Autosport

INSIDE: PRODUCTION CARS IN COMPETITION

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Castrol 77 to Vauxhall

Thrilling ShellSport finale □ Daly's F3 Donington □ Private Ear

Autosport

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Change for the better

It is apparent that the format of most British national race meetings has become increasingly monotonous in recent years. The chances of seeing the same mixture of saloons, single-seaters and sports cars on two consecutive weekends are now very high. The problem is described by John Webb of Motor Circuit Developments as one of "repeat-content championship meetings."

In consultation with Peter Browning of the BRSCC and a number of other interested parties, Webb has devised a ten-point plan in an effort to combat the increasing monotony of these repeated meetings—and the repetition is felt not only by spectators, but also by competitors. At present his plans, as announced this week *(Sports Extra),* are very much in outline form, but the aims are commendable and far-reaching.

A drop in crowd figures at race meetings earlier this year, particularly around the Jubilee period, prompted circuit owners and organising clubs to get together and consider ways in which the format of the season's championship calendar could be improved. When this fall in attendances gave way to an upward trend towards the end of the year, however, it did not prevent the personnel of MCD and the BRSCC from continuing their efforts to improve their race meetings.

The most fundamental change in the format of MCD meetings for next season—and, as far as we know, these radical changes relate only to MCD circuits—is the attempt to give each meeting an individual flavour. For instance, there will be historic meetings on a scale not seen on MCD ground before, saloon and sports car festivals—and even night racing returns to Snetterton. . . again. Each circuit's programme will feature only a couple of similar events.

If the theory behind them is correct—and we believe that it is—the effects of these changes will be immense. The work of the circuit press officer will be made easier, as he will not be promoting the same old championship menu time and again; consequently, the potential publicity value of our sport will grow. The interest of the spectator will be aroused as he begins to understand the many facets of motor sport in a much clearer manner. And the competitors will find much to please them, particularly, perhaps, the opportunity to race more often with their 'own folk'. The historic fraternity, for instance, enjoy the easy-going atmosphere of an exclusively historic meeting much more than being squashed at one end of a paddock full of other formulae.

Refuelling pit stops, co-drivers races (the precise definition of which we are still awaiting) and extra-distance 'Superounds' (and that is certainly a Brands-inspired word!) are all designed to add interest for both competitor and spectator.

There is no doubt that much thought has already gone into this reformation, but there is still much more to be done. At this early stage, however, we welcome the efforts of John Webb and Peter Browning to revitalise motor racing's appeal and look forward to congratulating them on the results.

cover picture

Team Toyota Europe's 2-litre Corolla finally came good on Saturday's Castrol '77 rally after suffering mechanical disasters on its three previous outings on *Motor*/RAC events. A puncture on the penultimate stage of the rally, however, robbed Hannu Mikkola and Arne Hertz of what appeared to be certain victory. The tyre blow-out at 90mph caused the car to go off the road and the time lost dropped then down to fifth overall. Report: page 31. Photo: Hugh Bishop.

next week

Jeff Hutchinson's full report of the final round of the World Championship, the Japanese Grand Prix—The career of Irish F3 star Derek Daly—Full preview of the final round of the European F2 series at Donington—Profile of rallying and rallycross star John Taylor—Kickstart—Citroen D Special road test

edited by Nigel Roebuck

Confusion over Tricentrol G1 title

The final round of the Tricentrol RAC British Saloon Car Championship—which most people hoped would be at Brands Hatch last Sunday—will, in fact, take place at 31 Belgrave Square this afternoon (Thursday). An RAC Motor Sport Division Tribunal has been called to consider an appeal by British Leyland querying two aspects of the point-scoring system adopted this season.

Although the same system has been in use all year—and teams have received a regular flow of points from the RAC's official scorer, Mike Kettlewell—Leyland chose to lodge an appeal only a couple of weeks before the last of the championship's 12 rounds. One effect of this was that it was impossible to declare a champion following the exciting final round at Brands on Sunday.

If the system as adopted all season—and repeatedly ratified at Race Committee meetings—is upheld, the British Saloon Car Champion will be Chrysler's Bernard Unett with 49 points from Leyland's Tony Dron (48). If, however, the Leyland appeal is upheld, Dron comes out on top by half a point.

The first problem concerns the wording in the RAC *Motor Racing Championship & Formulae* booklet of the regulation regarding the points awarded for the fastest laps. For class-structured championships it states that "an additional one point will be awarded for the fastest lap in each class". While the wording suggests that, when two or more drivers are credited with fastest lap, the point should be *shared*, this was not the RAC's intention, and Kettlewell has awarded the full quota of points to everyone when shared fastest laps have occurred. His decision to do so was supported in writing by the RAC in March.

Now Leyland are saying that the points should be shared. All Dron's fastest laps have been his sole property, but Unett has shared three of his with Richard Longman, which means he would have to lose 1½ points and drop behind Dron.

