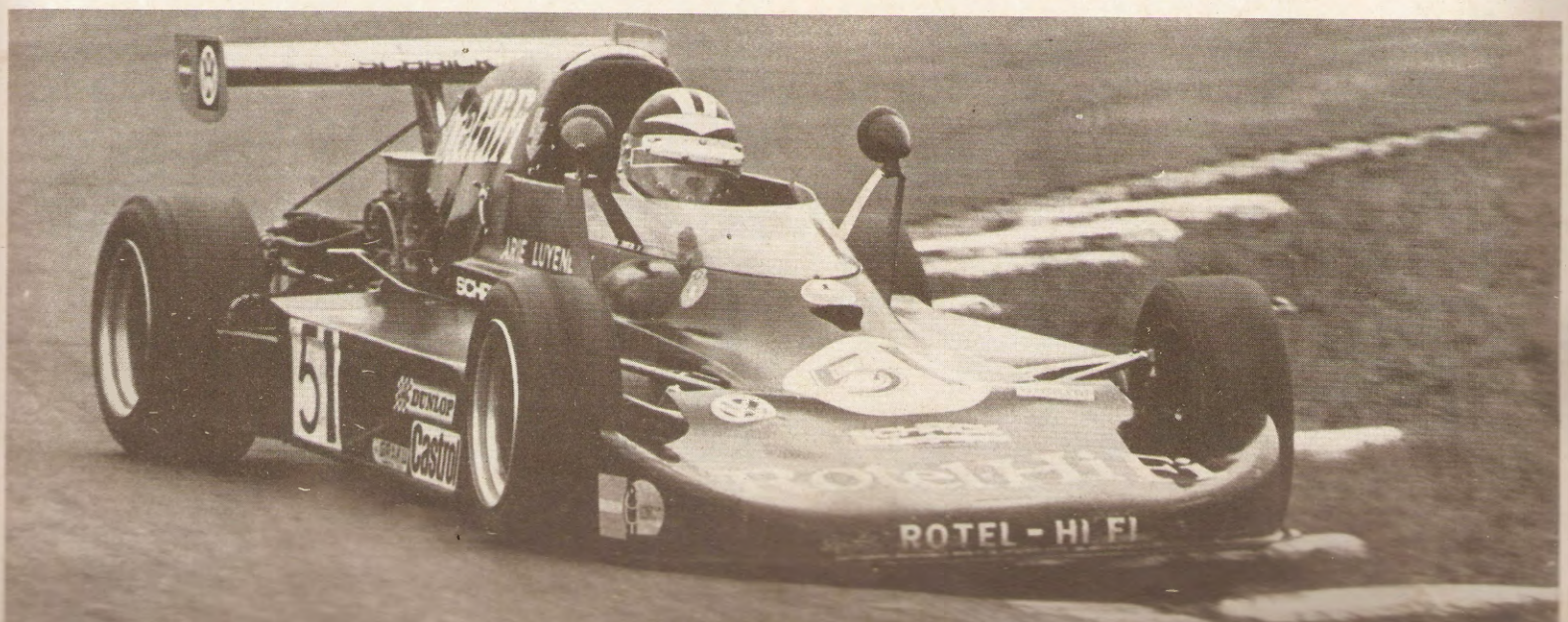
Jan Bannochie, the enthusiastic 'mother' of Formula Vee and Super Vee in this country through her energetic Formula Vee Association, is hoping to provide at least 16 FSV races in Britain next year—a 12-round British series, two West Zone Championship rounds and two full European rounds—with a further four (two in each of Holland and Belgium) within easy reach of British competitors. Twenty races must present a reasonable season's competition to most people and one can but hope that her plans come to fulfilment.

There can be little doubt that such formulae as Super Vee—and none who saw the eight car battle for fourth place during Sunday's race at Silverstone could dispute the excitement FSV provides—are a valuable and worthwhile contribution to the British racing scene, not least because they provide useful variety to the traditional English programme. The advances currently planned in FSV are likely to help it maintain a growing interest.


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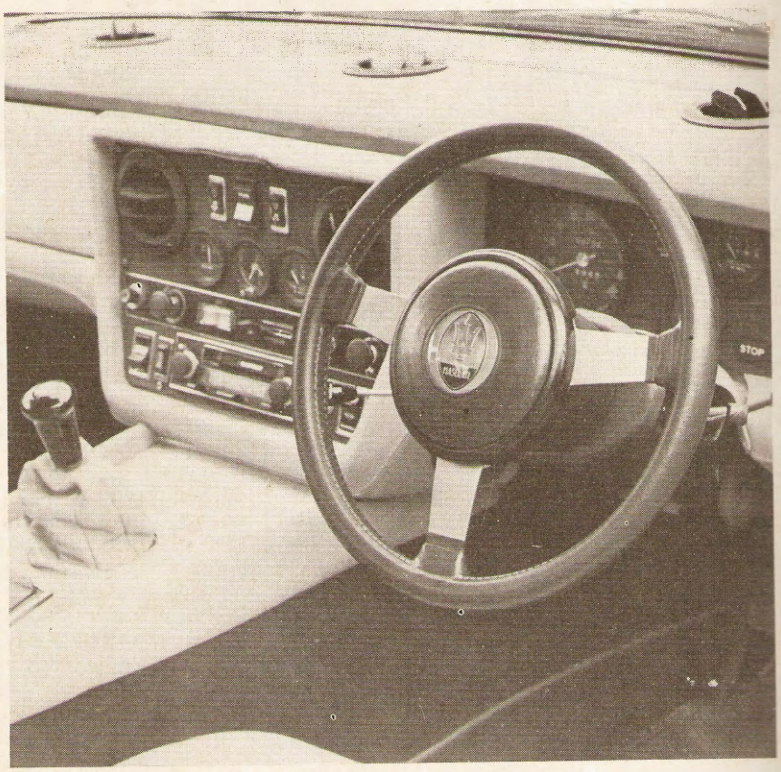

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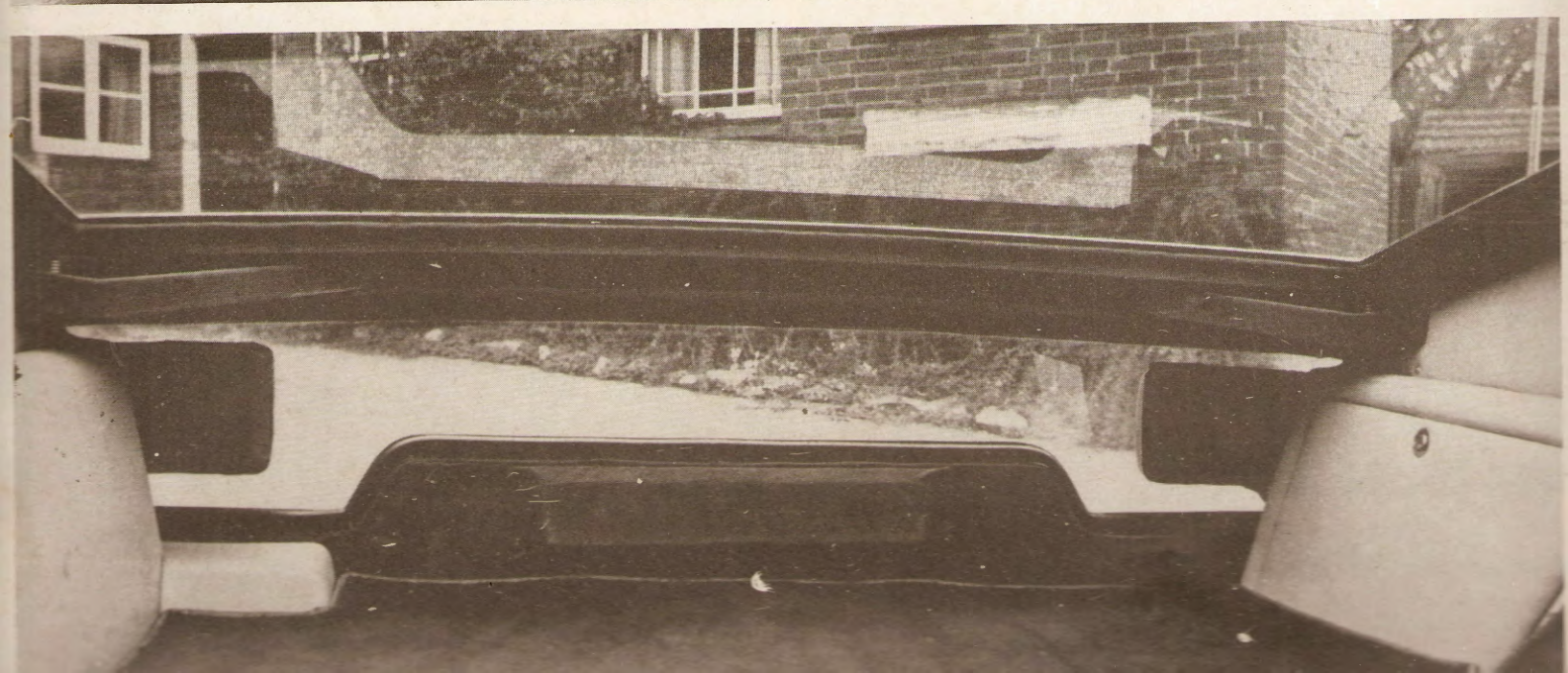

PERSICO PIZZAMIGLIO
PERSICO PIZZAMIGLIO
30
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51
DUNLOP
Castrol
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MARIO


MARIO





by John Bolster



The aggressive nose of the Khamsin features hydraulically operated pop-up lights.

Khamsin goes!

Of all the great names in motoring, Maserati is one of the most glamorous. The Maserati brothers started building racing cars in the 1920s at first based on the Diatto but later to their own designs. In 1933, the Maserati driven by Tazio Nuvolari was virtually unbeatable in grand prix racing. Subsequently, the *marque* suffered various vicissitudes, but after the war there were many successful single-seaters, culminating in the famous 250F.

The Bologna firm also built sports-racing cars and then road-going Maseratis began to appear. The typical Maserati was a large and expensive coupé of conservative chassis design, propelled by an engine that looked and sounded like a racing unit, latterly an immensely potent V8. Such cars were the Ghibli and the Indy, which were generally considered to be the best-looking machines of their day.

It is well known that when Fiat took over Citroën, the French firm temporarily assumed control of Maserati, which resulted in much chassis modernisation, using Citroën techniques. When Fiat and Citroën separated again, Maserati appeared to have been dropped by both firms and bankruptcy seemed inevitable. At the eleventh hour, an organisation headed by Allessandro De Tomaso took over, and now Maserati are going it alone. Furthermore, they are making some fabulous cars, which still have the traditional Maserati engines, now allied with really modern chassis that contain much Citroën engineering.

The Bora and the Merak are mid-engined cars, but the market for such machines is fairly limited. The typical Maserati customer is distinctly conservative in his tastes and he still wants a big, front-engined car, as beautiful as the Ghibli but with all the latest developments built in. The customer is always right, and so that is a pretty fair definition of the Khamsin.

The basis of the Khamsin is a hefty steel body shell designed by Bertone. The maestro is somewhat inconsistent, as most great artists are, but this is one of his completely successful designs, both artistically and aerodynamically. The first you can judge from the photographs and the second I have proved, as will be recounted in due course.

Campagnolo light-alloy wheels carry 215/70-15 Michelin XWX tyres, and though they seem to be of centre-locking type, there are concealed studs and nuts; their appearance compliments the body shape. The suspension is derived directly from racing practice, all four wheels being carried on unequal-length wishbones and coil springs, with twin spring-damper units for each back wheel and anti-roll bars front and rear. We all know that this is the proper way to suspend a sports car, but it is a no-compromise solution, for it uses up space that is devoted to such mundane things as rear seats on lesser cars. No matter, for the rear seats of the Khamsin are one of Bertone's little jokes.

If the suspension is typical Maserati engineering, the steering and brakes are pure Citroën. An elaborated high-pressure hydraulic system is powered by an engine-driven piston-type pump, with pressure regulator and accumulators. The power assistance for the rack and pinion steering is controlled by a governor, which is driven by a belt from the left side of the differential, thus making it conscious of road speed. As the car goes faster, so the assistance diminishes, and though the big, heavy machine is delightfully light to park, the driver has high-geared, very direct steering at speed, which is sensitive to changes in road surface. The steering also incorporates the Citroën powered self-centring system.

The ventilated disc brakes on all four wheels also work from the hydraulic system, with dual circuits and load-conscious rear brake limitation. I am delighted to say that the next feature is one which I have often advocated, for the clutch pedal is power-assisted, from the hydraulic system, of course. A clutch that can handle 320bhp needs some really hefty springs, and often people are persuaded to go over to automatic transmission because they, or their wives, dislike holding down a heavy clutch pedal in traffic. This reform is long overdue, especially since Packard were using a clutch servo half a century ago. The hydraulic system also causes the headlamps to pop up and the driver can raise or lower his seat by the same means.

Facing page: top the Maserati is beautifully steady on all roads, even in the pouring rain at over 140mph. Centre left, a useful practical feature of the car is the unusual lift-up tailgate. Centre right, The purposeful cockpit layout of the Khamsin in which all controls fall immediately to hand. Bottom, Perhaps the most striking feature of the car is the unique glass tail section which allows the driver to reverse right up to obstructions without fear of hitting them.

In order to insulate the bodyshell from noise, the hypoid final drive unit and the complete rear suspension assembly are carried on a sub-frame, which is flexibly mounted on the bodyshell. To avoid the slightest lateral movement that could introduce rear-steer, an immensely rugged Panhard rod locates the sub-frame. The transmission is completed by the big five-speed ZF gearbox, which has been around for a long time and is now much more refined.

Finally, let's get down to the engine, directly descended from the big V8s of Le Mans and Mille Miglia fame. It's a light-alloy unit with wet cast-iron cylinder liners, the counterbalanced crankshaft resting in five lead-indium bearings. The valves are inclined at 30 deg and are operated by four overhead camshafts, with shim-type clearance adjustment. A triple roller chain drives a jackshaft, from which duplex chains command the camshafts. Four twin-choke Weber carburetters, and welded-up exhaust manifolds with pipes of tuned length, look after the breathing, while electronic ignition is naturally employed.

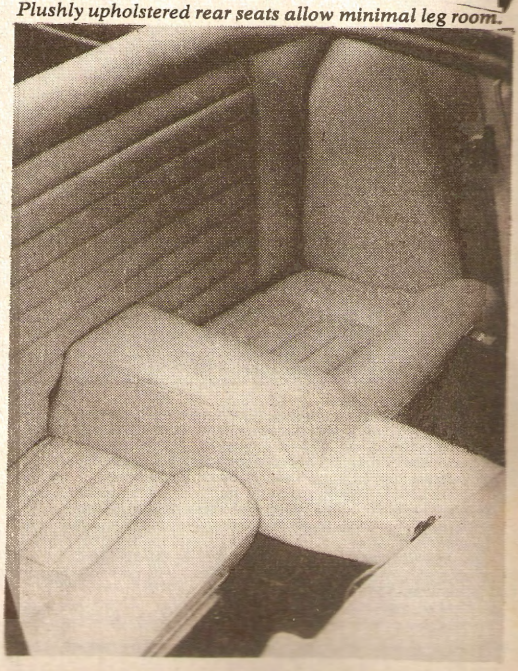
Two oil pumps, with a dry-sump tank on the left of the engine, assure the lubrication, and if this seems like the specification of a pure racing engine, let me point out the large built-in pump for the refrigerated air-conditioning and the anti-pollution air pump. I make no apology for the length of the technical description, for this is a car in which no engineering short-cuts have been taken, One is not astonished by the high price of the car, but by the fact that it is possible to build it at all in this utilitarian age.

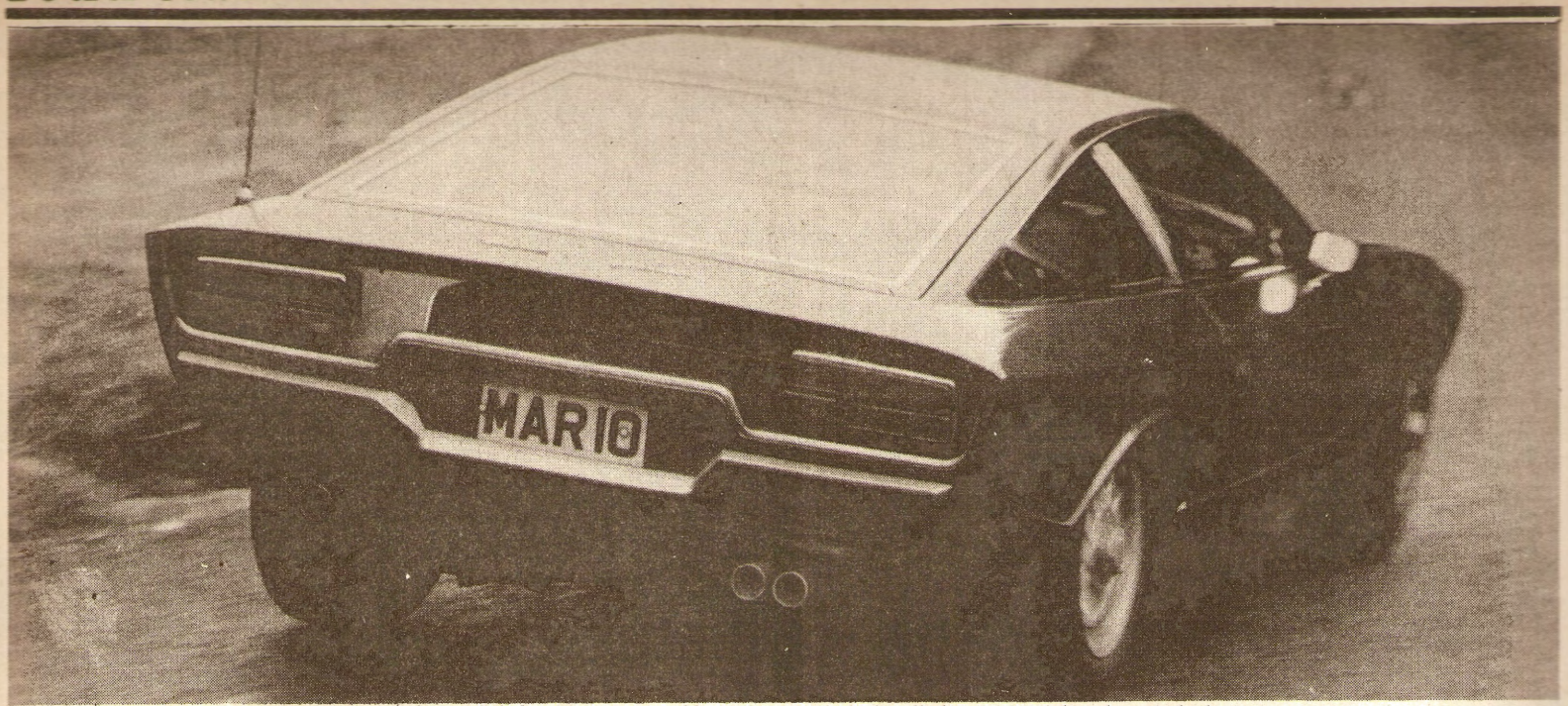
On entering the Khamsin, big and beautiful, the driver is soon comfortable, for in addition to the various seat adjustments he can move the steering wheel in both directions, locking it until he desires a change of posture. The other controls are well arranged and the instrument panel, with its numerous dials and switches, puts one in mind of an aircraft. The engine starts at once, hot or cold, and its flexibility is almost unbelievable, such as wandering along at 20mph in fifth, which is about 700rpm.

Nevertheless, the big V8 suddenly catches hold as the revs rise, when the acceleration becomes really interesting; the formidable weight of 32cwt seems a mere bagatelle to this potent engine. The most surprising characteristic is the way in which the car continues to accelerate strongly at very high speeds—at 140mph it is still surging forward and picking up speed rapidly. Obviously, the body is as slippery as it looks.

The Khamsin is claimed to be a 170mph car, and no doubt it would have a maximum of that calibre with a suitably high final drive gear. With the ratio that is fitted as standard, howev-

Plushly upholstered rear seats allow minimal leg room.





Above: Under hard cornering the Maserati's huge Michelin tyres grip superbly. Below: With the headlights retracted the Khamsin looks even more attractive.

Khamsin goes!

continued

er, the speed is restricted by engine revs alone. The red mark on the rev-counter dial starts at 5500rpm, which is the highest speed permitted for continuous running. This 5-litre version of the V8 has a longer stroke than the engine in the Bora, so that limit should be observed. However, the excellent instruction book admits that a very short dart at 6000rpm is permissible, which gives 159mph in fifth. I only tried it once and the engine seemed perfectly smooth, but the normal limit of 5500rpm will satisfy most owners.