It is possible, too, that if another rule were to be applied, further points might have to be surrendered. The regulations state that, "in order to qualify for points, a competitor must be classified as a finisher". So what happens if someone sets the fastest lap in class and then retires, as Unett did in the opening round of this year's series?

The same problems could also arise in the manufacturers' championship, which is an integral part of the Tricentrol G1 series, for Leyland also stand to win that. They are currently placed behind Ford and Chrysler—if point-sharing for fastest laps is applied.

It seems unfortunate that a system which appears to have been accepted by all for most of the season should suddenly come under investigation at this stage, and most people involved hope that common sense will prevail and that the system as instigated at the beginning of the year will be upheld today.

Two Ligiers at Fuji—and in 1978?

The Gitanes-Ligier-Matra team—for the first time since it was established at the start of the 1976 season—is to run two cars in a Grand Prix. The team has had three race-ready JS7 chassis built up since August, and next weekend at Fuji (preview: *Racecard*) Jean-Pierre Jarier will race alongside regular driver Jacques Laffite.

However, this does not mean that Ligier will have two Formula 1 cars next year. Its chances of doing so depend on several factors, not least the continued support of Gitanes. SEITA—the company which manufactures Gitanes cigarettes—is awaiting the outcome of new legislation which is designed to restrict the exploitation by tobacco companies of sports sponsorships. The decree currently being discussed at parliamentary level in France has not yet become law, but it is worrying Gitanes, apparently. For several years we in Britain have been working with cigarette sponsors under a voluntary agreement made between the Department of Health and the Tobacco Advisory Council, which represents the manufacturers. However, if the French decree does become law, SEITA would either have to diminish its support of the team or pull out altogether.

If Gitanes do pull out, it seems that Laffite might be released to drive for Elf Team Tyrrell, according to the remarks of Didier Pironi (see 'Pironi's GP plans'). Presumably, therefore, it could also mean the end of the Ligier F1 programme.

There are, however, two possible factors which could save the team. Team owner Guy Ligier and team manager Gerard Larrousse would naturally seek alternative sponsorship, if they are not already doing so. And Jean-Luc Lagardere of Matra is hoping to be able to offer the team direct financial support in 1978; Matra's decision on this is to be taken on October 26.

The Ligier/SEITA contract expires after next Sunday's Japanese Grand Prix. However, if it can continue, SEITA has told Ligier it would re-sign for three more years of Grand Prix racing.

If both SEITA and Matra are able to support the team next year, then there is a strong likelihood that Ducarouge will be running two cars. Laffite would certainly drive one of them, and Jarier is one of several French candidates for the number two seat.

● The President of the Automovil Club Argentina, S Cesar Carman, is in London next week for talks with Bernie Ecclestone of the F1CA to finalise the financial arrangements for the forthcoming Argentine Grand Prix, to take place at Buenos Aires on January 15. Apparently, the ACA's offer to the F1CA will be around US$600,000, the same sum as last year. Carman is determined to retain all the ACA's rights to the race, saying that "We would never cede the rights to an ordinary commercial enterprise"—the F1CA—"because the Grand Prix is a major international sporting event, not a business concerned solely with money".



René Arnoux: F1 debut in April.

F1 Martini tests soon

René Arnoux, the new European Formula 2 Champion, told us at the weekend that work on his new Ford-Cosworth powered Martini Formula 1 car is progressing well, and that he hoped it would be ready for testing before the end of the year. Initial tests will be carried out at Magny Cours, Paul Ricard and Dijon.

Arnoux was doubtful that the car would race before next April, however, its probable debut being at Long Beach or Fuji. The team's sponsorship arrangements have not yet been finalised, but Arnoux is confident that there is no problem here.

Pironi's GP plans

Didier Pironi seemed very content about his Formula 1 prospects at Paul Ricard over the weekend. Like Ken Tyrrell and René Arnoux, the young Frenchman was at the circuit to act as a judge in the Renault European Championship Finals. Is he definitely going to Tyrrell? "Well, it looks good for me at the moment. There is more than a 50 per cent chance, let us say. Really, the drive will go to Ronnie Peterson or me—or possibly Jacques Laffite if Gitanes decide not to continue their sponsorship of the Ligier team. Either way, I will know for sure in about a month. I also have the chance maybe to go with Ensign or Surtees, but of course I would prefer to go with Ken."

Eddie out of Ferrari?

It seems that 19-year-old American Eddie Cheever is to continue with Ron Dennis's Formula 2 team next year, once again at the wheel of a Ralt-BMW.

At one time, Cheever was strongly tipped to be joining Carlos Reutemann in the Ferrari Grand Prix team, but Gilles Villeneuve was preferred. In the meantime, Eddie had signed a Formula 2 contract with Ferrari, along with Formula 3 hot-shoe Elio de Angelis. It is believed that his dealings with Ferrari—including the contract—are now at an end.

Book now for the Grand Prix

If you want a grandstand seat for next July's John Player British Grand Prix at Brands Hatch, we advise you to act very, very quickly. The newly issued Advance Booking Forms indicate that four of the 13 available grandstands have been completely sold out, and John Webb of Motor Circuit Developments tells us that he does not expect the remaining stand seats to be available for more than a few days once the forms are in circulation. That's now.