The gearing chosen is exactly right, for the car is outstandingly lively and flexible, with first gear only required for starting from an absolute standstill. To gear for a maximum that nobody will use would be stupid, for one would then be using the lower gears all the time and acceleration might suffer. The gearbox is easy to handle and quiet, the overdrive fifth being as silent as the direct fourth.

Although the engine is by no means quiet when fully extended, much of the day's driving is likely to be on a small throttle opening. A cruising speed of 80mph at 3000rpm or 106mph at 4000rpm produces very little engine noise, though the exhaust rumbles lazily on the overrun. There is a complete absence of wind noise, but road noise, often a problem with big tyres, is quite insistent on some surfaces. The ride is definitely hard at low speeds, but very comfortable at high speeds—the higher the better; the driver's seat suited my anatomy.

As the engine is set far back in the chassis, the weight distribution is very well balanced. The handling characteristic is as near neutral as it can be, and with only three turns between generous locks, the quick steering gives a fine sense of mastery. The traction is superlative, which can be confirmed by the performance figures, taken on a damp road. The car is beautifully steady in pouring rain at over 140mph; incidentally, the wiper blades keep the screen perfectly clear under those conditions. The crank and connecting rod of the wipers look like something off a steam engine, with a right and left-hand thread for easy adjustment of the blade angles.

After a long, fast motorway journey in the rain, the dirty lines left on the roof show that the air follows a perfect path in laminar flow. There is none of the turbulence that causes muck to be deposited on the back of the car, and the rear window is always completely clean. In the mirror, it is possible to see a following car and its occupants at a considerable distance, which is a great advantage.

This excellent rear view is assisted by an unusual glass panel in the cut-off end of the tail; it facilitates reversing close up to an object without touching the bumper. The glazing of the rear quarters is also appreciated when one is joining a traffic stream, and only the nose dips out of sight.

As for practical details, the steeply raked rear window opens to reveal a lot of luggage space. There's a useful locker in the dashboard and plenty of shelf space, while another locker at the rear contains a splendid tool kit. A spare wheel is carried low down beneath the radiator, but its narrow tyre might give some English coppers a fit.

The Khamsin is perfectly easy to drive, in spite of its size and speed. The steering is not as high-geared as that of the Citroën SM and few drivers will find it difficult—the brakes are not over-servoed and again they are unlikely to cause any problems, while their power is immense. As long as you don't take the rear seats too seriously, you will not be disappointed with this Maserati, and for a 5-litre 150mph car, its fuel consumption is quite moderate. Whether or not it is strictly necessary to use a 32cwt car to carry two people does not concern us here, but if I had that sort of money, I would be sorely tempted to take a Maserati Khamsin home with me.

Specification and performance data

Car tested: Maserati Khamsin 2+2 coupé, price £17,960.

Engine: Eight cylinders 93.9 x 89mm (4930cc). Compression ratio 8.5 to 1. 320bhp DIN at 5500rpm. Four chain-driven overhead camshafts. Four twin-choke Weber downdraught carburetters. Electronic ignition. Dry sump lubrication.

Transmission: Single dry plate clutch with hydraulic power-assisted operation. ZF five-speed synchromesh gearbox with central change, ratios: 0.89, 1.0, 1.32, 1.90 and 2.99 to 1. Hypoid final drive, ratio 3.31 to 1.

Chassis: Combined steel body and chassis. Independent suspension of all four wheels by unequal-length wishbones, coil springs, and telescopic dampers, two springs and dampers per wheel at rear. Anti-roll bars front and rear. Rack and pinion steering with hydraulic power assistance from engine-driven high-pressure pump; governor driven by rear driveshaft cuts off assistance progressively with speed increase (Citroën system). Dual-circuit disc brakes with cooling slots, power assistance from main high-pressure hydraulic circuit with two accumulators. Bolt-on Campagnolo light-alloy wheels, fitted 215/70-15 tyres.

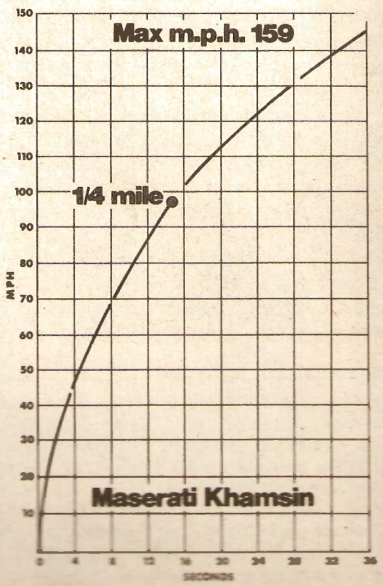
Equipment: 12-volt lighting and starting, headlights raised hydraulically. Speedometer. Rev-counter. Voltmeter. Oil pressure, oil temperature, water temperature and fuel gauges. Clock. Heating, demisting and ventilation system, combined with refrigerated air-conditioning. Heated rear window. Electrically raised door windows. Two-speed windscreen wipers and washers with intermittent setting. Flashing direction indicators with hazard warning. Driver's seat raised and lowered hydraulically. Reversing lights.

Dimensions: Wheelbase 8ft 4.4ins. Track 4ft 8.7ins/4ft 9.9ins. Overall length 14ft 5.2ins. Width 5ft 10.9ins. Weight 32cwt.

Performance: Maximum speed 159mph (short time), 148mph (continuous). Speeds in gears: fourth 130mph, third 98mph, second 68mph, first 43mph. Standing quarter-mile 14.3s. Acceleration: 0-30mph 2.2s, 0-50mph 4.8s, 0-60mph 6.4s, 0-80mph 10.7s, 0-100mph 15.3s, 0-120mph 23.4s.

Fuel consumption: 14 to 17mpg.







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by John Bolster

Small sixes from BMW

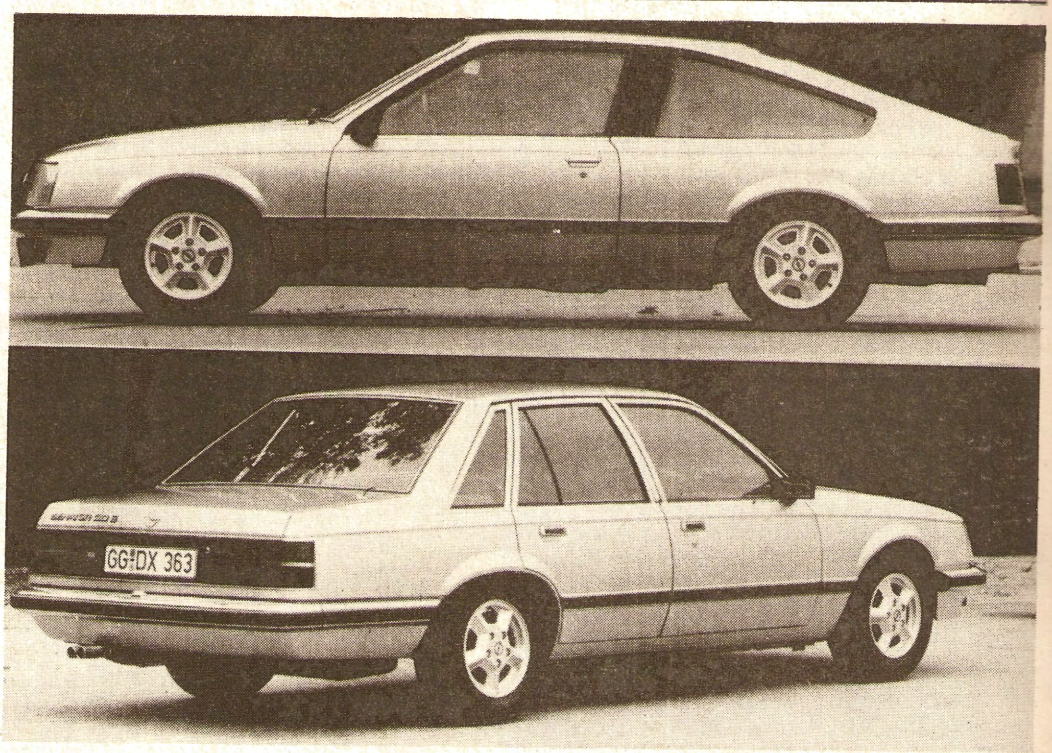


BMW have announced that they are replacing their four-cylinder engines with small sixes. They had found it impossible to match the smoothness of their larger sixes with their "fours", and the new power units are outstanding in this respect. They also give improved fuel consumption and cleaner exhaust emissions, both of which will be of extreme importance under future pollution and energy-saving laws.

In spite of these priorities, the new engines give a considerable performance increase over their predecessors. The 320 now has cylinder dimensions of 80 x 66mm (1990cc) and with a four-barrel carburetter it develops 122bhp, an extra 13bhp, pulls a higher gear, and has a DIN consumption figure of 29.7mpg instead of 28.5mpg. The 320i has dimensions of 80 x 76.8mm (2315cc) and with Bosch fuel injection it develops 143bhp instead of the former 125bhp; this engine is also found in the 528i, and is good for a extra 7mph top speed.

Chassis modifications have been made to accommodate the extra performance, notably disc brakes all round and wider tyres for the 320i. It is interesting that the first BMWs imported into the UK in the nineteen-thirties were small sixes. I shall be test-driving these exciting new cars in the near future.

Opels at Frankfurt



Adam Opel AG have allowed the public a glimpse into their future production programme by displaying three new six-cylinder prototypes at the Frankfurt Motor Show which opened last Saturday.

Top model in the range, due to enter production next year, is the stunning Opel Monza (above) which is a high performance luxury coupe. It is powered by a 3-litre fuel injected engine developing 180bhp, and is capable of nearly 135mph. Front suspension is by McPherson struts with independent swing axle rear end.

The Opel Senator (below) is an all-new saloon version also equipped with the 3-litre power unit and utilising the same suspension layout as the Monza.

The third new car from Opel is the completely revised Commodore, which uses a new 2.5-litre engine producing 115bhp. McPherson strut front suspension is employed once again, while rear suspension is by live axle with five-link location.

Faster Fiesta



A new 1300cc version of the now well-established Ford Fiesta has been added to the range this week. Available only in 'S' or Ghia form, the new Fiestas are powered by the 1300 Kent engine which features five main bearings and breathes through a twin-choke Weber carburetor. Power output is quoted as 66bhp (DIN) allowing a maximum speed of 99mph to be attained. Acceleration figures are naturally better 0-60mph coming up in 10.7secs. Suspension and braking systems have both been uprated to cope with the improved performance of the 1300.

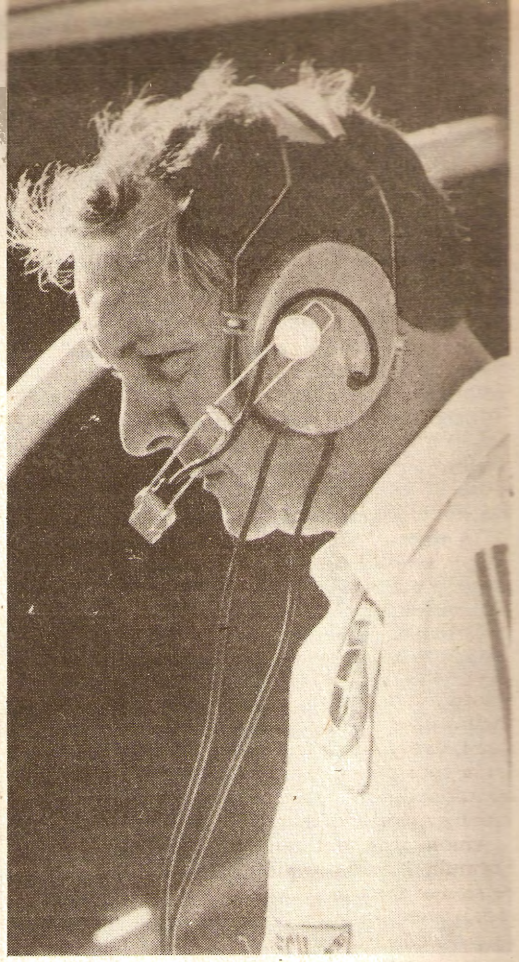
Married to motor racing

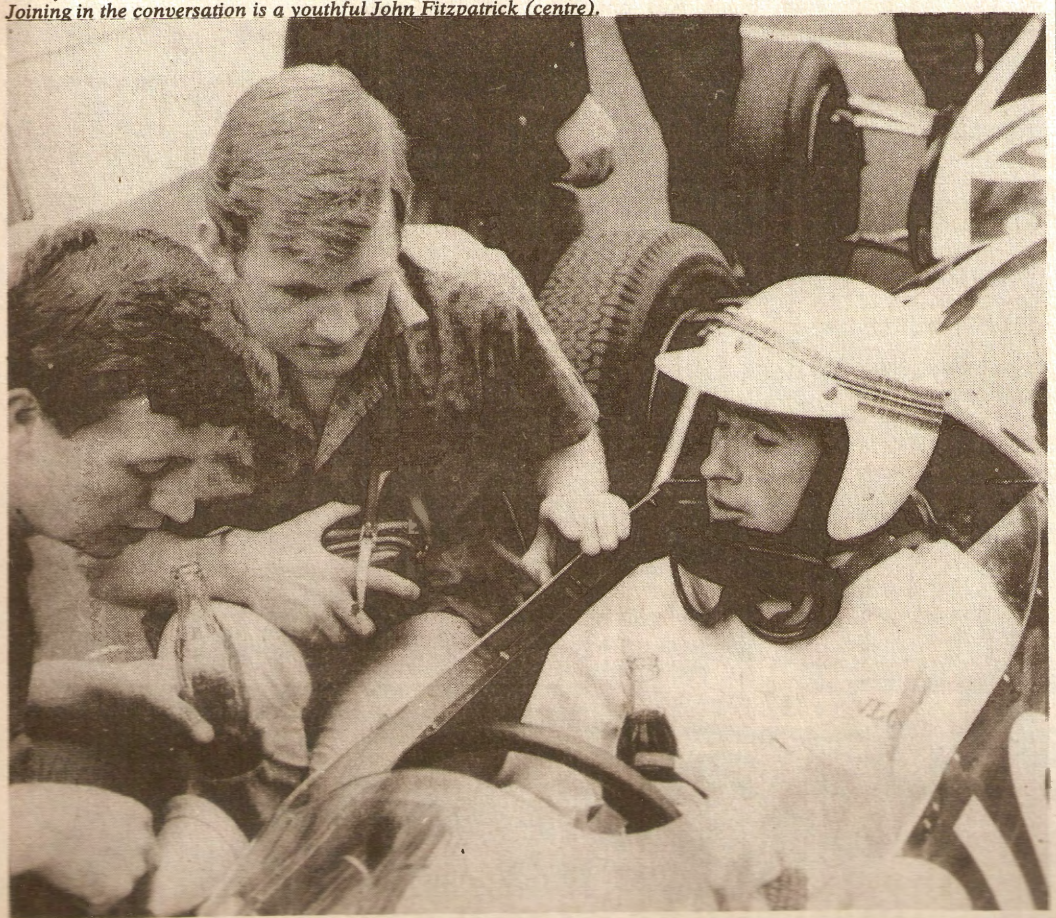
Roger Bailey's 18-year career in motor racing has followed a classic pattern, from a club racing mechanic to Team Manager of McLaren North America. He told EOIN YOUNG about it.

"Motor racing isn't a job, it's a way of life," says Roger Bailey, 36, who tried to give it all up and settle down to sell boats and caravans, but found that the lure was too strong. Two years ago he stepped down from the McLaren Indianapolis team and left his job as Offenhauser engine builder with Gary Knutson in Detroit. Now he is back with the McLaren men, this time as team manager of the new McLaren North America team campaigning the special factory 320i BMW turbo on the 1977 IMSA series. In a lengthy career Bailey came up through the Mini ranks as a mechanic, worked with Ken Tyrrell and the Cooper Formula 1 team, was almost killed in an M1 motorway crash, built and prepared Alan Mann GT40 Fords, was the only British racing mechanic to work on the Ferrari team in the Amon era, and ended up specialising in American style racing with the McLaren Indianapolis team.

Roger Bailey is a bachelor wedded to the gypsy life of racing, a popular figure at race tracks anywhere in the world. He began his courtship with racing back in 1959 when he worked on Jim Russell's flat-back 1100cc Cooper sports car and on the original Mk8, 9 and 10 Cooper-Norton 500s. Although the Cooper name was to become an integral part of Bailey's future career, at the time the Jaguar engine was playing a leading role in the racing scene and the eager 18-year-old Bailey, from Crowland near Peterborough, moved to Don Moore's tuning establishment in Cambridge in the hope of working on the famed Lister-Jags. Unfortunately, his move coincided with Lister's withdrawal from racing and Bailey's time was spent working on a few AC Bristols and BMC tin top racers. During his stay at Moore's Roger worked on the championship winning Mini of John Whitmore. When Whitmore was offered a works Cooper drive to contest the British Championship, Roger Bailey was asked to move as well and continue the successful partnership. Or, at least, that's what Roger thought was meant. But it quickly transpired that he was to work at Tyrrells on the Minis which were to contest the European series. As it happened, it was a fortuitous move because Bailey attended the odd European race with the Tyrrell Formula 3 team and worked with some of the promising young drivers of that time; a certain J. Y. Stewart for one. Saloons became an inadequate substitute for the lure of single seaters and when Tyrrell decided to run in the 1-litre Formula 2 races of 1965, Roger was entrusted with the running of a Formula 3 Cooper-BMC for Bob Bondurant.

The previous year the Tyrrell Formula 3 team lacked any effective opposition and had swept all before them. But 1965 was to be a different story with the emergence of several other professional teams with competitive engine-/chassis combinations. The BMC mill was a little short on horsepower and things were not all that rosy within the team. Bailey became a little disenchanted after the Monaco race and he left the Tyrrell team to return to the Cooper fold—this time as a Formula 1 mechanic. He attended the remaining Grand Prix of that year, working with McLaren and Rindt. It was a strange atmosphere within the team as Bailey recalls. "Bruce was on the way out of the team and Rindt was on the way up. Although Bruce always gave his all, you could see that he wasn't really interested as he was thinking about the formation of Bruce McLaren Motor Racing." The last Grand Prix at which they worked together was the Mexican after which Bruce left the team to seek fame and fortune under his own steam. Roger Bailey spent the winter months at the Cooper workshops mainly working on the new Cooper-Maserati V12. In truth, the first chassis was not new at all. "We had an old space frame lying around that we had made for a Climax flat-16. We chopped the back off and put a new rear end on and hung the big Maserati on that. It really was a big engine with twenty-four coils and twenty-four condensers and about three miles of plug leads."





Bailey at Reims in 1964 as mechanic to Jackie Stewart, who won the FJ race in Ken Tyrrell's Cooper-BMC. Joining in the conversation is a youthful John Fitzpatrick (centre).

At the same time as the Cooper team were preparing their attack on the new 3-litre Formula, Henry Ford II was massing his troops in the states in readiness for another offensive at Le Mans. Part of the deal was the construction of five GT40s by Alan Mann, and Roger Bailey received an offer in early '66 to go to the States and work on the project. The team entered two cars at Sebring for Gardner/Whitmore and Hill/Stewart; both cars retired. Mann then decided that, while they were in the States, they would have a crack at the TransAm championship with the BRM-engined Lotus-Cortina. Bailey was drafted into this team and operated from Holman and Moody's in North Carolina and Whitmore and Gardner did most of the driving. They contested the full series and Roger Bailey stayed with the Mann organisation until mid '67.

In those days, racing people without a permanent home in England tended to bed down in one of three infamous establishments in Surbiton, Surrey. One of the inmates of a particular den, known affectionately as "The Castle", was Chris Amon. The house was almost a kind of racing employment bureau. If you had a vacancy that you wanted filling, you rang Surbiton—a situation that the ever astute Roger Penske was quick to appreciate. Roger Bailey recalls one such occasion. "I happened to answer the 'phone one Sunday afternoon and it was Penske wanting to speak to Amon. I told him that Chris was out and he asked who was speaking. 'Bailey,' I said. "Bailey from Cooper's?" he

asked. I said that it was and his immediate reaction, was 'I've got a job for you.' He said that Chris was going to drive a car for him in the CanAm and would I like to be his mechanic? I said that I would think about it and, in typical Penske fashion, the following Thursday morning a letter arrived complete with airline ticket saying that he hoped I had made up my mind and he would meet me off the plane at Philadelphia!"

So, Roger Bailey crossed the Atlantic once again and began working (along with Al Holbert—the 1976 IMSA Champion) on the Lola of George Follmer. The other Penske car was driven by Mark Donohue. Amon, due to a commitment to drive the Ferrari P4 CanAm car, never did drive for Penske. The Ferrari eventually turned up at Monterey and Bailey, through his association with Amon, became friendly with Mauro Forghieri, the Ferrari racing engineer. It was not long before Bailey had been asked to work with the Ferrari team on the forthcoming Tasman series. Once again, Roger packed his bags and set off for the other side of the world for the next stage of his affair with motor racing.