Covered seats cost £10, uncovered seats £6. Send off an SAE to Brands Hatch Circuit Ltd, Fawkham, Dartford, Kent DA3 8NG, without delay.

Donington looks good

The BRSCC Midland Centre is well oversubscribed for the final round of the European Formula 2 Championship at Donington Park on October 30. As well as the three works Martini-Renaults, whose appearance we predicted last week, among the front-running F2 drivers in the £40,000 race will be Eddie Cheever (Project Four Ralt-BMW), Riccardo Patrese (Trivellato Chevron-BMW), Bruno Giacomelli (works March-BMW) and Elio de Angelis (Minardi Ralt-Ferrari). Only 24 cars will start the 65-lap race.

Admission to the biggest event to be held at Donington since the famous circuit was reopened by Tom Wheatcroft costs £3.00 (children £1.00), which sounds like a snip to us. There will be a free bus service on race day, operating on the hour from Derby and Long Eaton railway stations. Full preview next week.

Kauhsen wants F1

Willi Kauhsen's Kauhsen-Renault Formula 2 team cars are unlikely starters at the final European round at Donington at the end of the month. Kauhsen, apart from the Japanese Formula 2 race at Suzuka early in November, is calling a halt to his operations this year in order to concentrate on next season.

It is likely that he will continue with the Renault-engined F2 cars in 1978, but is still seeking a driver. He wants a top-ten F2 driver from this year, but points out that none is available.

What could tempt a driver over to the Aachen-based team is the fact that Kauhsen's real aim is to go into Formula 1 in 1979. To this end, he has already been investigating the possibility of buying out an F1 project, and recently visited Ron Tauranac in order to try for the new Ralt. However, that is already slated for Teddy Yip.

It now seems possible that Kauhsen will visit Bolton with a view to taking on the much-denied Chevron F1 plans. Or has he already been to Tiga (see separate story)?

French to stage an F3 comeback

Renault finally made the big announcement over the weekend that they are to enter Formula 3 in a big way next year, with a brand new engine. In addition, the company confirmed that the old Formule Renault and Formule Renault Europe (Super Renault) are to be scrapped, and a new Formule Renault midway between its predecessors will replace them.

Renault will make the 2-litre F3 engines available to private buyers, exactly as Toyota, Triumph and BMW have done. But it was made clear that they will not be sold to other than serious competitors who are thought to be capable of winning F3 races.

The engine is to be based on the unit used in the firm's 20TS road car (which is to be announced shortly), and the development work on it has of course been done by Renault-Gordini. There will be a 'Renault Cup' within next year's FIA European Formula 3 Championship which will be open to all users of the engine.

Initial testing of the engine will be carried out by Didier Pironi, using a Martini chassis similar to the one with which he won the Monaco F3 race last May. Tico Martini still has the Toyota-powered Monaco chassis, and Pironi will do back-to-back tests at Magny Cours.

The works F3 Martini-Renault will be driven in next year's European series by Alain Prost, who clinched the FSR title at Paul Ricard last Sunday.

New Tiga F1 car

Ron Tauranac's Formula 1 Ralt will not be the only new Antipodean-inspired Grand Prix car on the World Championship circuit next year, for the Tiga Racing Cars firm is nearing completion of its own Ford-Cosworth DFV powered single-seater.

Tiga—the Reading-based company established by Australian Tim Schenken and New Zealander Howden Ganley at the beginning of last year—was approached by a European-based motor racing sponsor to design and build the F1 car. Neither of the former Grand Prix drivers is willing to be drawn on the matter of the identity of their client, however.

The monocoque chassis of the new car was completed late last week, and Tiga are at present finalising work on the suspension. The firm has taken delivery of a DFV and Hewland gearbox, and work is at an advanced stage on all the systems, leaving the bodywork the only major fabrication to be finished. Schenken told us that they expect the car to be running in six to eight weeks, and that after shakedown runs at Goodwood the new car will be shipped over to France for the F1CA test sessions at Paul Ricard in December.

The bulk of the design work has been done by Ganley, who will also be doing the development testing. The car features a rising-rate front suspension system (conventional rear) and has its water and oil radiators positioned similarly to the Ferrari 312T2. It is wide and long, and, in the words of Schenken, "You might say it has a McLaren-inspired suspension and Ferrari-inspired body, with some Lotus thinking".

Apart from stressing that the new Tiga-DFV was to be raced in Grands Prix as opposed to the new MCD national formula, Schenken would not comment on the car's ultimate destination.

Tiga are also at present completing repairs to the March 761 chassis which they have extensively modified for Tonio Hildebrand's F&S Properties team. This car was the property of John Macdonald's RAM team, which entered it on behalf of F&S in the European Grands Prix until the two concerns parted company a couple of months ago. F&S bought the car, and Tiga sold Hildebrand a development programmme on it, incorporating a longer wheelbase (5½in) and wider track front and rear (5in). Ganley designed a new nose for the car, a narrow one with canard fins to replace March's original wide unit, and reworked the original water cooling system, including fitting new light aluminium rads.

Dutch ex-F3 driver Boy Hayje looked like qualifying the car well up last Sunday's Group 8 grid at Brands Hatch, but during the second practice session on Saturday he lost it coming out of Graham Hill Bend. Damage included minor creasing to the left front of the monocoque and some bent suspension pickups, and the F&S team elected not to start. When the repair is complete, the March will be put up for sale.

Prior to Brands, Ganley was lapping Goodwood in the 1m 8s bracket during testing, and both he and Hayje have declared the modified car easier to drive than the conventional 761.

Boy Hayje's Tiga-modified March 761 at Brands last Saturday.





Allison's F5000 Chevron—en route to Australia.

F1 test for Allison

Australian Formula 5000 driver Bruce Allison, who purchased the Team VDS Chevron B37 following the last Rothmans series in Australia and brought it to Britain in order to contest the ShellSport International Group 8 championship, is to have a Formula 1 test with Team Surtees in the next couple of weeks.

Allison, although he brought over with him a reputation for wild driving, has been enormously impressive in the ShellSport series, qualifying on the front row and leading several races. He has not scored a win, but has showed that he learns circuits extraordinarily quickly, which is a sure-fire sign of considerable talent. The unique Nicholson/Chevrolet-powered B37 has proved surprisingly competitive against the ShellSport Formula 1 cars in his hands, so we look forward to the outcome of the Surtees tests with interest.

Meanwhile, Bruce's Chevron will shortly be on its way back to Australia, where Allison will be contesting the forthcoming Rothmans championship. The car will be run down-under by John Macdonald's RAM team, which has recently been solving Allison's financial problems by administering the car in the final British G8 races.

At the end of the Rothmans series, Bruce will sell the car and return to Europe, and if the Surtees test comes to naught he hopes to take up an offer of a British national F1 drive.

Oliver to form own GP team?

Shadow Team Manager Alan Rees told us earlier this week that it is still not certain that Alan Jones and Riccardo Patrese will drive its Formula 1 cars in 1978. Meanwhile, our American Editor reports that Shadow boss Don Nichols has confirmed in the USA that he is talking also to Gunnar Nilsson and Hans Stuck. "But we can't sign a driver without the proper sponsor," said Nichols. "Without a major budget—and that's a million-dollar budget for the type of driver we're talking about—you simply can't enter into the testing and development programmes necessary to run a top Grand Prix team."

Nichols is in the unenviable position of seeking sponsorship both for the Shadow F1 project and for the team's proposed USAC programme. "Potential Formula 1 sponsors have been more responsive. If we knew why, we would press on these areas at Indianapolis. We really want to do it."

On his USAC proposals, Nichols said that, unless he gets a major sponsor, he will postpone the scheme until 1979. If he does get the backing, Shadow will run adapted versions of the 1975 DN5 chassis, powered by 'DFX' engines which the team will develop themselves from their existing stock of F1 DFV units. No driver has been mentioned for the Shadow USAC team. However, should Nilsson sign for the F1 team his apparent love of oval racing (see separate story) would make him a likely candidate when GP commitments allow.

A key figure in the future plans of Shadow could be Jackie Oliver. The former Lotus GP driver, who has driven for Shadow on occasion this season but whose primary role with the team lies in the area of sponsor liaison, did not accompany the team to Watkins Glen and Mosport for the two North American Grands Prix. He is now rumoured to be starting his own enterprise.

It seems that Oliver is thinking about forming his own Grand Prix team, and there are stories that he will buy two of the Lotus 78 F1 cars raced by the John Player team in 1977 for Nilsson to drive next year.

No RS01 at Fuji

First they were going, then they weren't—now Renault competitions boss Gerard Larrousse has definitely decided *not* to take Jean-Pierre Jabouille's turbocharged Renault RS01 Formula 1 car to Fuji. Larrousse's decision was taken in the light of the 1977 record of the 1½-litre V6 engined car, which has had four retirements in four races. Clearly, the team has a lot of work to do, and not much time to do it in. "We need to make many modifications to the car before the Argentine GP in mid-January", said Larrousse, and we must make them *and* test them if we are to be fully prepared. They are essential to improve the performance of our engine".

● It seems that our new World Champion, Niki Lauda, telephoned his decision also to miss Fuji to the Ferrari team. Said Niki, "I do not feel in a condition to participate in the Japanese Grand Prix".

No FISA yet

The proposed reform of the Commission Sportive Internationale, which would give the body administrative and financial independence within a yet to be defined restructuring of the Federation Internationale de l'Automobile, does not look like being implemented until 1979 at the earliest. This is the best kind of news for Bernie Ecclestone and his colleagues in the Formula 1 Constructors Association, who have frequently voiced their disapproval of what they see as 'power-building' by M Jean-Marie Ballestre of the FFSA. Ballestre sees the reconstituted CSI as an administrative force to counter the influence of the F1CA.