The '67/'68 Tasman series was held in the days when there was a proper motor racing 'off season' and Grand Prix drivers didn't spend their winter days pounding round Ricard. Instead, everyone drifted down to the Antipodes for a spot of golf and swimming—interrupted occasionally by racing. And the racing was usually a worthwhile interruption.

Amon was entered in a specially built Formula 2 monocoque fitted with a 2,411cc version of the trusty Dino V6 unit. Competition came from Jimmy Clark in a Lotus 49 with a destroked 2.5 litre version of the DFV. It was to be an epic struggle between these two drivers. Amon won both Levin and the New Zealand Grand Prix and, even though he was leading the series after four races, the title was in dispute until the last race at Longford where Clark took the championship. Ferrari were quick to note Bailey's ability and his *rapport* with Amon and they asked him to stay with SEFAC Ferrari for 1968—a unique honour for an English mechanic. Roger Bailey remembers settling in at Modena: "at first the mechanics were a little apprehensive. But as I got to know the guys, they gave me a little more room—a bit more leeway. I spent the first six months in the engine shop. I couldn't speak Italian—but then neither could Chris. I think that that was one of the reasons that they had me down there—so that I could keep him company. However, that suited me fine because I started travelling around as Chris's mechanic and went to several races and went testing prototypes."

At that time, as far as Roger Bailey was concerned, a Grand Prix win for Amon was not just a possibility; it was a cast iron certainty. "I really thought that he was going to be World Champion. To me, then, he was in the top three. Even today, given the right car and the right frame of mind, he could still be Champion."

Even though Ferrari were unlucky not to win more Formula 1 races than they did in 1968, they still had Formula 2 to fall back on. At the end of the year, Bailey was drafted into the team scheduled to attend the Temporada series in South America. Drivers Tino Brambilla and Andrea de Adamich virtually swept the opposition aside. It was a successful series for Ferrari—too successful perhaps. For months afterwards there were mutterings that the Italians had forgotten to take the Tasman engines out of the chassis! Fuel was added to the fire at Thruxton the following Easter when the Dinos reappeared—and were blown off into the Hampshire weeds. It was assumed that they were running the 1.6-litre engines again. Roger Bailey sets the record straight: "The engines were definitely not oversized at the Temporada; they were just plain quick. The reason that they were slow at Thruxton was that Ferrari were so complacent after the Temporada that they just put the engines under dust sheets and left them. When it came to Thruxton, they brought the engines out and polished them and thought that everything would be OK. Of course, they were six months behind in development."

Ferrari's success in the Temporada was continued in the Tasman when Amon won the series—this time duelling with Rindt all the way. Then it was back to Italy to prepare for the '69 season. That was the year when Ferrari seemed to be entering every class of racing in sight. "First, we went testing with the 612P Can-Am car. Everything was looking good," recalls Bailey. "The car was built, everything was ready. We took the car to Monza and it pumped oil and water everywhere. They decided that the magnesium block was not the answer and, within a week, they built an aluminium engine—cast, assembled, the lot. We ran it and it looked good."

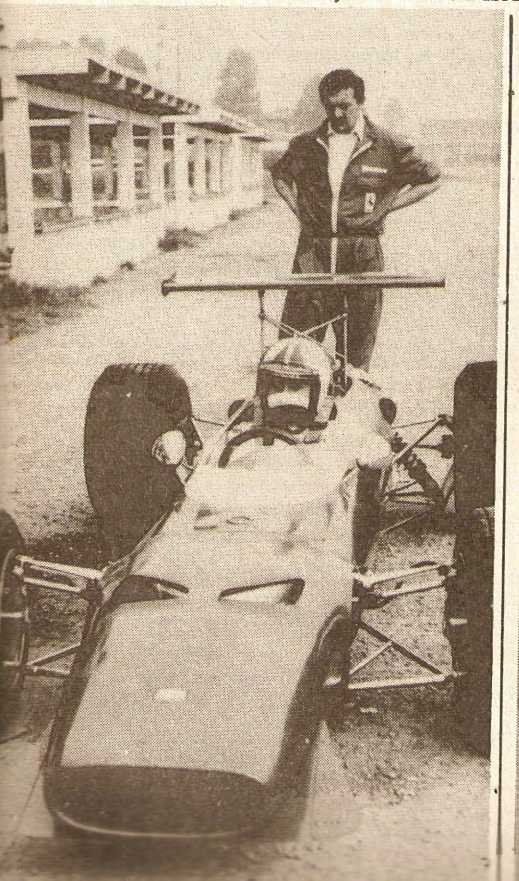
But, by this time, things were not so good on the Formula 1 front. Disaster followed disaster. Barcelona, for example. Amon led easily on that demanding circuit—only for the engine to lunch itself! With so much effort being burned up on Formula 1, the Can-Am programme was bound to suffer. Initially the 612P provided some sort of opposition for the McLaren steamroller. Amon notched up a 3rd. and a 2nd. But then things went from bad to worse as bearing failure caused three retirements in succession. At the end of '69, Ferrari were working on the flat-12 and successive crank failures during testing was more than Amon could stand. So, he moved to March. . .and the flat 12 came good in 1970.

Roger Bailey could see no reason to stay with Ferrari either and he returned to England to work on the construction of the BRM P154 Can-Am car—not one of Bourne's better ideas as Roger recalls: "There were 4 of us living in a council flat; Tim Parnell sleeping in one corner and three of us sleeping head to tail in the other!" The BRM's sortie in North America, even in the experienced hands of Pedro Rodriguez, was less than successful. Roger then moved from one extreme to the other and joined the McLaren Indy outfit for 1971 and there he stayed until the end of '73.

By this time, he was sick of the sight of his suitcase. "I was just fed up travelling—never being in one place for more than a month. So, when a mate of mine suggested selling boats and caravans, I thought that that would be a good idea. Everything was fine until 25% VAT knocked that on the head. So, then I ran the service side of a very good Ford and British Leyland dealership outside Peterborough. But I couldn't deal with the public. People coming in and saying 'I have a car with 25,000 miles on the clock and it's 18 months old. It is still under warranty, isn't it?' I couldn't handle that! So, when Teddy Mayer offered me the job of managing the McLaren IMSA BMW, I took it."

It somehow seems fitting that Roger Bailey should return to the class of racing which launched him into the racing way of life. After 18 years in the game, he has done just about everything else.

Left: Roger with Chris Amon during a pre-season test session at Modena with the Ferrari 246 used in the 1968 Tasman Series. Right: Ten years on. David Hobbs drives the turbocharged BMW 320i which Bailey now runs in IMSA racing for McLaren North America.





SNETTERTON

Scott Brown to Lister

That the spectrum of club racing today is wide, and indeed healthy, was well illustrated by the BRSCC East Anglian Centre's successful seven race programme at Snetterton last Sunday. The stalwart of low cost racing, the Mini, opened the proceedings with a Leyland 1000 Challenge which finished in a virtual deadheat, between Phil Spurling and Paul Gaymer; the Dunlop 'Star of Tomorrow' FF1600 thrash went to Bill Shepherd (Crosslé 30F) who made few mistakes while his fellow novices overindulged themselves. Nostalgia too had its place, historic sports cars competing for the Archie Scott Brown Trophy with David Ham heading a Lister Jaguar 1-2-3, the cars synonymous with the Cambridge driver in the late fifties; the climax was provided by the colourful and boisterous Debenham Escorts with David Da Costa snatching a narrow victory at the end of a very hard fought race. Sadly the prod sports displayed another feature now all too common in club racing; protests about dubious driving tactics and counter protest of illegal motor cars!

The four cars disputing the lead of the Leyland Mini 1000 challenge were joined at half distance by Phil Spurling's mount, which was forced back into contention after a spin by dint of some very determined driving. The battle continued with the cars often three or four abreast, the drivers eyeing each other as they sped down the back straight, until on the penultimate lap at Riches Rick Cutting, who had led across the line every lap, departed the scene, smoke pouring off locked wheels as the others continued around the corner. In the final run to the flag Paul Gaymer made a late challenge to gain what appeared to be a dead heat with Spurling, but the judges decision was a win for Spurling; an exciting finish to a close race. Chris Dobson, who was slightly outpaced in the closing stages, was third, the other challenger Derek May retiring with a broken rocker.

John Bury, who was having his first race at Snetterton, won the poorly supported BRSCC Modsports championship round with his 1.8 Lotus Elan, setting a new lap record in the process. Jon Fletcher, also Elan mounted, had traded the lead with Bury every lap in the initial stages until his car started to leak exhaust fumes into the cockpit. The burly Jon began to feel dizzy and, to remedy this pushed out the side window, cutting his finger in the process whereupon he felt even more dizzy, but pressed on to finish just under 3secs behind. Third was Paul Berman, (1.6 Elan) who (bravely) held off the advances of Richard Gamble and his Jaguar E which was beset with braking problems. John Wilmhurst, (1.5 Ginetta G4) was a class winning fifth overall.

A small field also contested the Hitachi Special saloon qualifier. John Homewood went just as fast as was needed to outpace the opposition with his latest Imp creation, this week fitted with the necessary 1-litre mill, and scored his 17th win of the season. Second was up to 850cc class winner, Reg Ward, (Mini) who had an easier time than he had expected after likely challenger David Enderby spun his Mini on the first lap. Third and fourth throughout this rather processional race were Bill Barrett, 1.0 Mini, and local driver Phil Clarke, 1.0 Imp.

Jeremy Plunkett and Bill Shepherd (Crosslé 30Fs) quickly pulled away from the field in the Dunlop 'Star of Tomorrow' FF1600 thrash. Third, initially, was Steve Roberts (Royale) on his own after the early demise of Terry Blanchet with a puncture; an unfortunate demise for Terry, who was only racing at all thanks to the help of Stuart Veitch and his Jubilee Race Hire setup. The leading pair continued to swop places, Plunkett frequently putting four wheels across the kerb exiting Russell to maintain his attacks, which were becoming more hectic until he nudged Shepherd on lap 10 and both spun. Shepherd continued but Plunkett's mistake had resulted in bent suspension on one corner of his car and he was forced to quit a few hundred metres later. The relatively long race, 15 laps, took its toll and, as Shepherd continued unchallenged to a convincing win, Bill Coley, Royale, emerged in second, while a last lap mix-up at Coram resulted in Gordon Coutts, (Van Diemen) taking fourth but Martin Longmore, (Hawke) was almost caught for fifth by David Minty (Van Diemen).

For half the Certina Swiss Watch prodsports championship qualifier four cars battled for the lead, mostly the Morgan +8s of Bill Wykeham and Rob Wells were at the front with Colin Blower (TVR) and Chris Meek (Lotus Europa) close behind. On the sixth lap an incident occurred at Riches that proved controversial and affected the result of the race. Meek had passed Blower while lapping some backmarkers and, as they braked for the corner, the Lotus made contact with the Morgan of Wells, spinning it out of the race. Blower then stopped in the pits, conferred with Wells and retired from the race. Meek challenged Wykeham for the premier position and failed by just a car's length at the chequered flag. After the race protests were rife! David Beams, who was a lonely third and a class-winner with his Ginetta G15, nevertheless managed to have an exciting race, spinning and damaging one corner lightly on the warm up lap and then losing his bonnet on the back straight during the race. The other class winner was John McCaffrey (Sprite).

The Archie Scott Brown Trophy race, held in memory of the popular one-handed driver of the fifties, was this year for Historic Sports cars. Unfortunately, when a field of this type of car is assembled the spread of lap times will be large and the racing often processional and this was, sadly, the case this time. Happily the result was a suitable tribute to Archie, a Lister Jaguar 1-2-3. David Ham led home Bob Bell and one-time work's Lister driver Bruce Halford. Bell's partner in Bell and Colvill, Martyn Colvill finished a lapped fourth with his immaculate AC Cobra.

The Debenham's Escort Challenge was a thrilling action-packed affair with no quarter asked or given and thoroughly tested the eloquent tongue of debutant commentator Robin Bradford. The main protagonists were series leader Wayne Wainwright and David Da Costa, who has recently returned to the series and who, with two wins in the previous two races, was looking for a hat-trick. The kerbing at the edge of the circuit was used very frequently but, to be fair, Da Costa was the instigator, Wainwright following suit to maintain his challenge. On the last lap the two covered the straight side by side before Wayne took the lead as they dived into the Esses, only to get the exit wrong and go onto the dirt allowing Da Costa to regain the initiative to which he clung grimly to the chequered flag. After the race the exuberant David was congratulated by Wayne—no hard feelings in this race. All this happened against a backcloth of similar battles—phew.

ANDY LEEDER

Leyland 1000 Mini Challenge round (10 laps): 1, Phil Spurling, 14m 07.4s, 81.44mph; 2, Paul Gaymer, 14m 07.4s; 3, Chris Dobson, 14m 09.2s; 4, Colin Beckwith, 14m 23.4s; 5, Colin Bigmore, 14m 23.6s; 6, Peter Hill, 14m 35.2s. **Fastest lap:** Spurling, 1m 22.2s, 83.96mph.

BRSCC Modified Sports Car championship round (10 laps): Overall: 1, John Bury (1.8 Lotus T/C Elan), 12m 24.8s, 92.66mph; 2, Jon Fletcher (1.8 Lotus Elan), 12m 27.4s; 3, Paul Berman (1.6 Lotus T/C Elan), 12m 55.4s; 4, Richard Gamble (4.5 Jaguar E), 12m 55.8s. **Over 2000cc:** 1, Gamble, 88.96mph; 2, Tony Wingrove (Porsche Carrera RS). No other finishers. **Fastest lap:** Gamble, 91.29mph. **1501-2000cc:** 1, Bury; 2, Fletcher; 3, Burman. **Fastest lap:** Bury, 1m 12.8s, 94.80mph **(record). 1151-1500cc:** 1, John Wilmhurst (Ginetta Ford G4), 85.88mph; 2, Steven Roberts (Mini Marcos BLMk4). No other finishers. **Fastest lap:** Wilmhurst, 1m 19.4s, 86.93mph.

Hitachi Special Saloon car championship round, up to 850cc and 851cc to 1000cc (10 laps): Overall: 1, John Homewood (1.0 Sunbeam Carter Chrysler Imp), 13m 28s, 85.41mph; 2, Reg Ward (850 Wardspeed Mini), 13m 36.2s; 3, Bill Barrett (1.0 BLMC Holbay Ford Mini), 13m 39s; 4, Phil Clarke (1.0 Chrysler Knifton Imp), 13m 43s. **851-1000cc:** 1, Homewood; 2, Barrett; 3, Clarke. **Fastest lap:** Homewood, 1m 18.6s, 87.80mph. **Up to 850cc:** 1, Ward, 84.44mph; 2, Peter Day (Austin Allen Mini); 3, Terry Pryce (Hillman Imp). **Fastest lap:** Ward, 1m 19.8s, 86.48mph. **(record).**

BRSCC Dunlop 'Star of Tomorrow' Formula Ford 1600 championship round (15 laps): 1, Bill Shepherd (Crosslé Minister 30F), 19m 06.8s, 90.27mph; 2, Bill Coley (Royale-Minister RP24), 19m 28s; 3, Gordon Coutts (Van Diemen-Scholar RF77), 19m 30.6s; 4, Martin Longmore (Hawke-Rowland DL11), 19m 31.4s; 5, David Minty (Van Diemen-Ford RF74/5), 19m 31.6s; 6, Martin Flitman (Scorpion-Royale Scholar RP21), 19m 33.6s. **Fastest lap:** Shepherd, 1m 14.2s, 93.01mph.

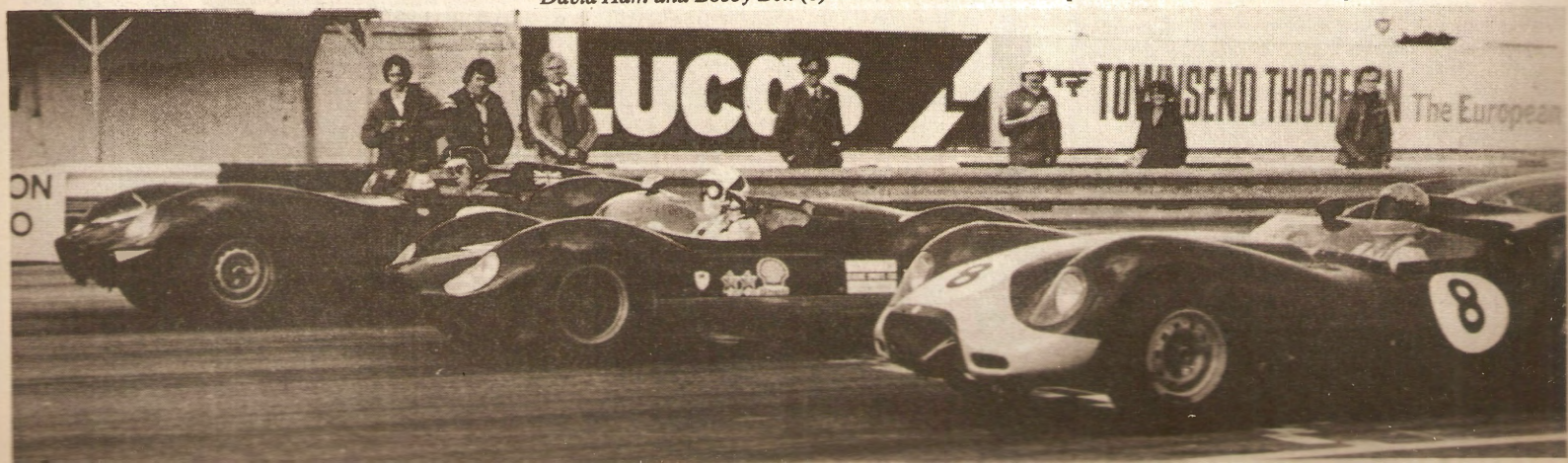
BRSCC Certina Swiss Watch championship round for Production Sports cars (10 laps): Overall: 1, Bill Wykeham (3.5 Morgan Rover +8), 13m 48.2s, 83.33mph; 2, Chris Meek (1.5 Lotus T/C Europa Special), 13m 48.2s; 3, David Beams (1.0 Ginetta Chrysler G15), 14m 48.0s; 4, Ronald Lea (4.2 Jaguar Series IIIE), 13m 56.8s. **Class A:** 1, Wykeham; 2, Meek; 3, Lea. **Fastest lap:** Wykeham, 1m 20.6s, 85.62mph. **Class B:** 1, Beams, 77.72mph; 2, Nick Ramus (Triumph TR7). No other finishers. **Fastest lap:** Beams, 1m 27s, 79.32mph. **Class C:** 1, John McCaffrey (A/Healey Sprite MkIV), 14m 31.8s, 71.24mph; 2, Howard Johnson (A/Healey Sprite); 3, David Richardson (MG Midget Mk3). **Fastest lap:** Johnson, 1m 33.8s, 73.57mph.

Archie Scott Brown Trophy race (15 laps): 1, David Ham (3.8 Lister Jaguar Sports racing), 20m 00.8s, 86.21mph; 2, Bobby Bell (3.8 Lister Jaguar), 20m 31.8s; 3, Bruce Halford (3.8 Lister Jaguar), 20m 12.6s; 4, Mick Colvill (AC Ford Cobra), 20m 34.8s; 5, David Lomas (1.6 Elva MG Courier), 20m 56.4s; 6, Derek Alfanson (A/Healey BTH 3000), 21m 00s. **Fastest lap:** Ham, 1m 19s, 87.36mph. **(record).**

BRSCC Debenhams Escort Challenge round (10 laps): 1, David Da Costa, 15m 06.2s, 76.16mph; 2, Wayne Wainwright, 15m 06.4s; 3, John Morris, 15m 07.4s; 4, Geoffrey Evans, 15m 11.2s; 5, Nick Weir, 15m 13s; 6, Bill Postins, 15m 13.6s. **Fastest lap:** Wainwright, 1m 28.6s, 77.89mph. **(establishes record).**



Above: Despite a very energetic drive, Wayne Wainwright narrowly missed an Escort victory. Below: The Listers of David Ham and Bobby Bell (8) sandwich Sid Hoole's Cooper on the Archie Scott Brown grid.



CROFT

Masterly Moseley

Dud Moseley demonstrated just how he has won the Oceanair Clubmans Championship when he took the A. H. Wilson (Contractors) Mallock U2 Mk18BX to another record-breaking win at Croft on Sunday, carving his way through what was to be a race-long dispute for second place. The BARC Yorkshire Centre did well to pull the meeting together to finish in good time after practice problems and a red-flagged Formula Ford race put proceedings about 45mins behind schedule. Richard Peacock (Dinorben Arms Royale RP21) won the restarted race but lost his prize money because of a yellow flag incident. A clash of dates with Ingliston contributed to some thin grids but the worst of the lot was the pathetic five car British Radio/Industrial Control Services production saloon field.