Incredibly, this business goes back to June 1975, when a reform of the CSI was put to the CSI Assembly by the Italian delegation. The Italians' resolution was accepted by the Assembly, and adopted by the CSI Bureau, which stressed that "such a reform involves close study and consultations, the outcome of which should be discussed at the FIA General Assembly."

The study and consultations dragged on somewhat. Two years later—last June—the CSI Bureau revealed that it had finally concluded that this kind of reform would only be effective within a revised framework of the FIA itself. The Bureau proposed that the FIA/CSI should consist of two completely autonomous bodies concerned respectively with traffic and tourism, and motor sport.

Finally, last month a Bureau meeting instructed its president, M Pierre Ugeux, to arrange for the matter to be placed on the agenda for the FIA General Assembly in Paris last week. Last Friday, the FIA issued the following statement:

"The General Assembly of the FIA, meeting in Paris on October 14, adopted a resolution whereby it accepts the *principle* of a reform of the CSI within the framework of the FIA and *tending* towards giving the CSI exclusive competence and powers for all decisions relating to the organisation and management of international motor sport, admitting into the CSI all members of the FIA which exercise a sporting activity, and granting to the CSI budgetary and administrative autonomy in order that it can perform its functions with a maximum of efficiency.

"The Assembly created a Working Group whose task will be to prepare a draft text of the desired reform, and asked this Group to be ready to report on its mission by April 10, 1978. The first meeting of the Group will take place in mid-November in Paris." The italics are ours.

We read this to mean that the FIA has by no means committed itself to the CSI reform, and there are grounds for assuming that there are factions within the FIA which oppose it. It seems likely that these factions have been powerful enough to delay the reform very substantially. The Working Group—which consists of three members of the FIA Bureau plus M Ugeux, M Ballestre and M Boeri for the CSI—will report four days before the next FIA General Assembly, which is scheduled to take place in Melbourne, Australia, on April 14. There is therefore no way that the reform—if it does indeed get through the Melbourne Assembly—can be implemented before 1979.

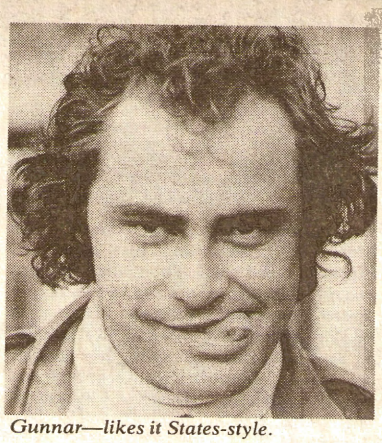
Meanwhile, Ballestre, frustrated for the present in his efforts to establish the reconstituted CSI (to be called the Federation Internationale Sport Automobile—FISA), has become the new head of the CSI's Formula 1 Working Group, replacing Tom Binford. The other members of the Group are Messrs Boeri and Corsmith (for the CSI), Currie and Chevalier (for the GP organisers), Ecclestone and Mosley (for the F1CA) and John Hogan of Marlboro and Francois Guiter of Elf (for the sponsors).

CanAm confirmed till 1980

Very encouraging news for the CanAm, which should ensure that the SCCA's controversial new sports car formula will have a long future. Last Monday it was announced in America that First National City are not only to sponsor the series again in 1978, but will also do so in 1979 and 1980.

The prize fund has been increased, too. This season, about half the CanAm events have had a purse of US$30,000, but next season all the qualifying races will carry $45,000 or $75,000.

In addition, the SCCA announced that they have completed three-year contracts to run CanAm races at no fewer than ten circuits in Canada and the USA.



Gunnar—likes it States-style.

Oval fan!

John Player Team Lotus Formula 1 driver Gunnar Nilsson, according to an interview published by our American friends at *National Speed Sport News*, has fallen for oval racing in a big way. Gunnar—who had his first taste of this type of racing in the recent Michigan IROC race, and finished sixth in last weekend's twin IROC events at the Riverside road circuit—is very enthusiastic. "It's fantastic—a lot of fun, a lot more than I thought it would be. And now I understand why Mario (Andretti) is such a smooth driver, the smoothest in Formula 1. Oval racing demands smoothness. There's a lot more to it than I thought, too, and it takes really something to go fast. I found it very satisfying."

NASCAR king Richard Petty was impressed with Gunnar, apparently. "He was a real quick learner. I could actually see him picking up places out there at Michigan. The only reason I beat him was that I made him go a little too hard into the last turn, and that's just lack of experience."

Briefly . . .

● Italian Formula 3 whizz-kid Beppe Gabbiani—the winner of the August Bank Holiday F3 race at Silverstone—could be in real trouble following his latest exploits in the Vallelunga event on October 9. Gabbiani socked race leader David Kennedy's Argo off the road, and cartwheeled his Chevron in the process. And this was his sixth accident in Italian F3 races this year! It seems that Beppe now has to appear before the Italian Sporting Commission, and could possibly lose his racing licence.