Richard Peacock got the drop on the packed FF1600 field but it was all for nothing as the race was stopped at the end of lap 2 following a first lap scrummage at Tower which eliminated Joe Lanny's Crosslé and Dave Morgan's Merlyn. Despite ending up *under* the Merlyn, Martin Wood's Lotus 61M was able to join the restart, albeit with bent exhaust pipe. This time local man John Simpson edged in front with his Royale RP21, but Peacock had the lead again by the end of the second lap from Simpson, Dave Manners and Chris Lawson. The latter's Hawke DL19 soon retired, but Manners's similar car and Stephen Waudby's Lotus 69F were right with the leaders. Both Simpson and Manners (twice) had the honour of leading again but Peacock was in front when it mattered, winning a very exciting opener from Manners, Simpson, and Waudby's rather old but still very effective ex-Harrington Lotus. Unfortunately, one of Peacock's repassing manoeuvres had taken place under yellow flags so he was fined £30—the amount of his prize money.

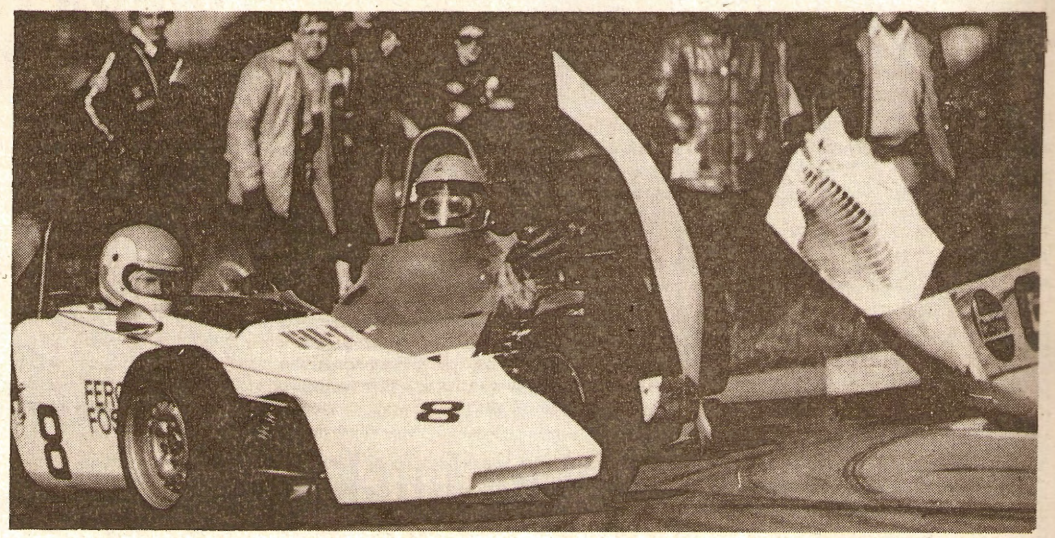
There were only ten Atlas Photography F1300s on the grid but the quality was high. Although pole position holder Graham Kay had the nose of his U2 Mk18B in front into Tower it was Bob Davis, starting the Davis 2C from the second row, who rapidly took over and was never seriously threatened. Kay was also temporarily demoted by John Law's Samantha U2, only to regain second place where he remained until pipped on the last lap by Keith Messer's superbly constructed Messer Mk3 which had risen from an initial fourth place. The Samantha U2 started misfiring badly as the race progressed and slid down to fifth place at the finish behind Charles Allen's U2 Mk11B which had started from the back of the grid. Messer's mini Group 6 car also netted a new class lap record.

Despite still lacking confidence in the tricky handling of the Sayers Haulage Skoda (still suffering after effects of Jim Evans's accident?), Norman Hodgson powered away from the special saloon grid and completely dominated the race. For eight laps Tony Sugden's Brook Hire Escort held on to second place from Doug Emms' menacing Camaro then, on the penultimate lap, Emms somehow found room to ease the huge Chevrolet past for a well-deserved second, with Geoff Thompson's Escort FVC completing the really quick cars in fourth place. Gerald Clark (Mini-Cooper S) came under attack from Ian Rogerson (1.3 Escort BDA) but hung on to take the class, although both finished behind Malcolm Stevens (Ford Falcon). Roger Matthews was as high as sixth in the early stages but the little class-winning Mini-Ford had dropped to ninth by the end as more powerful machinery offset Matthews' good start.

The whole front row of the Oceanair Clubmans field—Dud Moseley's U2, Steve Collier's Haggispeed and Robert Glass's U2—moved off abreast, which left pole-holder Moseley badly placed for Tower, and in third place. Collier held on to his advantage as Moseley slipped past Glass on lap 2. However, one lap later Moseley had taken up his accustomed position and drew away to an 11.8secs victory. Behind him Collier was constantly threatened by Glass and Andrew Neilson's U2. Another potential challenger, Guy Woodward, had a time-consuming moment on lap 2 and dropped to the back of the field.



It's all go in the North. Above: Alan Minshaw tries a novel line at the chicane, although his efforts were not as destructive as those of the Formula Ford crowd.



Neilson overtook Glass on lap 7, and then with less than two laps to go, Collier spun down to sixth, leaving Neilson in charge of the fight for the places. Rod Wadham, a late entry with his interloping Gryphon, maintained an 0.6sec advantage over Philip Creighton's U2 to finish fourth. As usual, the Class B Clubmans machinery provided generally close racing between a most attractively-prepared field.

The other national championship round, that for production saloons, was a lamentable contrast. The already weak British Radio field was further reduced by non-starters (including three of the Manitou-LE BMWs) and the ICS section amounted to one Mazda. Apparently 'politics' prevented this affair being merged with another small grid. The front row of large German saloons somehow contrived to go through Tower three abreast with David Taylor's Manitou-LE BMW in front. Alan Minshaw's Demon Tweeks/Manchester Liners Opel soon took over but on the first lap he omitted the Chicane, penalising himself 30secs and effectively ruining his chances. He was later shown the black and white flags to let him know that his reported weaving and kerbing had not gone unnoticed. As the race wore on Jock Robertson's battered *Mayfair* Opel mounted a challenge, got past, left the 'door' wide open for Minshaw, but then got by again on lap 9. Earlier, Robertson's rear window popped out of its own volition on the straight—fortunately nobody punctured on the glass. Tom Dodd-Noble's Opel also lost 30secs after straight-lining the Chicane. Did Robertson win? Well, maybe, but as this car is still the subject of an appeal to the RAC over eligibility the results must remain provisional.

If the Production Saloons were just a joke the Modified Sport cars were merely boring. The seven competitors held station from grid sheet to chequered flag! At least everyone had time to admire the preparation of Neville Robinson's winning Jaguar E—its sparkle matched only by its equally immaculate 3.8 Mk2 tow car. The rest of the runners appear in the results panel. The early close racing on the programme was just a memory when another seven hopefuls came out for the *Libre* finale—at least everyone finished the last three races. Paul Brooks' Swindon BDX-engined March 742 had absolutely no opposition and cruised to victory. Once again it was the Clubman's cars which provided the entertainment. Philip Creighton's U2, Rod Wadham's Gryphon and George Wrzesien's U2 circulated in a line for the whole race in second to fourth positions once John Lewis had spun his Chevron B34 out of the runner-up spot on lap 2.

CHRIS MASON

results

BARC Northern Formula Ford 1600 Championship round (10 laps): 1, Richard Peacock (Royale-Minister RP21), 12m 43.6s, 82.50mph; 2, Dave Manners (Hawke-Bartram/Scholar DL19), 12m 44.45s; 3, John Simpson (Royale-Titan RP21), 12m 47.4s; 4, Stephen Waudby (Lotus-Scholar 69F), 12m 48.2s; 5, Colin Birkbeck (Merlyn-Scholar Mk24A), 13m 07.6s; 6, Dan Churchill (Merlyn-Minister Mk20A), 13m 44.4s. **Fastest lap:** Simpson and Waudby, 1m 14.6s, 84.45mph.

Atlas Photography Formula 1300 Championship round (10 laps): 1, Bob Davis (Davis 2C), 12m 27.6s, 84.27mph; 2, Keith Messer (Messer Mk3), 12m 34.0s; 3, Graham Kay (Mallock U2 Mk18B), 12m 35.0s; 4, Charles Allen (Mallock U2 Mk11B), 12m 41.6s; 5, John Law (Samantha U2 Mk18B), 13m 34.8s; 6, John Usher (Mallock U2), 9 laps. **Fastest lap:** Messer, 1m 12.6s, 86.78mph **(record).**

BARC Northern Special Saloon Championship round, up to 1000cc, 1001 to 1300cc, 1301 to 2500cc and over 2500cc (10 laps): 1, Norman Hodgson (2.0 Skoda-FVC S120R), 12m 08.2s, 86.15mph; 2, Doug Emms (6.1 Chevrolet Camaro Z28), 12m 24.0s; 3, Tony Sugden (2.0 Ford Escort BDX), 12m 27.8s; 4, Geoff Thompson (2.0 Ford Escort FVC), 12m 34.0s. **Up to 1000cc:** 1, Roger Matthews (1.0 Mini-Ford), 75.66mph; 2, Keith Hardy (1.0 Chrysler Imp); 3, Keith Wilkinson (850 Mini). **Fastest lap:** Matthews, 1m 20.4s, 78.36mph. **1001 to 1300cc:** 1, Gerald Clark (1.3 Mini-Cooper S), 77.33mph; 2, Ian Rogerson (1.3 Ford Escort BDA); 3, Alf Harrop (1.3 Mini-Cooper S). **Fastest lap:** Rogerson, 1m 19.2s, 79.55mph. **1301 to 2500cc:** 1, Hodgson; 2, Sugden; 3, Thompson. **Fastest lap:** Hodgson, 1m 12.2s, 87.26mph. **Over 2500cc:** 1, Emms, 84.68mph; 2, Malcolm Stevens (5l8 Ford 351 Boss Falcon); 3, Phil Barak (3.9 Ford Escort-Jaguar). **Fastest lap:** Emms, 1m 13.0s, 86.30mph.

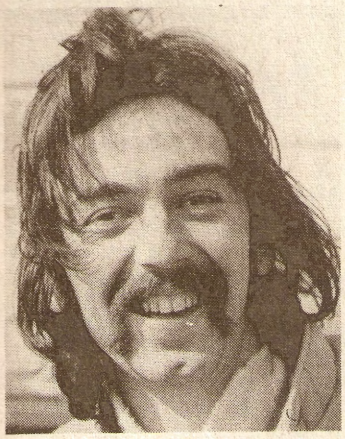
Oceanair Clubmans Class B Championship round (10 laps): 1, Dud Moseley (Mallock U2-Davron Mk18BX), 12m 13.4s, 85.90mph; 2, Andrew Neilson (Mallock U2-Scholar Mk18B), 12m 25.2s; 3, Robert Glass (Mallock U2-Davron Mk18B), 12m 25.4s; 4, Rod Wadham (Gryphon-Davron C4B), 12m 38.0s; 5, Philip Creighton (Mallock U2-Ford Mk18B), 12m 38.6s; 6, Steve Collier (Haggispeed-Titan 6B), 12m 38.6s. **Fastest lap:** Moseley, 1m 11.6s, 87.99mph **(record).**

British Radio Production Saloon Championship round, 2301 to 3000cc, and Industrial Control Services Production Saloon Championship round, up to 2300cc (10 laps): 1, Jock Robertson (2.8 Opel Commodore GS/E), 14m 29.6s, 72.44mph; 2, David Taylor (3.0 BMW 3.0Si), 14m 35.6s; 3, Alan Minshaw (2.8 Opel Commodore GS/E), 15m 02.2s; 4, David Wood (2.0 Mazda RX3), 15m 25.4s. **2301 to 3000cc:** 1, Robertson; 2, Taylor; 3, Minshaw. **Fastest lap:** Robertson and Minshaw, 1m 25.4s, 73.77mph. **Up to 2300cc:** 1, Wood, 68.08mph; no other starters. **Fastest lap:** Wood, 1m 31.2s, 69.08mph.

BARC Northern Modified Sports Car Championship round for Northern Sports Cars (Scorton) Trophy, up to 1150cc, 1151 to 1500cc, 1501 to 2000cc and over 2000cc (10 laps): 1, Neville Robinson (3.8 Jaguar E), 13m 03.8s, 80.38mph; 2, Brian Stevenson (1.0 Davrian-Greetham/Imp Mk4), 13m 22.4s; 3, Eddie Falkous (1.5 Ginetta-Cosworth G4), 13m 27.4s; 3, Mike Taylor (1.6 Lotus Elan), 13m 52.6s. **Up to 1150cc:** 1, Stevenson, 78.51mph; 2, John Booth (1.1 Austin Lenham Sprite); 3, Bill Bannister (1.1 MG Midget). **Fastest lap:** Stevenson, 1m 19.2s, 79.55mph. **1151 to 1500cc:** 1, Falkous, 78.03mph; 2, Paul Haigh (1.4 MG Midget); no other starters. **Fastest lap:** Falkous, 1m 19.2s, 79.55mph. **1501 to 2000cc:** 1, Taylor, 75.67mph; no other starters. **Fastest lap:** Taylor, 1m 21.6s, 77.21mph. **Over 2000cc:** 1, Robinson; no other starters. **Fastest lap:** Robinson, 1m 17.0s, 81.82mph.

BARC Northern Formula Libre Championship round, up to and over 1600cc (10 laps): 1, Paul Brooks (2.0 March-Swindon BDX 742), 11m 09.6s, 88.78mph; 2, Philip Creighton (1.6 Mallock U2-Ford Mk18B), 12m 29.6s; 3, Rod Wadham (1.6 Gryphon-Davron C4B), 12m 30.6s; 4, George Wrzesien (Mallock U2-Holbay Mk18), 12m 31.0s. **Up to 1600cc:** 1, Creighton, 84.04mph; 2, Wadham; 3, Wrzesien. **Fastest lap:** John Lewis (1.6 Chevron-Richardson/BDA B34), 1m 11.0s, 86.73mph. **Over 1600cc:** 1, Brooks; no other starters. **Fastest lap:** Brooks, 1m 08.8s, 91.57mph.

Exide into FF2000



The Ken Hensley Racing Team have attracted their first sponsor in three seasons of racing in the shape of Chloride through their subsidiary, Exide Batteries. The company has been assisting Dulon, for whom the Hensley organisation are agents, in the development of their new FF2000 car, the MP22, which was due to test at Silverstone on Tuesday for the first time.

The new model, which is being tested by Unipart F3 driver and former FF2000 champion (in a Dulon) Ian Taylor, is due to make its race debut at Brands Hatch on October 23. It is of quite radical design and has been conceived with safety a very prominent influence.

When completed, the new model will be liveried in Exide's red, white and blue colours and will be raced by David MacPherson, although Taylor may also race it a couple of times. Incidentally, don't look too closely at the type of battery used in the Dulon currently 'cos it's a Varley, but part of the development under way at present is a new Exide car battery that will fit the space.

Longton's Isle of Man Hillclimb

The Longton and District MC are promoting their annual Isle of Man hillclimb on Saturday. The event is a round of the club's sprint and hillclimb championship and thus all the leading contenders will be travelling over for the meeting. John Casey (Cooper S) leads the championship with Mervyn Bartram (J & EB Special), Alan Newton (Huron-FVA), Andrew Wareing (Elan) and Peter Riley (March 722) also in strong contention. This hillclimb features a special invitation single seater class in which Martyn Griffiths (March), Dave Harris (McRae), Alan Richards (Surtees) and Terry Smith (Brabham) have entered.

The outright record for the 2.15-mile course is 71.24s, set by Richard Wallinger's GRD while the fastest speed achieved at the end of the mile long straight is 153.53mph by John McCartney's BRM P153. This year the fastest cars will be geared for about 185mph! Such is the interest shown in the event that the club have chartered one of the Manx ferries for which all 1400 tickets have been sold.

Weston oversubscribed

As usual the Burnham-on-Sea MC have been oversubscribed with entries for their annual Weston Speed Trials event to be held on Saturday, October 1. Topping the list is Dave Harris with his championship-winning McRae, this being the third successive year that Harris has taken the title. Challengers for BTD, in this, the final round of the Haynes Publishing/RAC National Sprint Championship include Londoners David Render and Simon Riley, driving Lotus 76 and Brabham BT33 respectively, hillclimbers Roy Lane (March 741), Alister Douglas-Osborn (Pilbeam R22), Chris Cramer (March 761) and David Franklin (March-BMW 742). Other drivers in with a chance of a good time on the half kilometre course include Alan Richards (like the meeting—Cheltenham Cameras sponsored), Terry Smith, and Rob Turnbull's nimble Ralt. The event promises some superb motoring along the promenade overlooking the Atlantic. Judging by the entry it certainly is not to be missed by the true enthusiast.

Northern car show

Motorsport enthusiasts in Wigan, led by swimming instructor Mike Stephens are organising a Racing Car & Speed Show on Sunday, November 27, to raise money to send some local swimmers to America. The event, to be held in the Firestone premises in Wallgate, will be open from noon until 5pm and a number of racing cars from the north will be on display. Mike is still looking for a few more cars and anyone with a competition car in the Wigan area who is willing to have it displayed is asked to ring him on Wigan 43345.

Bayes back

Frank Bayes, the popular Formula Ford driver from Haywards Heath, should make a welcome reappearance at Brands Hatch in a couple of weeks' time with a new car and a new sponsor. Mike Baker of the Nashua Carbonless team has offered Bayes the use of his new Image FF3 chassis for the remainder of the season having driven it on several occasions himself. Baker and the team thought it was about time Frank got a break and he hopes that if Bayes's results are encouraging this year Nashua will support him for a full championship season in 1978. The Image will appear in the team's blue livery featuring the distinctive red, white and blue logo of Nashua Carbonless.

● Hagley & District LCC stage the last round of the RAC Autocross Championship at Park Farm, Inkberrow, on Sunday and championship winner Terry Smith, Frank Morris and Phil Wilson are among the top names taking part.

Abdex join Mallock

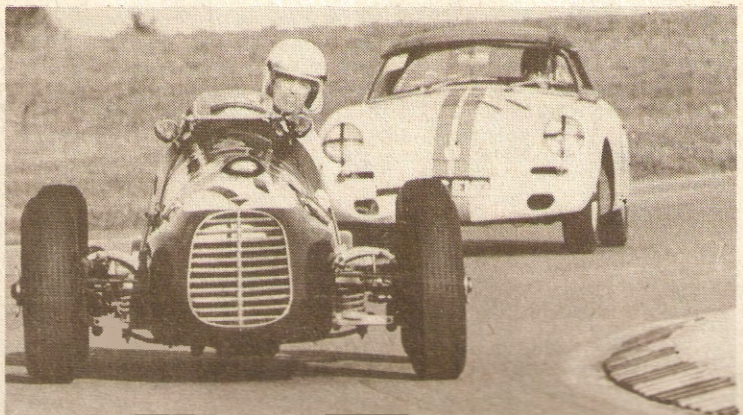
The new works Mallock U2 FF2000 car which shook the establishment when it took pole position at Silverstone a couple of weeks ago will be out again at Mallory Park this weekend with sponsorship from Bedford-based Abdex Engineering. Abdex manufacture hoses and couplings and, apart from their interest in the latest U2 project, have been involved in clubmans racing this year with Duncan Bain. Bain has fielded a Mallock Mk16 throughout the season in Abdex livery and they have been sufficiently impressed to continue with Bain next year in a new 'A' class Mallock.

Fordsters on trials

Following our remarks about the point of running Formula Fords at the Brighton Speed Trials (*Sportscard*, September 15), we were contacted by a couple of the drivers involved who explained what is going on. Basically, they go for the enjoyment of an excellent day's sport in friendly surroundings.

All the FF drivers who compete put a fiver into a kitty and the quickest of the lads takes the money at the end of the day . . . so the more competitors there are, the more profitable it can be. On top of that, they are hoping to persuade the organisers to start a class specially for the 1600cc single-seaters as the prestige and publicity gained from competing in the country's oldest motor sporting event is quite considerable.

Twenty-one years on



Retired naval officer Cmdr 'Clink' Clinkard has been racing since 1946—always in an Alvis. This beautiful 1953 supercharged 4.3-litre special, in which he appeared in the Archie Scott Brown Trophy race at Snetterton on Sunday, has been his mount for 21 years.

Hot stuff



Colman's—the mustard people—have moved into the world of racing sponsorship by backing 18-year-old Camberley hot rod driver Ken Churchill. Churchill drives a Ford Escort Mk1 powered by a 1600cc crossflow engine and finished in the yellow and red colours of Colman's Mustard. The legend 'Colman's—it's hot stuff' is displayed prominently on the car. Ken started racing when he was 14 on karts and graduated to the seven-man British team a couple of years later. He has already shown promise with the 'Mustard Hot Rod' finishing fourth in only his second event with the car.

Follari's bad luck continues

Pierre Follari, the young London-based driver who started Formula Ford racing only last July, has unfortunately had a particularly torrid time of late and will reluctantly have to pull out of racing unless some additional finance is found. Pierre has made good progress with his Reynard (considering his lack of previous experience) culminating in a mid-field grid-position in the highly competitive Brush Fusegear final at Silverstone last month. As it was only Follari's eighth race, morale in the team was high but his efforts came to nothing when the cars on the row ahead of him collided and he was rammed from behind while taking avoiding action.

A wheel was knocked off the Reynard but the corner was rebuilt for another event at Silverstone two weeks later. Fuel line gremlins in practice kept him further down the grid than he would have wished but after a good start another driver lost control in front of Pierre's car, left the circuit and then rejoined, wiping out both front wheels and most of the bodywork. Follari's sponsors, the Alden Press, have been very good to him but are unable to release further funds other than general running expenses and his own funds are also depleted following the previous shunt so if he is to continue racing, some further assistance would be appreciated. Pierre can be contacted at 01-584 7248 any morning or evening if you could help out.

Briefly . . .

● Thirty-five stage miles in a total of 150 miles is being offered by Green Belt MC on their East Anglia Stages Rally on September 25, regs for which are now available from: Mrs S Oram, 31 Suffolk Road, Enfield, Middlesex. The event, a round of the LCAMC and AEMC Stages Championship, costs £16 and will start from Ipswich.

● Two British Women Racing Drivers' Club members have reached the practical finals of the P. J. Evans Woman Driver of the Year competition, which takes place at Edgbaston in Birmingham on September 30. The competition—of which the top award is £250 and a trophy—was launched in March and a club member has reached the final in each section: for amateurs, Alison Davis, and for professionals, BWRDC president Mary Wheeler.

● During August the Southern Region of the BMRMC welcomed their 500th member, Ann Skidmore of Horley, Surrey. To commemorate this, Ann was presented with an inscribed pen and clipboard by Stuart Glass, Secretary of the Clubmans Register. The club now has over 1,600 marshals nationwide.

● Bob Sparks is compiling a register of Formula Ford drivers in the Surrey area, one of the benefits of which will be a large promotional arrangement with a leading company in the area. The register is of particular interest to drivers seeking sponsorship or those who have gained it. Sparks is interested in hearing from drivers who are willing to put themselves out for promotional purposes at 37B Croham Park Avenue, South Croydon, Surrey, CR2 7HN by October 31. This will enable him to present a complete package to the promoting company in time for the 1978 season. He can also be contacted on 01-686 7267 (evenings).

● The Plan Shop of Coulsdon, Surrey, which specialises in producing drawings for property extensions are sponsoring Formula Ford driver Paul Pierce for the remainder of the season. Paul is in his first year of racing, concentrating his outings on the *Kent Messenger* Championship at Brands Hatch. He has achieved some encouraging results in his unusual Dastle chassis and, depending on finance, intends to drive in FF2000 next year.

● The Weston Super Mare MC are holding their annual 'John Parker Memorial Rally' on the night of October 1/2 over a 140-mile route starting at Weston and finishing near Lulsgate Airport, Bristol. Regulations are available now from Mike Nixon, 28 Lacey Road, Whitchurch, Bristol. Tel: Bristol 832088.

● One or two competitors in Sunday's Renault 5 Elf Challenge race at Mallory Park were a little aggrieved that eventual winner John Bell practised out of session but was allowed to start from the back of the grid *without* a 10secs penalty. This did not follow form from earlier in the year when a similar incident resulted in the usual penalty.

● Desiré Wilson, whose Crosslé was written off in a major startline shunt at Sunday's Zandvoort FF2000 race, is looking for some extra sponsorship with which to finish this season. A new chassis is on the way from Crosslés but Desiré needs some extra funds to reach the remaining Zolder and Zandvoort events and she is on her way to England to try to find it.

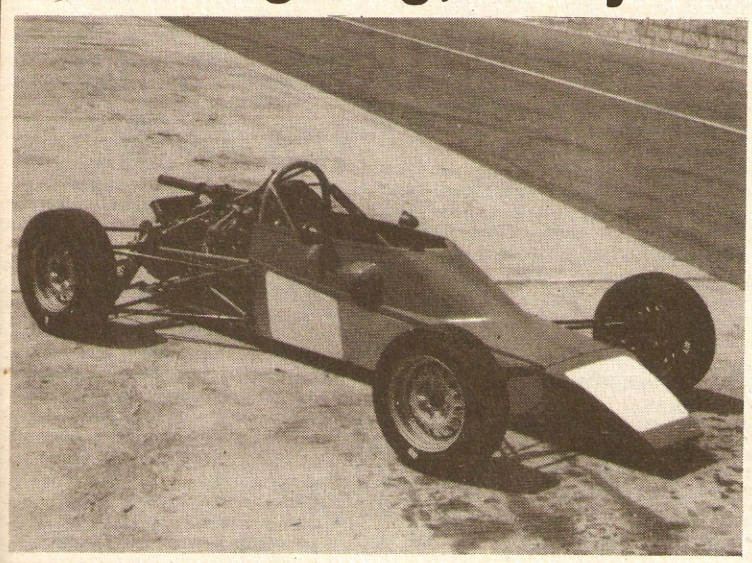
● The protests which were prevalent following the Donington prodsports race two weeks ago (*Sports Extra*, September 15) reared their ugly heads again at Snetterton last Sunday and a protest involving a number of the leading drivers in the series will now go before an RAC tribunal.

A true special saloon



"That's what special saloons should be all about". The words came from Skoda driver Norman Hodgson at Croft on Sunday as he was admiring the beautifully-prepared Ford Cortina V6 Mk2 (above) of Martin Sledmore in the paddock. Martin, a York driver and a complete novice, has built up the car from an ex-Alan Mann shell incorporating a fairly basic Essex V6 set well back in the car. With help from the Danebury Panel Works in Acomb, Martin has made the most of limited resources, and although finishing just out of the awards lists at Rufforth and Croft on the combination's first appearances, the car has run well.

Get em going, Andy!



One of the most technically interesting and advanced cars to be seen recently in Formula Ford racing is the smart Getem GBB77, designed and campaigned by Chorley engineers Andy Best and Alan Brunning. The car features a very narrow chassis with unique inboard front suspension units. This gives the Getem an extremely small frontal area which has given Best a useful advantage in terms of straight-line speed. Another innovation on the car is the incorporation of a stressed dashboard which, together with the deep-section chassis provides greater torsional rigidity and affords better driver protection than in other FF1600 machines. As with previous Getem cars, the GBB77 utilises a plywood body which has a finish superior to fibreglass and is stronger too! Best highlighted the success of the beautifully constructed car by finishing an excellent fifth in the Brush Fusegear final at Silverstone on Saturday and says that with more testing (the car has had only a dozen outings) he is confident of even better positions. Getem Racing will be producing a number of chassis for 1978 at very competitive prices. Anyone interested should contact Brunning on Chorley 71300.

● An additional award was presented to David da Costa, the winner of the Debenhams Escort Challenge race at Snetterton last Sunday; something that was apparently as hard to obtain as the winner's laurels—a loaf of bread. Wrapped in a Debenham's bag, of course!

● Caterham Auto Accessories, in conjunction with Surrey Sporting MC, have arranged a sponsorship evening at the Lakers Hotel, Redhill (on the A25 towards Godstone) on Wednesday, October 5 at 8.30pm. Guy Edwards, probably the most successful obtainer of sponsorship in motor racing, has agreed to talk on the subject so the evening is a must for the prospective sponsor-hunter.

● The Austin 7 TT Rally was held, for the first time, this year on the Isle of Man. The event was sponsored by the Isle of Man Tourist Board and by Schweppes, under their brand name 7UP. Activities were staged over six days with a slalom and *concours d'elegance* on the final day, for which 7UP plaques were presented to the winners.

● Liverpool MC join forces with Ellesmere Port Round Table to promote their round of the ANWCC autocross championship on October 9. The event will also count towards the Longton series and the ShellSport Inter Club League so most of the top names in the region should be competing. The autocross takes place on a 35-acre site at Eastham and generous sponsorship has been attracted. Proceeds of the event will go to a very worthy cause—The National Association of Deaf Children.

● Peter Hills, who raced in the Leyland Mini 1000 Challenge at Snetterton last Sunday, was experimenting by using tyres from the front of the 6-wheel Tyrrell F1 car on his Wace-entered Mini. He finished sixth—the same sort of placings that Ronnie and Patrick achieve!

● Next weekend there are two sporting trials championship rounds to choose from—the Robin Jager Trial at Baronwood near Penrith and the Bossom Trophy at Boxley near Maidstone in Kent. Both start at 11.00am and as always spectators get in free.

● Bruce Halford, one-time team mate to Archie Scott Brown in the works Lister Jaguars, was a competitor in Sunday's Scott Brown Trophy race at Snetterton. Bruce, who races once or twice a year, was in the Costin designed space frame Lister that was never raced or seen by Archie. He still likes to win but was a lapped third, the cause of his frustration later being traced to a broken front roll bar.

● The London Special Builders' Group of the 750MC have announced their autumn programme of talks to be held at the Craven Arms, Lavender Hill, Battersea, London SW11, each event starting at 8pm. Drag racer Roz Prior is the guest on September 26, followed by designer Peter Chaldicott (October 24), aero-dynamicist Dr John Harvey (November 28) and journalist Eoin Young (December 19).

● One of Scotland's leading road rally crews, Ken Wishart and Brian Hunter, has obtained sponsorship from Alexanders of Edinburgh, Rallye Sport Dealer for Central Scotland. Alexanders have provided a pair of RS2000s with which Wishart and Hunter will contest the Thistle road rally series.

● Due to a clash of dates with the Wyedean, the Burnham-on-Sea and Taunton MC Wild Life Stages Rally has been moved to Saturday, October 29. The event starts, halts and finishes at the Cricket St. Thomas Wildlife Park and features 25 miles of mainly tarmac stages during the day. Regs are available now from Mrs Cynthia Green, The Gatehouse, Halswell Park, Goathurst, Bridgewater, Somerset. (SAEs please with application).

● A new feature on Radio Luxembourg (208m MW, 1439kHz) each Friday evening at 11.40pm is the *Castrol 'Rally Sport' Show*. The programme will give the latest news, views and expert comment on all aspects of motor racing and rallying as well as motor cycle sport. This week's broadcast includes a report on the Manx International Rally, a round-up of the RAC Hillclimb Championship and previews of the Brands Group 5 race, Formula 3 at Mallory Park and the Thruxton Motor Cycle GP.

Trevor's RAC series

The eight race BRSCC Midland Centre championship meeting at a cold Mallory Park on Sunday provided great entertainment as usual with Trevor van Rooyen winning the RAC National Formula Ford final and taking the championship by a large margin. The SodaStream Sports 2000 race proved controversial with Divina Galica being knocked at the hairpin by protested (and later excluded) winner John Cooper.

The first Formula Ford heat was dominated, as expected, by Trevor van Rooyen's SDC Royale RP24 with Martin Watson a second slower than the South African in practice and holding second place in his consistently quick Hawke DL19. The drive of the race was put in by young Paul Smith who came forcefully through from the back of the grid in his BMTR Royale RP24 after his water pump drive belt broke in practice. Smith captured third four laps from the end by darting past David Heale's repaired Reynard at the Esses. Glenn Eagling (Van Diemen RF76) eventually got past an understeering Heale on lap 7 to take a close fourth.

The already thin Clubmans field was further depleted when both Tim Gath and Geoff Friswell broke their diffs on the line while Vernon Davies broke his throttle cable. By lap four Alan Webb (Mallock Mk18B) had caught Chris Greville-Smith (Phantom P76) and tried all ways to pass for the next nine laps, the pair dramatically touching wheels on the fast entrance to Gerards at half distance. A lap later Webb was through on the tricky outside line at Devils Elbow, the Team Camborough car pulling away until five laps from the end when the gear lever broke. Thus Greville-Smith assumed the lead again and took maximum SKF points to consolidate his second place in the championship from Webb. Having passed Peter Deal's Pink Panther after shadowing him for 11 laps, Richard de la Rue's Mallock Mk 18B came into third and, with Webb's retirement, was promoted to second from de la Rue while Duncan Bain slowed dramatically over the last two laps and was nearly caught on the line by Ian McCullough's.

With Nigel Mansell non-starting after his crank broke in practice the remaining two competitors tied on 50.8s in practice dominated the second FF heat. Kenny Acheson (Crosslé 32F) made a bad start and, for four laps, Randy Blomquist (Tiga) led but Acheson rounded David Toye (Royale RP21) and caught the Californian, the pair taking the Esses side by side at half distance. But they collided at Shaws hairpin, eliminating Blomquist. Thereafter the latest Irish invader had an untroubled run with Toye not far behind in second and driving well having held off David Sears's more modern Royale RP24. Robert Coates's difficult Hawke DL17 was passed by both Sears and John Harlow early on but Coates fought back and passed Harlow's Tiga into fourth but did not pull away.

With Trevelyan, Slaughter and McGrath equal fastest in practice for the Renault 5 race, the event was bound to be close. Juliette Slaughter led the first lap but was ousted at the Esses by John Trevelyan on the next. But the lady remained close behind as a ding dong battle over third resolved itself in favour of John Bell, who jumped from seventh to third by lap four and was closing on the leaders. Two laps from the end Bell and Slaughter took the Esses together, Bell taking the position at the hairpin. On the last lap Bell chased Trevelyan out of Shaws, whipped to the inside of Devils Elbow and scrambled over the line first by a metre. Slaughter was still in contact in third and Neil McGrath was surviving well in fourth with David Benton right behind, having passed and pulled away from Colin Green and Keith Newland-Hodges.



Leaning and lurching Renault 5s led by Neil McGrath and David Benton.

With four drivers under the record in practice for the SodaStream Sports 2000 race a close race was also expected. Unfortunately a slightly damp track spoiled the event with Divina Galica powering off pole into the lead from Rod Gretton's similar Lola T490. Gretton took the lead on the second lap while John Brown spun from the third place battle at the Esses only to be joined two laps later by Gretton. Thus Divina was handed a good lead from John Webb's Tiga which had got past John Cooper, who lay right behind, with Chris Alford dropping away in fourth. Webb's aerodynamically revised Tiga held off Cooper until lap 9 when the Jevons/Squires Steel Lola passed into second and broke the lap record as he reeled in Galica. But on lap 14 Cooper hit the back of Galica at Shaws, number 13 retiring after a spin and a broken gear linkage, Divina later protesting Cooper's tactics. This resulted in Cooper's exclusion although he won easily on the road. Webb annexed second (first), pleased with new rear springs on his Monsieur Rochas Tiga, with Chris Alford a consistent third (second) from John Brindley's Tiga. The only dice of the race resolved itself with George Ostroumoff beating Mike Kimpton.

From a tardy start Kim Mather shot into the lead from the second row with his Dinorben Arms Chevron B35P and, as befits the BRSCC Midland Centre *Formule Libre* champion elect, he led from start to finish. Shadowing Mather all the way was John Bright in his F3 Wheatcroft, John experimenting with different springs in preparation for the BP championship race. Alo Lawler's Lola T462 got faster in the slightly damp conditions to wrest third from Martin Watson, out this time in his GRD B72, with Peter Deal's Pink Panther taking fifth in this processional race.

A poor entry for the Century Supreme Special Saloon Car championship race was enlivened in the still damp conditions with Rob Mason's potent 2.0 Bevan Stiletto leading Nick Whiting's 3.4 Ford Escort V6. Despite Whiting's GA unit still fluffing he took his intermediate-shod *Kent Messenger* car past the similarly-tyred Mason on lap 7 and slowly opened a gap, his tyres standing the pressure. Derek Walker (1.8 Ford Escort) had a lonely race in third, but, behind, a good dice for 1300cc honours developed when Peter Baldwin lost his clutch on the second lap. Nevertheless Baldwin looked to have it from David Smith, but Smith's Cooper S was first to the line as Baldwin's clutch gave up the ghost at Shaws, the Marshalls of Cambridge Mini coasting over the line.

For the RAC National Formula Ford final van Rooyen sat on pole with Watson and Smith alongside and Acheson and Toye behind from the slower second heat. Van Rooyen made a bad start so Martin Watson led into Gerards and through the Esses. But, at the hairpin, van Rooyen was through into the lead and, despite his engine sounding rough from half distance with a broken exhaust, he led all the way to take his second victory in two days. Paul Smith, Watson and Kenny Acheson disputed second with Acheson taking Watson at the Esses four laps from the end but unable to do anything about a phlegmatic Smith. David Sears passed David Toye this time to take fifth place as David Heale got the better of Eagling to take seventh.

COLIN MASTERMAN

results

Formula Ford Heat One (10 laps): 1, Trevor van Rooyen (Royale-Minister RP24), 8m 30.2s, 95.26mph; 2, Martin Watson (Hawke-Bectune DL19), 8m 35.2; 3, Paul Smith (Royale-Harris RP24), 8m 38.8s; 4, Glenn Eagling (Van Diemen-CES RF76), 8m 42.2s. **Fastest lap:** van Rooyen, 50.00s, 97.20mph.

SKF Clubsports Championship race (20 laps): 1, Chris Greville-Smith (Phantom-Swindon/RE P76), 15m 24.4s, 105.15mph; 2, Richard de la Rue (Mallock Mk18B), 15m 34.2s; 3, Peter Deal (Pink Panther Abbott), 15m 36.0s; 4, Duncan Bain (Mallock-Holbay Mk16), 19 laps; 5, Ian McCullough (Mallock-Davron Mk17B), 19 laps; only finishers. **Fastest lap:** Alan Webb (Mallock-Morgan Mk18B) and Greville-Smith, 45.2s, 107.52mph.

Formula Ford Heat Two (10 laps): 1, Kenny Acheson (Crosslé-Minister 32F), 8m 40.2s, 93.43mph; 2, David Toye (Royale-Minister RP21), 8m 41.6s; 3, David Sears (Royale-Scholar RP24), 8m 41.8s; 4, Robert Coates (Hawke-Minister DL17), 8m 46.4s. **Fastest lap:** Acheson, 50.8s, 95.67mph.

BRSCC Renault 5 Elf Challenge championship race (10 laps): 1, John Bell, 10m 55.6s, 74.13mph; 2, John Trevelyan, 10m 56.0s; 3, Juliette Slaughter, 10m 56.4s; 4, Neil McGrath, 11m 04.6s; 5, David Benton, 11m 04.8s; 6, Colin Green, 11m 06.4s. **Fastest lap:** Bell, 1m 03.4s, 76.66mph.

SodaStream Sports 2000 Championship race (20 laps): 1, John Webb (Tiga-Nelson SC77), 17m 55.6s, 90.37mph; 2, Chris Alford (Lola T490), 17m 58.2s; 3, John Brindley (Tiga SC77), 18m 13.6s; 4, Rod Gretton (Lola T490), 19 laps; 5, George Ostroumoff (Lola T490), 19 laps; 6, Mike Kimpton (Lola-Alan Smith T490), 19 laps. **Fastest lap:** Webb, 48.2s, 100.00mph **(record).**

BRSCC Midland Centre Formule Libre Championship race (20 laps): 1, Kim Mather (2.0 Chevron-Richardson B35D), 15m 52.2s, 102.00mph; 2, John Bright (2.0 Wheatcroft-Toyota), 16m 01.6s; 3, Alo Lawler (2.0 Lola-Swindon T462), 16m 08.8s; 4, Martin Watson (1.6 GRD-Bectune B72), 16m 16.4s; 5, Peter Deal (1.6 Pink Panther Abbott), 16m 42.4s; 6, Jim Kelly (5.0 Trojan-Chevrolet T101), 19 laps **Fastest lap:** Mather, 44.6s, 108.48mph.

Century Supreme Special Saloon Car Championship race (10 laps) overall: 1, Nick Whiting (3.4 Ford Escort V6), 8m 45.8s, 92.40mph; 2, Rob Mason (2.0 Bevan Stiletto), 8m 48.4s; 3, Derek Walker (1.8 Ford Escort BDE), 9m 18.0s; 4, David Smith (1.3 Cooper S), 9m 27.4s. **Over 2500cc:** 1, Whiting; 2, Dave Wilson (3.9 Ford Escort); only starters. **Fastest lap:** Whiting, 50.4s, 96.45mph. **1301 to 2500cc:** 1, Mason, 91.90mph; 2, Walker; only starters. **Fastest lap:** Mason, 50.8s, 95.67mph. **1001 to 1300cc:** 1, Smith, 65.60mph; 2, Peter Baldwin (Allen Mini BDA); 3, Martin Pearson (Datsun Cherry). **Fastest lap:** Smith, 53.8s, 90.67mph.

RAC National Formula Ford Final Championship race (15 laps): 1, van Rooyen, 12m 51.4s, 94.50mph; 2, Smith, 12m 54.0s; 3, Acheson, 12m 54.2s; 4, Watson, 12m 55.0s; 5, **Sears**, 12m 56.0s; 6, Toye, 12m 58.0s. **Fastest lap:** Acheson, 50.4s, 96.43mph.