● Congratulations to Richard Longman, whose Group 1 class win at Brands Hatch last Sunday—an absolutely vital aspect of Leyland's bid for the overall Tricentrol championship title—was his 100th race victory at the wheel of a Mini.

● Adrian Russell had another outing at Brands on Sunday in the Roger Heavens-run March 762 which Pablo Brea and Hervé Leguellec used occasionally earlier in the season. Adrian has raced his ex-Mallock Lola T450/460 in G8 races with a Swindon-BDX in the back. However, a New Zealander has approached Russell to buy the car for use in the NZ Formula Pacific series, and Adrian has been looking for a replacement. The redundant March was located and a deal was made for Russell to do the final two G8 races in the car. He now hopes to buy the March for use next year in the new F1/F2 series.

● The 1976 IMSA Camel GT Champion, Al Holbert, who also clinched the 1977 title at Monterey on October 9 (*Racecard*), has announced his intention to drive in NASCAR Grand National stock car races next year.

● Our conversations with Tiga revealed that the company is currently involved with a number of interesting rebuild projects, including Georg Loos's Mirage-DFV sports car, the Gulf team car crashed by John Watson at the Nürburgring in August, 1974; this is the sister car to the Mirage raced in last Sunday's Riverside CanAm by Don Pike (*Racecard*). Tiga are also working on two F1 cars, on the ex-James Hunt Hesketh-March 731 and the ex-Ronnie Peterson works March 761.

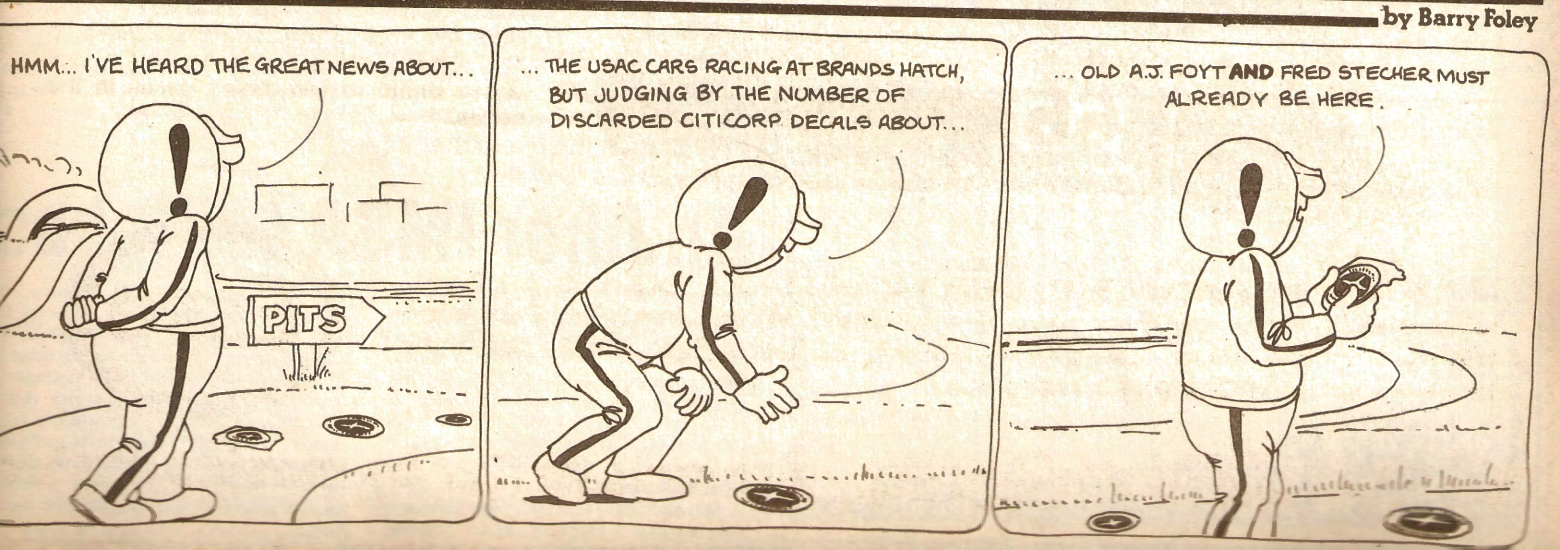
● The promising 22-year-old American Formula Atlantic driver Price Cobb, one of few men to have challenged the supremacy in that formula of Gilles Villeneuve, has signed a three-year contract for Dave Morris's Ecurie Canada team. Cobb therefore fills the vacancy left by Villeneuve's departure to the Ferrari Formula 1 team.

● Jorg Obermoser has sold his entire Toj works project to a German manufacturer of rollover bars, merely retaining a driving interest for 2-and 3-litre sports cars.