Result as expected

Not surprisingly, the Northern Ireland team retained the Inter-Association Challenge Shield at the annual battle of the centres which Loughborough CC organised at Rolls-Royce, Derby, last Sunday, with 16 three-man teams contesting 16 tests at a meeting sponsored by Wadham Stringer Ltd.

With yet another polished display and in spite of the fact that two of their number collected pylons the men from across the water ran out winners by 94.6secs and Ken Irwin (Mini) won his class as did Ken Shields driving a Peugeot 104. Their third driver was Lee Lucas (Beach Buggy).

While admiring the opposition up front the main interest in the rest of the competition was in the struggle for the runner-up spot where East Midlands overcame West Midlands by just 19secs.

Initially the West Midlands trio of Mike Sones (Clubman GT), Richard Yapp (Sprite) and Cecil Dickson (VW) took a 19secs lead after the first four tests. By half distance, however, East Midlands, with John Larkin (Clubman GT), Richard Squire (Sprite) and Mike Herbert (Escort), had pulled back the deficit and went to lunch just 2secs up. By another four tests they had increased this to 9secs and in the last batch they pulled away to a comfortable lead.

Four of the 16 teams entered the battle for the 'B' teams and East Midlands came up trumps with Stuart Simons (Mini), Jon Cook (Sprite) and Pet Jeffrey (Escort), gaining a handsome win over London Counties.

Individually Steve Stringer took BTD in his Lotus 7 beating Irwin by 9secs. Irwin threw away his chance of victory by collecting two pylons. Dick Squire collected the sports car class and Shields easily won the saloon category.

1, N.Ireland 2269.8s; 2, East Midlands 2364.4s; 3, West Midlands, 2383.8s. **Best 'B' team:** East Midlands 2574.5s. **Individual awards:** BTD: S.Stringer (Lotus 7), 721.9s. **Class winners:** K. Irwin (Mini), 730.2s; R. Squire (Sprite), 733.6s; K. Shields (Peugeot), 789.6s.

Buckley on top again

With challenger Trevor Olds unable to compete due to rear suspension problems which manifested themselves during practice, Dominic Buckley has retaken the lead in *The Journal*/ANECCC Autocross Championship after scoring maximum points for BTD at the Berwick & District MC's round of the championship near Duns last Sunday.

Buckley's two-run aggregate of 4m 11.7s was streets ahead of the opposition and only 48 competitors turned out to battle over the 1000yds course at Harcarse Farm.

In spite of the small numbers two classes had close results. Roy Ford and Don Maxwell were only 0.4sec apart in Class II and in Class IV, Gavin Collyer and Jim Blythe were separated by only 0.7sec in their Escorts. Jimmy Horne, winner of Class V, showed great determination for he rolled on his second run but, despite losing the windscreen on his Escort and suffering other superficial damage, he continued his run to grab championship points.

In the last class Mrs Edna Eagleton again scored with the RS2000 beating Steve Brunning by 5secs.

BTD: D. Buckley (RS1600), 4m 11.7s.

Class winners: S. Kellett (Mini), 4m 38.8s; R. Ford (Mini), 4m 30.7s; G. Learning (Hornet), 4m 18.7s; G. Collyer (Escort), 4m 25.0s; J. Horne (Escort), 4m 22.2s; R. Stockle (Mini), 4m 36.8s; Mrs E. Eagleton (RS2000), 4m 35.5s.

Galbraith almost there

The 55 Car Club held the penultimate round of the Scottish Sprint Championship at Ingliston on September 11. With blustery winds and threatening rain showers, some amazing and sometimes unbelievable times were recorded. Norrie Galbraith looks set to win the championship, but second place is still wide open.

Harry Simpson had his first outing in his newly built Imp in the up to 1000cc road saloons, gathering his first ever class win. Bought to replace his Cooper S, the Imp handles somewhat differently, but Simpson managed a rather sideways 138.9s on his first run, but failed to improve on his second.

Mike Wakefield-Brand, still elated after the birth of his first child on the previous Wednesday, celebrated with an uncharacteristic trip onto the grass in his Cooper S (1001cc-1300cc road saloons) However, he still managed to take the class from Duncan Laing's Mini Cooper S with 128.0 to 130.4.

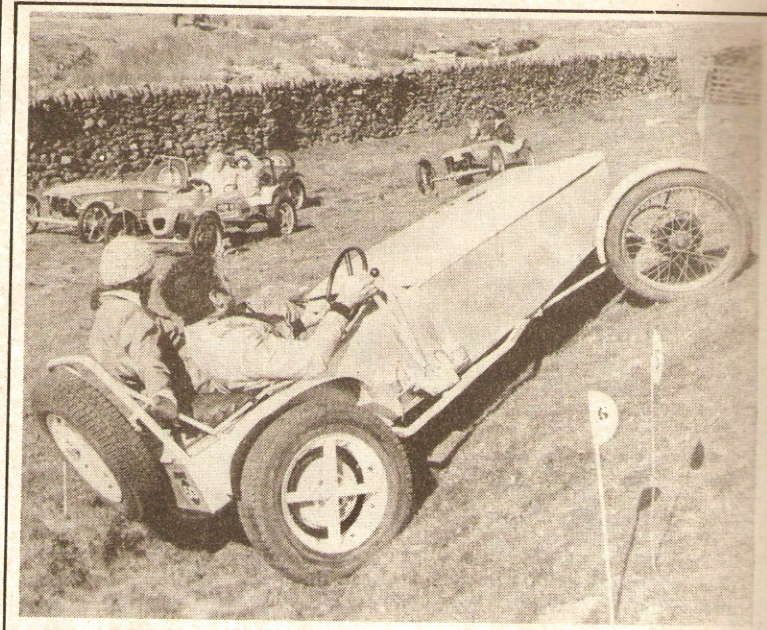
Gordon Bruce once again showed the over-1300cc Road Saloons the way to go round in his Viva. Power-sliding his way to a class win and a step nearer to a bite at the Championship cherry, he recorded 128.8 a good 2.5secs ahead of second place man Neil Rodger in his Lotus Cortina.

Ricky Gauld drove his Stiletto rapidly in the up to 1000cc Special Saloons to record 117.9 and further cement his Championship class win. Derek Lee made the long haul from South of the border to compete in his first Scottish sprint with his Imp to be rewarded with second in class. Ian Tulloch took the over-1001cc special saloons despite some strong opposition from William Watt (Viva). Ian recorded 122.8 to Williams' 123.7, but Watt had a clear lead in the championship class ratings and the Sportstune Accessories trophy is his.

Ian Robertson continued his winning streak in his Elan (road sports cars over 1300cc) turning in 130.8 and securing the championship class in the process. Norrie Galbraith (Mallock) had a bit of a moment at Caravan on his first run when a slight shower made the track greasy, as did Russell Paterson (Chevron B17) whose car, unlike Galbraith's, went straight on into the barrier, severely deranging the front suspension and putting Russell out of the event. Norrie took the class for clubmans with a good second run in 110.2. Les Jones took the up to 1100cc racing cars class in his Vixen Imp with 116.4 on his second run.

Ted Dzierzek (Ensign) won the over-1100cc racing cars class despite having a small electrics fire in the cockpit in practice. His time of 104.2 gave him FTD, a definite championship class win and the Esso Petroleum award. Allan McGregor took his E-Type to an undisputed win in the Jaguar class, and Brian Hopkins took his usual class win in the John Young vintage class with his tidy Frazer Nash.

● Beating the opposition by 15secs, Alan Hunter scored his third consecutive win on the Liverpool MC autotest at a Burtonwood last Sunday. He completed the 12 tests in 386.8s to head 13 other competitors. Other class winners: Keith Northall (Midget), 401.5s; Gwynne Williams (Mini), 450.9s; David Hunt (Mini), 458.5s; Don Robinson (Capri), 459.6s.



With summer over, it was back to business with a vengeance for contenders in the RAC and Semperit/BTRDA Trials Championships on Sunday. A good field gathered near Grassington for the annual YSCC organised Stone Trough Trial which featured seven hills tackled twice in the morning with two rounds of eight hills in the afternoon. Of the main contenders, the Julian Fack Impunity looked as if it had spent the break gathering dust while the owner worked on Ivor Portlock's car. Jack Pearce on the other hand appeared in a car specially decked out in silver to celebrate the Silver Jubilee. He even carried the number 25 as well. This gave rise to a certain amount of ribaldry as the car was nicknamed the Queencraft. But it seemed to go all right.

The hills were laid out on steep grassy meadows in glorious country and featured a degree of trickery. Both Fack and Pearce made some uncharacteristic errors early on which meant some surprises at the lunch break with Portlock in the lead on 23 from Robin Jager on 26. Pearce, Fack and Lol Hurt followed on 30 with Ralph Needham having another good day on 33. Eric Eadon and John Ward were also well up the field. Apart from newcomer Roger Willey, the whole field were covered by 40 points.

After lunch, using different hills, mud appeared for the first time and this took its toll as Tony Butterfield found a submerged rock and broke a steering arm. Nothing daunted, he tied it up with rope and carried on to finish the Trial. Up front Julian Fack went into top gear—as did Dave Morris when he lost all the others—and only dropped 12 points to run out an easy winner. He was aided, as ever, by Meg Marion now clad in a natty scarlet and yellow outfit.

Robin Jager dropped 20 but still just beat Jack Pearce who was well clear of Lol Hurt while Ivor Portlock had a disastrous third round. Eric Eadon snatched the minor placing when Needham scored a tragic 12, right at the end. Others to show well were Marcus Croome in tenth place and Tom Stevenson just behind.

1, Julian Fack/Meg Marion (Impunity), 42 pts; 2, Robin Jager/Lynn Hoyle (Facksimile), 46; 3, Jack Pearce/Brenda Pearce (Kincraft), 47; 4, Lol Hurt/Lew Lait (Imp Special), 58; 5, Ivor Portlock/Sue Campkin (Facksimile), 59; 6, Eric Eadon/Barry Webster (Eadon), 72.

No hassles for Goodyear

Putting on the pressure when it mattered most, Keith Goodyear and Graham Smith came through to win the Hassel Rally, run by Blackpalfrey MC in Kent last Saturday night taking the initiative on the last two or three controls. A poor entry of only 34 crews turned out to tackle a 150-mile route in Kent and Goodyear/Smith—won the event in a works Toyota Corolla with 9m 56s lost.

Initially the lead was held by 'Ady' Mayell and Brian Parker (Escort GT) but they faded on the second half to finish third on 20:18 while runners-up Alan Huggett and Mick Town (Avenger 1800), were beaten on the run-in and finished on 12:29.

Fourth were Mac Foster and Liz Jenner (Escort TC) on 28:22 and fifth, and best semi-experts were T. Smith and S. Double in a Cortina 1500 on 31:36. The leaderboard was completed by Dick Westlake and L. Westlake in an Avenger 1500 with 1F 19:13. The best novices were N. Jolmers and D. White in a Cooper on 15F 83:29.

● P. Walters and A. Timms scored a 2mins victory on the Quinton MC's Acropolis Rally run over a 170-mile route in central Wales last Saturday night. In their Avenger they dropped 44m 11s to beat A. Edwards/P. Price (Escort) who finished on 46:9. Third were the Wolverhampton crew of A. Edwards and M. Chick in another Escort on 49:49 and fourth were A. Taylor and R. Handy in an RS2000 on 50:12. Fifth was the Mexico of P. Robertson/A. N. Other on 52:42 and sixth were K. Ochell/'Polly' (Cooper S) on 54:35. The leading novices were P. Watkins and D.

Taydec on last effort

Although a healthy 83 strong entry contested Sutton and Cheam MC's Goodwood Sprint on September 11, only Tim Moores (Gryphon) and Keith Corridon (Taydec) were in contention for BTD. Moores held the place after Corridon had spun at Woodcote on his first run, only for the Taydec driver to recover his glory and BTD with a finely judged last attempt.

Big entries in the saloon classes gave predictable wins to Colin Spence (Uniflo RS1600), Dave Scargill (Imp 998) and Robin Funnell (Escort TC) among others, while close dicing for second place was seen in both Spence and Scargill's classes. In the first, Tony Rees emerged ahead of Ian Crammond (RS2000) Keith Hooper (RS1600) and Chris Milner (Capri II), just 1.4secs covering all four cars. In the second, Mini drivers Pete Haskell, Ron Cowles and Bev Comber were covered by only 0.2sec in an even closer result.

A feature of the full day was the debut of Martin Colvill's turbocharged Lotus Esprit, prototype for a hoped-for production run in 1978. With the power to match its undoubted good looks and handling, this could become a new British Supercar—have Lotus missed a trick?

BTD: Keith Corridon (Taydec FVA), 1:30.6;
Class winner: Wally Pratt (Fiat Abarth), 2:01.6; John McIntyre (Imp 998), 1:59.6; Graham Willmott (Cooper S), 1:52.2; Colin Spence (RS1600), 1:49.8; Leonard Shepherd (Manta Turbo), 1:50.4; Dave Scargill (Imp 998), 1:46.6; Chris Clarke (Cooper S), 1:42.8; Rob Funnell (Escort TC), 1:42.2; Colin Brewer (Lotus 7), 1:59.4; Martin Chambers (Lotus 7), 1:44.6; Paul Edwards (Carrera), 1:45.0; Maurice Selby (TVR Tuscan V8), 1:39.6; The Hon. Alan

It only Costa Bean

Although championship leaders Ron Beecroft and John Millington were absent in the Isle of Man, they still lead the *Motoring News* series after last Saturday's Costa di Plenti Rally, run by Trackrod MC. The series acclaimed yet another new winner when Bob Bean and veteran Nigel Raeburn thrashed the opposition by more than 3mins after a tough and demanding event in Yorkshire.

Bean and Raeburn, teamed together in Bean's Escort BDA thoroughly enjoyed themselves on the event which contained 12 selectives and ended with a road section containing 32 controls.

Second placed Mick Briant and Dave Kirkham (RS2000) were the early leaders and, when petrol was taken, they had a slight advantage over the rest of a field of 78 crews which was down on an original entry of 90. Most notable absentee was that of Bill Gwynne, his car still out of action after the Cilwendeg.

Third place went to Brad Piercey and Nigel Harris in their ex-DTV Magnum after a great scrap with Malcolm Wilson and John Teasdale (RS2000) the margin being a mere 6secs. There was another great scrap for the next two places where Stan Peel and George Ward (RS2000), pipped Bill Collingwood and Harold White (Viva) by 2secs.

1, B. Bean/N. Raeburn (RS2000), 25m 36s; 2, M. Briant/D. Kirkham (RS2000), 28m 51s; 3, B. Piercey/N. Harris (Magnum), 31m 52s; 4, M. Wilson/J. Teasdale (RS2000), 31m 58s; 5, S. Peel/G. Ward (RS2000), 36m 44s; 6, W. Collingwood/H. White (Viva), 36m 46s. **Semi-experts:** M. Reed/D. Howell, 40m 25s. **Novices:** G. Atherton/M. Dawson, 53m 9s.

Debenhams Escort Challenge

		Mar 13 Mallory Park	Apr 24 Silverstone	May 08 Brands Hatch	May 22 Croft	Jun 06 Castle Combe	Jun 12 Brands Hatch	Jul 03 Brands Hatch	Jul 09 Oulton Park	Jul 10 Croft	Jul 24 Cadwell Park	Aug 29 Castle Combe	Sep 04 Mallory Park	Sep 18 Snetterton	etc.	Total points
1.	Wayne Wainwright	20	20	22	22	22	—	20	5	22	22	—	—	17		192
2.	David De Costa*	12	—	8	15	—	20	1	12	12	12	20	22	20		102
	Basil Wainwright	17	—	2	2	—	15	15	20	10	3	8	6	4		102
4.	Neil McGrath	10	14	12	12	—	—	—	15	15	15	—	—	—		93
5.	Bill Postins	3	6	3	4	6	—	12	8	6	10	10	10	6		84
	Geoff Evans	4	3	6	3	8	8	10	6	4	4	8	12	10		84
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Booth the rally

Driving an ex-works Ford, Mark Booth from Mobberley and Altrincham navigator Tony Goulding scored a notable victory when they won the tough but fair Y Ddraig Goch Rally run by Vauxhall Motoring Group (Wirral) on September 11.

With Geoff Hignett acting as co-ordinator the event included some 30 miles of new 'whites' in North Wales as well as much of the usual well plotted countryside and a total of 76 controls with five selectives made it a hard event with the pressure on throughout.

With 89 crews leaving the Vauxhall Motors factory for the long run out to the action the battle was expected to be between Roger Powley, winner in Anglesey the previous weekend and Malcolm Byrom, but neither was destined to finish.

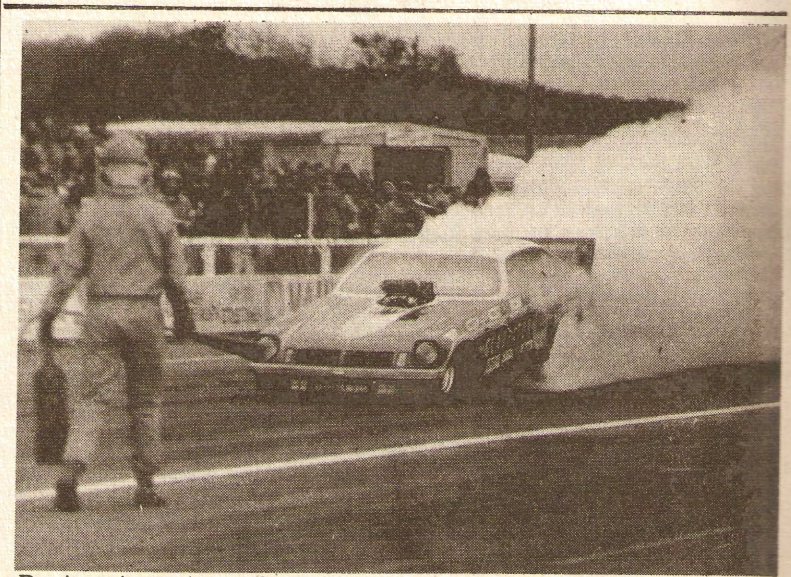
Byrom was the first to disappear in mysterious circumstances. Having had his own car severely damaged in Anglesey Byrom borrowed an Escort belonging to mechanic Andrew Mack and set off in the strange car in fairly good order. At the end of Worlds End he, according to reports, went to switch off the spot lights, turned off the petrol pump instead and then stopped for three hours.

His wife Brenda had a much more successful evening, however, for in her first event she won the novice class with Andrew Mack to provide some consolation on the way back to Stockport.

With Byrom gone attention switched to Powley (Porsche) who, with navigator Brian Goff, was looking for his third win in succession. By the end of the first third they had pulled out a comfortable 2mins lead, the German beast now sporting a 2.4-litre engine. But they were soon gone. On the first selective after petrol they slid into a ditch, clobbered a rock with the nearside, pushed the wheel and strut out of line and that was that.

Meanwhile Booth and Goulding were pressing on in fine style. They picked up fastest time on two of the selectives, Barry Scott later also picking up two BTDs, and without any dramas they came through to win the event on 48m 58s with Dennis Pollington/Dave Thomas second in their RS2000 on 50:36. Only 12secs behind were Ray O'Neill and Kevin Jones in their re-roofed Firenza who more than made up for last year's event when the car packed up at the start.

Rod Sheard/Derek Herbert (Escort) were 4mins behind and Barry Scott/Gareth Jones put all their local knowledge to good use finishing fifth on 61:35 in an Escort 1600. The best of the semi-experts came sixth with Neil Rudd and Alex George (RS2000) taking the class on 62:1. Mrs Byrom and Andrew Mack drove a standard 1150 Viva round with the loss of 84:58.



Despite an impressive tyre-burning start, Alan Herridge was still not on top.

Beadle stars at the 'Pod

The famed Blue Max funny car driven by Ray Beadle was the star attraction at the weekend, and he immediately showed his worth with an off-the-trailer run of 6.7s, followed later with a 6.55 at 221mph—a new terminal speed mark. But this challenge prompted Dennis Priddle to respond with a blistering 6.50 in Olavi Knuutinen's Monza. Allan Herridge was next in qualifying with 8.94 in the Gladiator Vega, from Stenner Stolen, 7.49, Tony Froome (10.22) and Ronnie Picardo (11.08) having his first run in Phil Elson's Capri. Dave Stone made a half pass on a damp track on Sunday morning to round out the field in the Chevy Stardust.

But the weather changed and throughout Sunday it drizzled intermittently and, despite brave attempts with the jet strip drier, the track was closed to the fuel burners until gone 5pm when, in a truncated eliminator, Dennis Priddle laid down a great 6.74 bye run.

Beadle was next (Stone having pulled out with low oil pressure) and there was no holding Beadle, who clocked a fabulous 6.52 at 213mph-followed by Herridge at 6.76 at 215mph—Tony Froome trailing with his rear engined rig. Norway's Stenner Stolen in his neat methanol burning Mustang-engined car clocked 8.11 to finish the first round.

In Top Fuel, Pete Crane, low qualifier at 6.7 had a bye. Alan Bates, driving the Houndog car in place of the well-recovered Owen Hayward, had an easy win when Roz Prior's blower belt went—leaving Bates 7.52 (190mph) win. Trevor Young ran his best this year at 6.8 in Rev Three whilst Gerry Andrews clocked a 7.6 in beating Fred Larsen of Norway in his rear engined 392.

But after this brief respite in the weather, the rain returned and at 6.15 the event had to be called off—a great shame with such a promising final at hand.

SILVERSTONE SUPPORTING RACES

Arie: English hat-trick
Classic win for Jaguar

With only the fastest 30 drivers in practice being guaranteed a start in the penultimate round of the Brush Fusegear FF1600 series the remaining six places on the grid were to be decided by a qualifying race. Geoff Creber was on pole in the rare Nomad with John Pead (Crosslé) and Nick Ward (Image) completing the front row. As the lights flashed from red to green Ward made the best getaway to lead Creber and Pead with Colin Hopper (Royale) and Peter Owles, in his indecently quick Merlyn, tucking in behind. However it was David Llewellyn, from the fourth row, who appeared in the lead at Woodcote from Creber, Ward and Hopper. The Welshman drew away slightly thereafter to score a popular win while the battle for second resolved itself in favour of Bob Lambert who brought his Hawke up from the back row after completing only two laps in practice. Owles was an excellent third having driven the old Merlyn magnificently and he finished 4secs ahead of Pead who battled with Creber and Derek Buckton for the final qualifying positions after Ward contrived to spin away his chances midway through the race.

Nigel Mansell's Mike Taylor Racing/Abacus Crosslé took pole for the final with a 1m 43.51s from the Royales of arch-rival Trevor van Rooyen and Paul Smith. All three were comfortably under Derek Warwick's lap record so the race looked like being a fast one. Local lad Peter Morgan (Royale) and Irishman Kenny Acheson (Crosslé) formed the second row with Rhett Parker leading the rest from the third row. From the start van Rooyen set off at a furious pace with Smith in his slipstream. Mansell fluffed his start, arriving third at Copse, narrowly avoiding being engulfed in a *contretemps* in which Richard Trott (again!), James Weaver, Mike Colin, Rick Whyman, Tom Wood and Rhett Parker were involved, all retiring there and then. Acheson was badly delayed in the *mêlée* but he drove sensibly through the field to finish a strong eighth behind John Village.

For the whole race, therefore, the first four cars were some distance ahead of the fifth and sixth men. Van Rooyen, Mansell, Smith and Morgan led at the end of lap one, Mansell getting to the head of the queue at Stowe but van Rooyen regained the lead at Club. At the chicane Mansell nudged the blue Royale in his attempts to pass but the order remained the same. As the leaders dived under the *Daily Express* bridge for the third time they were three abreast, Mansell seizing the lead in a demon outbraking manoeuvre which had van Rooyen all over the kerbing, Nigel's move being emulated by Morgan who wrested third from Smith. Morgan's inspired driving took him past van Rooyen also, at Becketts, demoting the championship leader to third. Van Rooyen, not to be outdone, 'tried a Mansell' at Woodcote next time round which saw him in the lead again, the South African always seeming to pull out that little extra just when it was required to lead over the startline lap after lap. At half distance he led from Mansell, Smith and Morgan with Jorge Caton and Andy Best dicing merrily a few seconds in arrears.

The battle slackened off on lap 8 but was resumed in earnest a lap later when Mansell stormed past van Rooyen at Becketts only to retaken on Hanger Straight. Morgan regained third at Woodcote as they started lap 10. Smith leap-frogged to second on the approach to Stowe at which Mansell, lying third, took both him and van Rooyen to lead once more. Smith then had the audacity to take the lead into Club only to be deposed at the chicane by van Rooyen with Morgan still lying a very close fourth. As they began the final lap Mansell retook Smith for second and the order returned to that of the first tour with Mansell second behind the jubilant van Rooyen. Any of the four leaders could have won and all four finished some 15secs ahead of the rest but this should not detract from the drive of fifth man Andy Best who vanquished the works Hawke of Caton with the ingenious Getem.

The VW Gold Cup European Formula Super Vee race gave British racegoers an all too rare opportunity to see this spectacular form of racing and of sizing up the top European talent against our own drivers. Quickest in practice was the immaculate Lola of Axel Plankenhorn, the current championship leader, who had the Belgian, Daniel Herregods, for company on the front row of the two-by-two grid. Behind them sat Tibor Meray's smart Veemax and Arie Luyendijk in the Rotel Lola in which he won both recent European West Zone rounds at Silverstone and Donington. The top Britons were Mike Catlow and Olly Hollamby on row seven although the latter was unable to start after a stone pierced his visor, broke his glasses and deposited glass in his eye during practice.

As the Daimler pace car pulled into the pit lane for the rolling start Herregods got the jump on Plankenhorn's Warsteiner car with Luyendijk taking third place as they rounded Copse. Early casualties were Roger Manning, driving Mark Litchfield's Elden and Sead Alihodzic (Kaimann) which had a coming together at Becketts on the first lap. Unfortunately Herregods's lead was short lived as the gold car of Plankenhorn emerged ahead at the chicane with Daniel in his slipstream followed by Luyendijk, the 'Flying Finn' Juha Varjosaari, Helmut Lenz and Meray who did not start at all well.

Herregods slowed dramatically on the second circuit, finally pulling off after Abbey with a damaged engine. Plankenhorn was pulling quickly away from the Dutchman who had inherited second from Herregods, with Lenz's Lola splitting the Veemaxs of Varjosaari and Meray. Light drizzle became heavier on lap 3 and Varjosaari began to close on Luyendijk who, in turn, reeled Plankenhorn in, finally passing him on the inside at Becketts. The German retaliated by retaking the lead on the following lap at the chicane with Varjosaari in close attendance throughout. Behind these three Lenz and Meray were drawing themselves closer lap by lap and farther away from an entertaining seven-car battle led by the Kaimanns of Franz Josef Kaiser and Josef Gartner and Kennerth Persson's ancient Brabham. Plankenhorn spun it all away on lap seven falling to 20th position in the process. Meray remained fourth and was coming to terms rapidly with the leading trio. Kaiser led the following bunch from Patrick Studer (Lola) Gartner, Persson, Bruno Eichmann (LCR), Jurg Vogt (Lola) and Luc de Cock's similar car. Catlow had been deposed as the leading British driver by Bruce Venn who took his Lola through into 12th place at half distance.



The Silverstone lady marshals elected Leyland drivers Andy Rouse and Derek Bell (second and third left) as their Dishes of the Day on Sunday. Here they present their award. German FSV driver Frank Lampe was chosen on Saturday.

By lap 11 Meray had pulled himself up into Varjosaari's slipstream, the two Meray Motors team mates preparing for an attack on Luyendijk and Lenz. The former had extended a 30 yard lead on lap 11 but, on the next lap, the three white cars closed quickly on the black one and there was now another four car scrap for the lead. Varjosaari latched on to Luyendijk, his nose placed under the Lola's wing before he was badly baulked by a slow backmarker and fell back to do battle with Meray and Lenz. The Finn then put in a series of quick laps in an effort to wrest the lead before the end. All eyes were on Varjosaari's progress so it was a surprise to many when, through more baulking, Meray suddenly appeared alongside him on the penultimate lap, passed the Finn, and went on to attack Luyendijk on the 20th and final lap. Unbelievably the German driver was able to annex the lead entering the chicane going through to an excellent win on the road. On the road only, alas, for the spectators knew that a 10secs penalty had been imposed after Tibor had attacked the chicken wire at Woodcote on lap 12, missing the chicane altogether. A disgusted Meray was told of his fate by officials while Luyendijk couldn't believe that he had won his third British race in succession this year. Varjosaari was elevated to second ahead of Meray with Lenz failing to beat Meray's penalty by 0.8sec.

The entertaining dice for fifth to 11th places was resolved in the order Gartner, Studer, Kaiser (with bent nose wing after hitting Gartner), Vogt, Persson, de Cock and the recovering Plankenhorn. Bruce Venn was the highest-placed Briton in 14th position ahead of Mike Catlow's smart Royale and Ronnie Grant's Taurus.

After the Jaguar's far from ignominious failure in the Tourist Trophy, Sunday's programme finished with a round of the Classic saloon championship for which three Jags occupied the front row of the grid. Bob Meacham's green 2.4 was on pole from the similar model of Chris Wood and Terry Harris in a red example. Wood made the best start and was hounded into Copse by Meacham. The latter had reached the head of the field by Becketts and drew away, in the absence of rival Bill Pinckney whose Jaguar holed a piston in practice, to a smooth and untroubled win. Mike Bennion (Zephyr) inherited second following Wood's disappearance on lap 7 but the darling of the crowd was undoubtedly Andy McLennan who handled the A35 with magnificent bravado to get the better of Chuck Nicholson (Jaguar MkVIII) and Craig Hinton (MkVII) as well as Trent and David Dees (Zephyr) who was pressurised into a spin at Becketts on lap 2.

McLennan was rewarded with third place overall and the Allied Polymer Group Driver of the Day award for his trouble. Fourth overall was Harris who recovered from a tardy start to finish ahead of Hinton, Trent and Lane (all Jaguar-mounted), Tony Raine's quick A35 and the duelling Andreasons, a husband a wife circus act from Southampton, whose epic MG Magnette battle finally went to Judy on the final lap from Roger, closely pursued by Alan Mills's burbling Zephyr and the Wolseley 15/50 of Philip Smyth. Mention must be made of Steve McHale's progress in the spectacular Marshall-Wingfield Borgward Isabella who spun on the first lap but put in fastest lap in his class as well as being the fastest car of all through the chicane.

MARCUS PYE

results

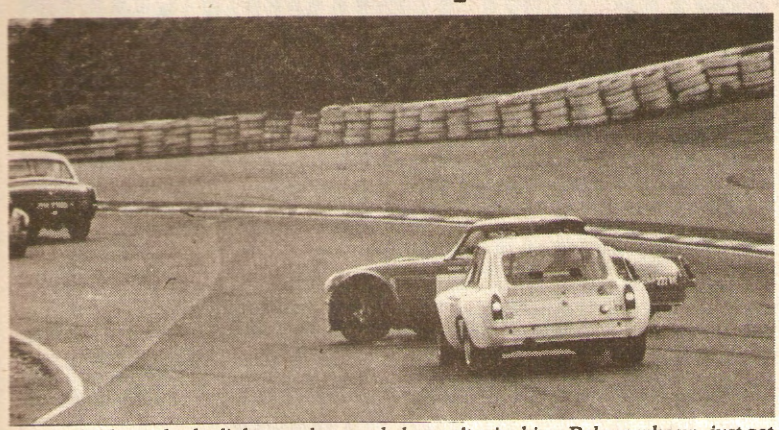
Formula Ford 1600 qualifying race (7 laps): 1, David Llewellyn (Royale-Scholar RP21), 12m 51.30s, 95.79mph; 2, Bob Lambert (Hawke-Minister DL15), 12m 53.17s; 3, Peter Owles (Merlyn-Rowland Mk11A), 12m 53.45s; 4, John Pead (Crosslé-Santon 25F), 12m 57.66s; 5, Geoff Creber (Nomad-Titan F77), 12m 58.41s; 6, Derek Buckton (Hawke-Smith DL12), 12m 58.45s. **Fastest lap:** Llewellyn, 1m 48.29s, 97.47mph.

Brush Fusegear Formula Ford 1600 Championship race (12 laps): 1, Trevor van Rooyen (Royale-Minister RP24), 21m 8.09s, 99.88mph; 2, Nigel Mansell (Crosslé-Minister 32F), 21m 9.03s; 3, Paul Smith (Royale-Harris RP24), 21m 9.83s; 4, Peter Morgan (Royale-Minister RP21), 21m 10.02s; 5, Andy Best (Getem-Minister GBB77), 21m 28.94s; 6, Jorge Caton (Hawke-Scholar DL19), 21m 29.45s. **Fastest lap:** van Rooyen, 1m 43.55s, 101.93mph.

VW Castrol Europa Cup Formula Super Vee race (20 laps): 1, Arie Luyendijk (Lola-Schrick), 32m 16.09s, 109.04mph/175.48kph; 2, Juha Varjosaari (Veemax-VW Mk8), 32m 16.56s; 3, Tibor Meray (Veemax-VW Mk8), 32m 25.78s inc. 10s penalty; 4, Helmut Lenz (Lola-VW T328), 32m 26.58s; 5, Josef Gartner (Kaimann-VW), 32m 52.10s; 6, Patrick Studer (Lola-Gyger T324/26), 32m 52.55s. **Fastest lap:** Meray, 1m 34.20s, 112.05mph, 180.33kph.

Classic Saloon Car race (7 laps); Overall: 1, Bob Meacham (2.4 Jaguar), 15m 26.85s, 79.72mph; 2, Mike Bennion (2.5 Ford Zephyr), 15m 32.41s; 3, Andy McLennan (948 Austin A35), 16m 15.71s; 4, Terry Harris (2.4 Jaguar Mk1), 16m 24.19s. **Over 2700cc:** 1, Graig Hinton (3.4 Jaguar MkVII), 16m 33.12s, 74.40mph; 2, Mike Sherwin (3.4 Jaguar MkVIII); no other finishers. **Fastest lap:** Hinton, 2m 15.8s, 77.73mph. **1903-2700cc:** 1, Meacham, as overall; 2, Bennion; 3, Harris. **Fastest lap:** Bennion, 2m 9.22s, 81.68mph. **1252-1901cc:** 1, Judy Andreason (1.5 MG Magnette), 16m 48.66s, 73.25mph; 2, Roger Andreason (1.5 MG Magnette), 16m 49.03s; 3, Philip Smyth (1.5 Wolseley 15/50). **Fastest lap:** Steven McHale (1.5 Borgward Isabella), 2m 12.35s, 79.75mph. Up to 1251cc: 1, McLennan, 75.73mph; 2, Tony Raine (995 Austin A35), 16m 44.95s; 3, Tom Hinds (948 Austin A35), 16m 55.81s. **Fastest lap:** McLennan, 2m 14.79s, 78.31mph. (All classes establish lap records).

Fords break up MGs



Oooops! Above: brake lights on, but surely he can't miss him. Below: wheew, just got out of that one.



The Brands Hatch paddock on Sunday contained the answer to a schoolboy's dreams of motoring bliss—that is, if the schoolboy in question can be satisfied with MGs of all shapes, sizes and ages, plus other beautiful machinery from Porsche, Lagonda and Bentley among others. Although the meeting, organised by the MG Car Club, catered heavily for the marque, Formula Fords provided a good proportion of the excitement in the penultimate round of the Townsend Thoresen championship. Irishman Bernard Devaney aided Hawke's return to top form by snatching the first qualifying heat from David McLelland's Crosslé right on the line, coming from behind on the run-in from Clearways. David Leslie (Royale) was the early leader, but had to give best to McLelland and Devaney and then to the Van Diemen of Brands specialist Tony Halliwell. Heat two was an all Van Diemen affair, Don Macleod, Chico Serra and Pere Nogues taking the first three places ahead of Rick Morris' Hawke. Once again the first two raced to the line side-by-side, but Macleod held half a length's advantage.

Only Devaney looked like challenging the Van Diemens in the Townsend Thoresen final, but even he was left a little breathless by lap 7, when the race was clearly going to lie between Macleod and Serra. No quarter was asked or given, but fortunately the teammates and intense rivals did not tangle on this occasion and finished all smiles as Serra snatched the lead in a bold move at Paddock on the last lap and thwarted the Scot's best efforts to come back over the final mile. Morris gained the upper hand in a crowded battle for the minor placings which saw both Peter Argetsinger (Crosslé) and Nogues come to grief on the final lap.

Geoff Weeks's new sponsors, proprietors of a Rochester eating house, were given plenty to cheer about when he took an easy win in the race for modified MGs and Sprites. Steve Everitt's similar Midget burst through the grid to push Weeks in the early stages, but had to be content with a safe second place. Mike Chalk (Sprite) looked equally safe in third, but Martin Wilson (Midget) drove well from a poor grid place to challenge Chalk in the final laps.

A far more difficult victory was earned by Barry Sidery-Smith (MGB GT V8) in the race for standard cars. Pole man Tony Binnington (MGB roadster) made a slow start and spent the early laps making up for lost time, then passed Sidery-Smith on lap 9, but V8 power took Sidery-Smith back in front and Binnington tried a little too hard to keep up through Paddock on the last lap, and lost too much time to recover by the flag.

MGAs were matched against T-type cars in another scratch event, an unlikely confrontation but one which resulted in an interesting race. The TCs of Gerry Brown and Erik Benson took an early lead, but Benson was soon out with overheating and Brown had no answer to the speed of Mick Walker's MGA. Vic Ellis tried to emulate Walker but had the mother and father of spins on Cooper Straight after a touch with Brown. He recovered to third place by the end.

Finally there were three handicap events. One, for pre-1940 cars, was confusing from start to finish, the faster cars having to gain three laps or more on the slower ones, and the handicap result naturally bore no relation to the order on the road. The other two at least had the look of 'real' races and one was enlivened by five Porsches which helped to keep the MG men on their toes. The final race ended in a tight finish involving the MGBs of Paul Richardson and John Murphy and the MGA of scratch winner Neil Cawthorn, a lively ending to an enjoyable day's sport.

PAULINE PHILLIPS

results

Townsend Thoresen Formula Ford Championship, heat one (10 laps): 1, Bernard Devaney (Hawke-Minister DL19), 8m 41.4s, 83.10 mph; 2, David McClelland (Crosslé-Minister 30F), 8m 41.4s; 3, Tony Halliwell (Van Diemen-Minister RF77), 8m 42.0s; 4, David Leslie (Royale-Scholar RP24), 8m 42.0s. **Fastest lap:** Leslie, 50.8s, 85.29 mph.

Townsend Thoresen Formula Ford Championship, heat two (10 laps): 1, Don Macleod (Van Diemen-Scholar RF77), 8m 37.1s, 83.79 mph; 2, Chico Serra (Van Diemen-Scholar RF77), 8m 37.1s; 3, Pere Nogues (Van Diemen-Scholar RF77), 8m 42.4s; 4, Rick Morris (Hawke-Scholar DL19), 8m 44.1s. **Fastest lap:** Serra, 50.6s, 85.63 mph.

Townsend Thoresen Formula Ford Championship, final (10 laps): 1, Serra, 8m 37.9s, 83.66 mph; 2, Macleod, 8m 37.9s; 3, Devaney, 8m 39.0s; 4, Morris, 8m 44.9s; 5, Halliwell, 8m 45.1s; 6, Leslie, 8m 45.2s. **Fastest lap:** Macleod, 50.5s, 85.80 mph.

Modified MGs and Sprites (10 laps). Overall and Midgets & Sprites: 1, Geoff Weeks (1.4 Midget), 9m 04.0s, 79.65 mph; 2, Steve Everitt (1.4 Midget), 9m 16.1s; 3, Mike Chalk (1.4 Austin Healey Sprite), 9m 29.7s; 4, Martin Wilson (1.3 Midget), 9m 30.1s. **Fastest lap:** Weeks 53.0s, 81.75 mph. **MGCs and V8s:** 1, Malcolm Beer (3.5 MGB GT V8), 72.01 mph; 2, Dave Munro (3.0 MGC). **Fastest lap:** Beer, 58.0s, 74.71 mph. **MGBs:** 1, Barry Sidery-Smith (1.8 MGB), 71.90 mph; 2, Bob Luff (1.8 MGB); 3, Malcolm Harvey (1.8 MGB). **Fastest lap:** Terry Osborne (1.8 MGB), 58.8s,73.69 mph.

Standard MGs and Sprites (10 laps): 1, Barry Sidery-Smith (3.5 MGB GT V8), 10m 39.1s, 67.80 mph; 2, Anthony Binnington (1.8 MGB), 10m 41.6s; 3, John Carter (1.8 MGB), 10m 44.2s; 4, Mick Marks (1.3 MG Midget), 10m 47.4s. **MGCs and V8s:** 1, Sidery-Smith; 2, Dave Jeal (3.0 MGC); 3, Woody Woodhouse (3.0 MGC). **Fastest lap:** Sidery-Smith, 1m 02.6s. 69.22 mph. **MGBs:** 1, Binnington (67.53 mph); 2, Carter; 3, Paul Richardson. **Fastest lap:** Binnington, 1m 02.1s, 69.77 mph. **Midgets & Sprites:** 1, Marks (66.93 mph); 2, Larry Quinn (1.3 Midget); 3, David Sheppard (1.3 Midget). **Fastest lap:** Marks, 1m 03.4s, 68.34 mph.