● Clemente Silva, the unfortunate Portuguese driver who was killed instantly in the closing minutes of last Sunday's Group 2 race at Estoril (*Racecard*), was the 1975 Portuguese Group 1 champion, and last season took to hillclimbing with a G4 Porsche Carrera, achieving equal success. This year, Silva had driven an Alfa Romeo 2000 GTV throughout the Portuguese national season.

catchpole

by Barry Foley



Alpina beat Luigi in G2 Estoril

In the continued absence of the Leyland Jaguars, it was no surprise to see the Gösser Beer-sponsored Group 2 Alpina BMW of Dieter Quester comfortably fastest in practice at Estoril last weekend. It was, however interesting to see the wealthy Italian leather-trader, Umberto Grano, backing up Dieter in the car to good effect, following his 'disagreement' with the Luigi team in the previous European Touring Car Championship race at Jarama, run the previous weekend. Luigi Cimarosti's team had their share of problems during practice, losing one engine in the Joosen/de Wael car in the first session and another in the Dieudonné/Xhenceval machine just as Pierre went out on qualifying rubber in the second. But the Luigi BMWs were second and third fastest in qualifying ahead of the Facetti/Finotto Imberti car. Helmut Kelleners (Eggenberger BMW 320i) was the fastest 2-litre driver in practice, a couple of seconds quicker than Willi Bergmeister's rapid 1.6-litre Jägermeister Scirocco. The majority of the grid was made up by slow Portuguese G1 cars.

The race started on a dry track and Quester soon established the green BMW in the lead with Joosen, Facetti and Xhenceval swarming after him in their stripey red and white examples. Joosen had to pit on lap 11 though, as the fuel pump was playing up, which delayed the Belgian jeweller by two laps. After an hour, Quester held a steady 31secs advantage over Facetti with Xhenceval third, a lap in arrears after a pitstop to change a flat tyre on lap 33. Brun led the 2-litre brigade in fourth position with Helmut Henzler in the VW and Joosen in hot pursuit, all two laps behind. Up to tenth already was the 43/70 team AlfaSud of Juan Zampa, the leading 1300cc car.

On lap 48 Carlo Facetti pitted, refuelled and handed over to Finotto and, just after Martino rejoined, the rain arrived, forcing him back in for wet tyres. Quester was the next to pit, the Alpina mechanics changing his car to wets with superb precision and speed, while Xhenceval was relieved by Dieudonné in Luigi's somewhat more relaxed stop. After two hours, therefore, Quester was a lap up on Finotto, with Dieudonné a further lap down in third place. Dieudonné was showing great form in the wet and catching even Quester during the worst of the storm. Claude de Wael was running a reliable fourth ahead of Kelleners, although the latter's Heyco-BMW had lost its shadow when Bergmeister's VW retired with its umpteenth broken gearbox of the season.

On lap 79 Quester stopped again, this time Grano rejoining just ahead of Finotto on the road. The Italian ace was proving that there is truth in the saying 'there's no smoke without Finotto' as he piled the pressure on the Alpina driver, eventually passing his former team-mate, albeit briefly. Grano closed up again and neatly barged Finotto off the circuit, damaging his own wheel in the process!

Having fitted a new wheel, Grano charged out again, some 21secs behind his countryman with Dieudonné a further 24secs back in third place and going ever quicker in the awful conditions, which were to make the race run late with tragic results.

After three hours, Facetti took over the wheel of the Imberti car promoting Grano to the lead once more, re-entering the fray some 35secs behind and now only 14secs clear of Dieudonné. An exciting finish looked to be guaranteed as Facetti, on superior Dunlop wets, closed right up on Grano.

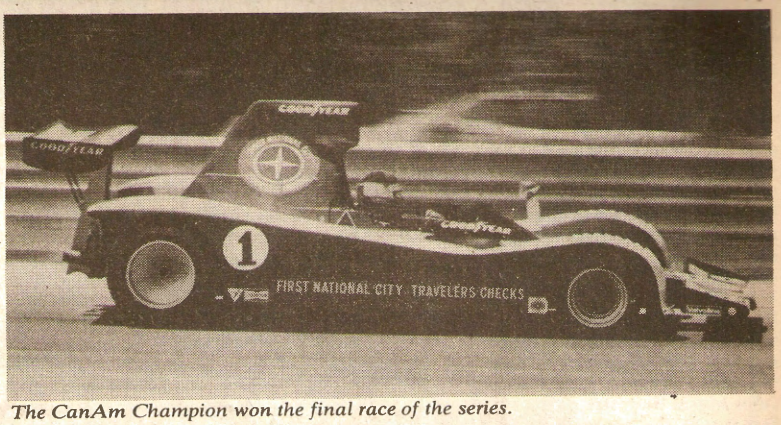
With only a few laps to go the race ran into virtual darkness and, simultaneously, Grano ran into electrical problems—his headlights flickering, then failing altogether. In fact, with only five laps to run, Grano had only 3.5secs in hand over the wily Facetti, with Dieudonné only 17secs behind the second Italian. Sure enough, as lights became really necessary, Facetti sped through and sailed comfortably away from the tired Grano, his passing manoeuvre being accomplished in true Brambilla-style.