Pre-1940 handicap race (10 laps): 1, Phillip Venables (1.1 Lester MG), 2, Julian Majzub (1.5 Riley); 3, Stuart Dean (1.3 MG TA); 4, John Wilkinson (850 MG J2); **Scratch winner:** Syd Beer (1.1 MG K3), 11m 04.8s, 65.18 mph. **Fastest lap:** Beer, 1m 03.8s, 67.91 mph.

MGA and T-type race (10 laps): 1, Mick Walker (1.6 MGA), 10m 17.5s, 70.17 mph; 2, Gerry Brown (1.5 MG TC), 10m 25.5s; 3, Vic Ellis (1.6 MGA), 10m 36.2s; 4, Colin Jones (1.6 MGA TC), 10m 37.0s. **MGA Twin-cam and push rod modified:** 1, Walker; 2, Ellis; 3, Jones. **Fastest lap:** Walker, 59.9s, 72.34 mph. **MGA push rod standard:** 1, Keith Blight, 61.41 mph; 2, Stuart Holley; 3, Malcolm Ellis. **Fastest lap:** Holley, 1m 08.0s, 63.72 mph. **T-types modified:** 1, Brown, 69.27 mph; 2, Dave Saunders (1.3 TC). No other finishers. **Fastest lap:** Brown,1m 01.0s, 71.03 mph. **T-types standard:** 1, Stuart Dean (1.3 TA), 63.04 mph; 2, George Edney (1.3 TB); 3, Jeff Townsend (1.2 TB). **Fastest lap:** Dean, 1m 06.8s, 64.86 mph.

MG All-comers handicap (10 laps): 1, David Humphries (1.3 Midget); 2, Paul Edwards (2.7 Porsche Carrera); 3, Gerry Brown (1.5 TC); 4, Adrian Yates-Smith (2.7 Porsche Carrera). **Scratch winner:** Steve Everitt (1.4 Midget), 9m 20.4s, 77.32 mph. **Fastest lap:** Everitt, 54.7s, 79.21 mph.

MG All-comers handicap (10 laps): 1, Ian Polly (1.8 MGB); 2, Paul Campling (1.8 MGB); 3, John Murphy (1.8 MGB); 4, Peter Chowne (1.8 MGB). **Scratch winner:** Neil Cawthorn (1.6 MGA), 11m 00.3s, 65.62 mph. **Fastest lap:** Cawthorn, 1m 03.5s, 68.24 mph.

Merridale's family trophy

After a great scrap with Laurie Manifold in his 2.1-litre VW, Tony Merridale just held on to BTD at a very well supported autocross run by Cheshunt MC at Jenkins Farm, Navestock, near Brentwood, last Sunday. Merridale managed 2m 4.2s on his first run which beat Manifold by 0.6sec and although Manifold was a mere 0.2sec behind on the second run, both times were a couple of seconds down. Merridale thus collected the Sid Merridale Trophy which he and brother Bob presented to the club some years ago in memory of their father's motor sport activities.

The closest of the class battles was in the 870 Mini class where Stephen Cooper just held off a determined Derek Cleaver by 0.4sec while the quickest Mini man of the meeting was undoubtedly Ian Thomson who returned third quickest time of the 80 cars competing and was only 1sec away from BTD in his 1-litre machine.

The up to 1300cc class went to Keith West by almost 3secs and Roger Fell (1340 Mini) beat Steve Pepper's Sprite by 4.4sec in the over 1300cc class. In the rally car class Glenn Kansley's Escort TC was 3secs quicker than Len Wills's 3-litre Capri.

BTD: T. Merridale (Escort), 2m 4.2s.

Class winners: S. Cooper (Mini), 2m 10.2s; I. Thomson (Mini), 2m 5.2s; K. West (Mini), 2m 6.6s; R. Fell (Mini), 2m 10.8s; L. Manifold (VW), 2m 4.8s; N. Bradshaw (Bradbilt), 2m 7.4s; G. Kansley (Escort TC), 2m 11.0s.

Last but one to Turpin

Mike Turpin from Hereford collected maximum points in the GEC MC's Pitt Autocross, the penultimate round of the RAC series near Stafford last Sunday when he set BTD without any serious opposition.

Turpin, who has a chance of taking second place in the series after a late start to the championship trail, cruised round in his Turpin Special to return 1m 42.9s and finish a handsome 6secs up on the rest of a poor entry.

Mike Spray took the lead in the ANWCC championship after winning the rally car class with his Mini. He beat Ron Aiken's RS2000 by 1.2secs and Tony Webb had 1.4secs in hand over Reg Ashmore in the 870 Mini class. After Ian Semple had handed out a rare defeat to Dick Keen in the 1300cc Escort battle, Brian Betteridge walked away with the rear-engined class in his VW being 5secs up on his old adversary Terry Westley who had been up all night doing a road rally.

A fine first run by Trevor Gravestock left him 5secs ahead of the opposition in the 1-litre Mini class and Pete Robertson took another trophy back to Leicestershire in the over 1300cc class despite breaking a halfshaft on his Escort on his second run.

BTD: M. Turpin (Turpin Special), 1m 42.9s.

Class winners: M. Spray (Mini), 1m 55.3s; T. Webb (Mini), 1m 54.7s; I. Semple (Escort), 1m 54.7s; B. Betteridge (VW), 1m 51.3s; T. Gravestock (Mini), 1m 51.7s; P. Robertson (Escort), 1m 52.8s; D. Humphreys (Mini), 1m 48.3s.

UK robbed at Zandvoort

A strong UK contingent was deprived of an FF2000 race victory at Zandvoort last Sunday when a huge accident on the main straight brought out the red flag on the second lap. Leading at the time was Rad Dougall (Royale), who had qualified third on the grid behind Michael Bleekemolen (Crosslé) and Ross da Salvi di Giaxa (Crosslé).

The accident happened when a driver apparently misjudged his overtaking as he pulled out of the slipstream of the car in front in the middle of a bunch of cars causing a chain reaction which eventually involved a dozen cars. Among those written off were Desiré Wilson's Crosslé while Steve Farthing, Rob Wilson, Kenny Gray and Rick Gorne emerged unscathed.

The wreckage took so long to clear that the race was cancelled. Miraculously, the only injury was a broken leg for Ric van Kempen who was trapped in his Crosslé for 30mins.

NEXT WEEK

Alister Douglas-Osborn, who had already guaranteed himself the 1977 RAC Hill Climb championship, severely bent his car at the final round at Doune on Sunday and was fortunate that his title did not depend on a good result. The quickest on Sunday was Roy Lane after a close duel with Chris Cramer. A full report of the championship's final round and a breakdown of how the leaders scored their points will appear in *Sportscard* next week. There will also be news of last Sunday's Ingliston race meeting and of racing in Ireland.

Northern club championships finally settled

The final rounds of the BARC Northern club racing championships were run at Croft on Sunday and, curiously, not one of the four series winners competed. Formula Ford Champion is Cameron Binnie, who has had a season of fast, always spectacular, and occasionally, downright hairy racing in his Royale-Minister RP21. Special Saloon winner was nineteen-year-old David Farrer who has had a most consistent year with his 1.3 Ford Escort BDA, latterly supported by AET Engineering. Fast and consistent also aptly describes John Kirk who has won the Northern Sports Cars (Scorton) modsports title in the little red Davrian Mk5. Regularity also earns a championship for Dave Muter who won the *Formule Libre* series in his ex-Fittipaldi/Blades/Barton Lotus 69.

Formula Ford 1600: 1, Cameron Binnie, 41; 2, Richard Peacock, 34; 3, Mick Starkey, 26; 4, John Simpson, 25.
Special Saloons: 1, Dave Farrer, 63; 2, Doug Niven, 44; 3, Doug Emms, 38; 4, Gerald Clark, 34.
Modsports: 1, John Kirk, 52; 2, Eddie Falkous, 36; 3, Jon Fletcher, 20; 4, Ron Harper, 20.
Formule Libre: 1, Dave Muter, 52; 2, Andy Barton, 35; 3, Bob Rollo, 33.

● Our thanks to Newcastle's Brian Dalkin who corrected one slight error in our report of the 2CV Cross at Great Leighs (*Sportscard*, September 8). It seems that Jean Pierre Boudevin's accident was not the first in three years of 2CV racing in this country but that Brian broke a wrist and a couple of ribs at Taunton last year. Despite that, however, he still defends it as one of our "safer forms of motor sport".

Thorpe from O'Brien by one minute

Gary Thorpe and Dave O'Brien, both driving Escorts, had a stirring battle last week end on the Uniflo Brent Vale Rally and at the end of 180 miles of competitive motoring were separated by only 1min. Thorpe, navigated by Alan Woodbridge, completed the route with 31m penalty while O'Brien, with Kim Bannister at the maps brought his RS 2000 home on 32m.

Thorpe took an early lead during the first part of the route which contained 49 controls and 17 passage controls but, by halfway, O'Brien had moved into a 2min advantage. This he held until near the end when Thorpe and Woodbridge piled on the pressure to score a narrow victory.

The Opel Kadett of Graham Parker and Nigel Evans was third 7mins adrift and there was more excitement when the next two crews returned identical lateness of 42mins. David Liddell and Mark I'Anson were fourth in their Avenger 1600 and took the semi-experts honours beating Paul Syrett and Geoff Willis (Escort) on furthest cleanest. This tie, and the one involving sixth and seventh place crews was decided as early as the second control.

In sixth place (3mins behind) were Alan Scott and Peter Jackson in a Mexico and Roland Shepherd and Bob Shutler (RS2000), were seventh. Top novices were Colin Henley and Chris Jennings (Anglia) who dropped 80mins.

OULTON PARK

The BARC NW Centre promote a busy eight-race programme this Saturday at Oulton Park. A round of the Lord's Taverners FF2000 championship tops the bill with supporting events for BARC FF1600, Varley Monoposto, SodaStream Sports 2000, Forward Trust special saloons, Britax production saloons, modsports and *formule libre*. Racing begins at 2pm following morning practice.

SILVERSTONE

SUNBAC are the organising club at Saturday's Silverstone meeting which features championship events for Reliant 750F, Atlas F1300, AMHEC Formula Four, FF1600, Mini 850s, special saloons, modsports and *formule libre*. Practice starts at 9am with racing from 2pm.

WISCOMBE

The MGCC are in charge at the delightful Devon venue for Saturday's Wiscombe hillclimb. As this is a club promotion the meeting should be a very relaxed end-of-season event but no doubt the action will still be spectacular and entertaining. Timed runs take place from 2pm following practice in the morning.

MALLORY PARK

The BARC move to Leicestershire this weekend where they stage an excellent club programme at Mallory on Sunday. The most important race of the afternoon is undoubtedly the BP Formula 3 Championship featuring all the top names in the formula including Elgh, Daly, Lees, South and Riley. A full supporting cast has been assembled with races for BAF FF2000, BARC FF1600, Oceanair clubmans, special saloons, production saloons and modsports. Practice takes place from 9.30am with racing from 2pm.

HAREWOOD

The Guyson/BARC hillclimb championship reaches its climax this weekend when it moves to Harewood in Yorkshire for the final round. All the top championship contenders should be there, practising on Saturday and taking part in the deciding runs on Sunday.

MONDELLO PARK

The Texaco Leinster Trophy meeting takes place at Mondello on Sunday with the feature race for Formula Atlantic cars. All the usual Irish names should be there including the McGarritys, Eddie Jordan and Des Donnelly. Supporting events cater for FF1600, Modsports, Mini 7s and modified saloons.

CADWELL PARK

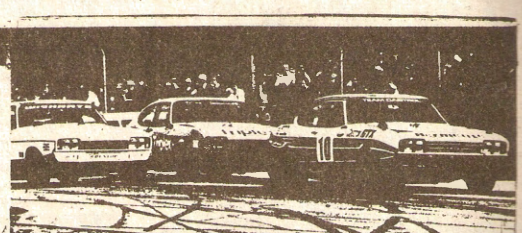
The BRSCC Northern Centre move to the picturesque Lincolnshire circuit on Sunday for a packed eight-race programme with morning practice and racing from 2pm. Races cater for Tate of Leeds FF1600s, Troy Tyre special saloons, Skipton Finance prodsports, Debenhams Escorts, Leyland Mini 1275GT, clubmans, MG 'T' types and *formule libre*.

LONGRIDGE

The Lancashire AC are the organising club for this Sunday's meeting at Longridge. The event includes races for FF1600, special saloons, modsports and *formule libre* among others with practice in the morning and racing in the afternoon.

International events

Date	Venue	Event
Sep 23/25	Cyprus	Cyprus Rally—European Rally Championship for Drivers
Sep 23/24/25	Brands Hatch, England	World Championship of Makes (G5) Special Saloons, Escort Celebrity Race, FF1600
Sep 25	Zolder, Belgium	European Touring Car Championship (G2), F Super Vee, F Vee, F Ford
Sep 25	Monza, Italy	F3

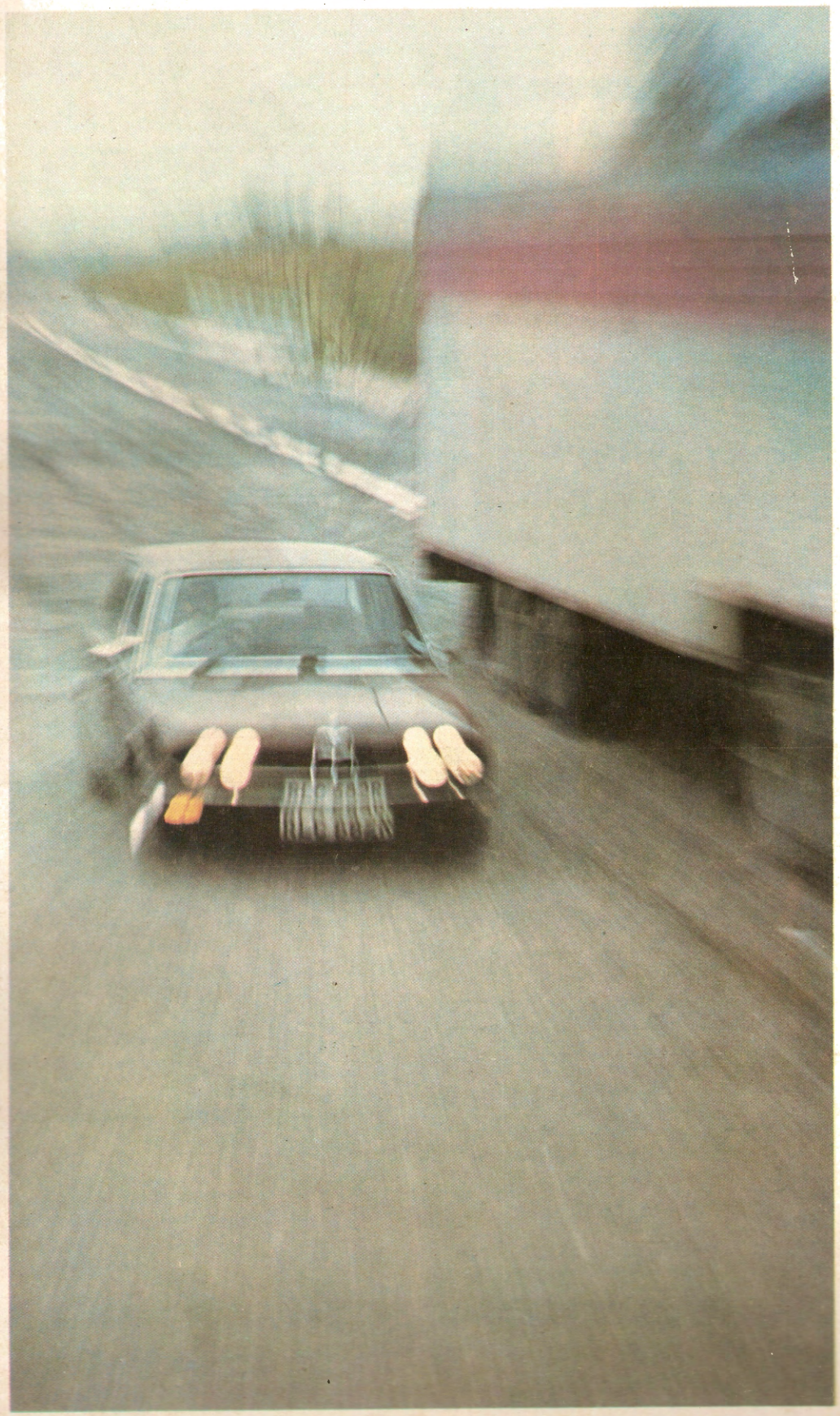


British events

Date	Venue	Event	Status	Club	Start	Details
Sep 24	Silverstone, nr Towcester, Northants	Race Meeting	R	SUNBAC	14.00	Fr, F1300, F750, Special Saloons, F. Libre, Mini 850, FF1600, Modsports
Sep 24	Oulton Park, nr Tarporley, Cheshire	Race Meeting	R	BARC	13.30	FF2000, FF1600, Monoposto, F Libre, Sports 2000, Special Saloons, Production Saloons, Modsports
Sep 24	Wiscombe Park, nr Honiton	Hillclimb	R	MGCC (SW)	14.00	—
Sep 24		Rally	R	S.Scotland CC	—	Bowmaker Autumn Stages—"The Scotsman" Glayva Scottish Rally Championship
Sep 24/25	Blakeney Hotel, Blakeney, Norfolk	Rally	C	Veteran CC of GB	—	Rally of North Norfolk
Sep 24/25	Burgh Heath, Surrey	Rally	R	Southern CC	22.00	Happy Eater Southern Rally
Sep 24/25	Knebworth Park, nr Stevenage	2CV Cross	I	Falcon MC	14.00	2CV Cross
Sep 24	Hillberry TT Course, Isle of Man	Speed Hillclimb	R	Longton & DMC	—	Isle of Man Hillclimb 1977
Sep 24		Rally	R	York MC	—	Raylor Rally—Castrol/AUTOSPORT Rally Championship
Sep 25	Westridge Woods/Ebworth	Rally	R	Stroud MC	—	Ebworth Chase Rally
Sep 25	Carmarthen, Wales	Rally	R	Bridgend AC	—	Golden Dragon Stages
Sep 25	Mondello Park, Co Kildare, Eire	Race Meeting	N	Leicester MC	14.00	Texaco Leinster Trophy Races—F Atlantic, FF1600, Modsports, Mini 7's, Mod Saloons
Sep 25	Blackbushe, nr Camberley	Drag Meeting	N	NDRC	—	RAC National Championship Finals
Sep 25	Post House Hotel, Ipswich	Rally	R	Green Belt MC	09.00	East Anglian Stages Rally
Sep 25	Cadwell Park, nr Louth, Lincs	Race Meeting	R	BRSCC (NC)	14.00	FF1600, Special Saloons, Production Sports, F Libre, Mini 1275, Clubmans, MG T Tyres, Debenhams Escorts
Sep 25	Mallory Park, nr Kirkby Mallory, Leics	Race Meeting	R	BARC	14.00	BP F3, BAF FF2000, FF1600, Special Saloons, Production Saloons, Modsports
Sep 25	Longridge, nr Preston, Lancs	Race Meeting	R	LAC	13.30	FF1600, Special Saloons, Modsports, F. Libre
Sep 25	Harewood, nr Leeds, Yorks	Hillclimb	R	BARC (YC)	—	Guyson/BARC Hillclimb Championship
Sep 25	Hillfoot Farm, Tullybacart, Coupar, Angus (MR49/225352)	Autocross	CP	750 MC (Scot)	10.30	Barnett Memorial Autocross
Sep 25	Park Farm, Dormston, Inkberrow, (MR131/977575)	Autocross	R	Hagley & DLCC	13.30	September Autocross—RAC National Championship
Sep 25	Stone Lodge Farm, Stone, Dartford, Kent	Autocross	CP	Dartford & DMC/Borough 19 MC	14.00	—
Sep 25	Scots Gap, nr Morpeth	Autocross	R	Cramlington & DMC	14.00	Journal/ANECCC Championship
Sep 25	Parrots Farm, Burgh Heath, (MR187/2544574)	Autotest	CP	Surrey SMC	—	Silver Jubilee Autotests
Sep 25	Heston Services, M4 (MR176/113778)	Autotest	R	Harrow CC	10.30	Moss Trophy Tandem Autotests
Sep 25	RNAY Wroughton, nr Swindon	Sprint	R	Cheltenham MC	—	RAC/Welsh/AMMC Championships
Sep 25	Hop Farm, Bexley (MR188/702603)	Sporting Trial	R	Maidstone & MKMC	—	Bossom Trophy Sporting Trial—RAC/Sempert/BTRDA Championships

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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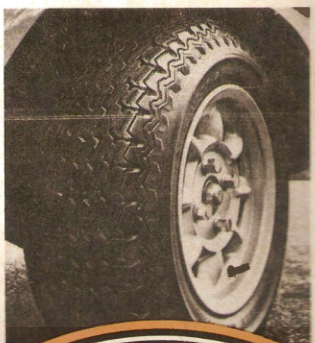
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