As the four-hour duration limit drew close, a Portuguese Alfa Romeo GTV driver decided to abandon his car opposite the pits and to make his way across the track to safety. Alas, while he was traversing the circuit, the nearly invisible Grano hurtled through at barely unabated pace with fatal consequences to the poor local driver.

This obviously put a damper on the whole event and, as the flag went out, the final order behind the winning Facetti/Finotto car, was Quester/Grano (11secs down), Dieudonné/Xhenceval (19secs), Joosen/de Wael (5 laps), Kelleners/Brun (9 laps down after a trouble free run), Stocker/Siegrist (12 laps), Fornera/Franz (15 laps behind in their Alfa Romeo GTV), de Bagration/Orlandis (18 laps down with a new Alfasud Sprint) ahead of Breard/Zampa (21 laps) and Mirer/Vanoli (28 laps behind). Kelleners and Brun won the 2-litre capacity division; Stocker and Siegrist took the Sekurit Scirocco to another win in the 1600cc class; and Jorg de Bagration won the smallest section with Orlandis.

EUROPEAN FORMULA 3 CHAMPIONSHIP
Final table

		Nat	Mar 20 Paul Ricard (F)	Mar 27 Nurburgring (D)	Apr 11 Zandvoort (NL)	Apr 24 Zolder (B)	May 08 Osterreichring (A)	May 29 Imola (I)	Jun 12 Enna (I)	Jun 26 Monza (I)	Jul 24 Croix-en-Ternois (F)	Aug 07 Knutsdorp (S)	Aug 21 Kassel-Calden (D)	Aug 27 Donington (GB)	Sep 18 Jarama (E)	Oct 09 Vallelunga (I)	Total points
1	Piercarlo Ghinzani	I	4	9	4	9	6	9	6	3	—	—	—	3	4	4	61
2	Anders Olofsson	S	3	6	9	—	9	2	—	—	1	9	4	—	3	—	46
3	Nelson Piquet	BR	—	—	—	—	4	—	—	—	4	6	9	1	9	—	33
4	Beppe Gabbiani	I	9	—	1	—	—	—	—	6	6	4	—	—	—	—	26
5	Oscar Pedersoli	I	—	—	—	—	—	6	9	—	—	—	—	—	—	9	24
6	Piero Necchi	I	1	1	—	6	—	4	—	4	—	—	—	—	—	6	22
7	Elio de Angelis	I	—	—	—	—	3	3	—	9	—	—	—	—	—	3	18
8	David Kennedy	IRL	—	—	3	2	—	—	—	—	—	—	6	—	6	—	17
9	Derek Daly	IRL	—	—	—	—	—	—	—	—	9	—	—	4	—	—	13
	John Nielsen	DK	2	—	6	—	—	—	—	—	—	2	3	—	—	—	13
11	Bertram Schäfer	D	6	—	—	—	—	—	—	—	3	—	—	—	2	—	11
12	Brett Riley	NZ	—	—	—	—	—	—	—	—	—	—	—	9	—	—	9
	Eje Elgh	S	—	—	—	3	—	—	—	—	—	—	—	6	—	—	9
	etc.																



The CanAm Champion won the final race of the series.

Tambay and Jones at Riverside

The ninth and final round of the SCCA's revamped Citicorp CanAm Challenge series was run at the Riverside circuit in California last Sunday, and resulted in another victory for the 1977 champion Patrick Tambay.

At the wheel of the First National sponsored Jim Hall/Carl Haas Lola T333CS, Tambay qualified on pole position yet again, but only barely, for Alan Jones went very quickly in the Dodge-engined Shadow DN6C sports car. Peter Gethin qualified the VDS team's Lola T333CS third fastest just ahead of George Follmer (US Racing Lola T332C) and Elliott Forbes-Robinson (Paul Newman/Bill Freeman Lola T333CS).

Jones made the best start, and led the first eight laps in the F5000-converted Shadow. However, the Australian then lost third gear and as Tambay powered past into the lead he retired after 11 laps. Save for his pitstop, the French driver led the remainder of the 60 laps.

Gethin took over second place but hit one of Riverside's inverted-tyre course markers, damaging the VDS car's nose section; later, he did it again, and had to make a pitstop. When running fourth, Forbes-Robinson also hit a course marker and had to stop at the pits for repairs, and at the end Follmer was in second place, 29secs down on Tambay. John Morton (Lola T333CS) was third, and Gethin fourth one lap down. Fifth place went to Don Pike at the wheel of the Tony Fox Racing (ex-Gulf) Mirage-DFV, also a lap behind, and sixth (on 58 laps) was Graham McRae with the ex-F5000 McRae GM3 which made its CanAm debut at Mid-Ohio a few weeks ago.

USAC ace Johnny Parsons (having, it is believed, his first ever road race) finished in seventh place in the second Newman team car, just ahead of EF-R. After a miserable weekend—he went through three engines during qualifying and had to run a very tired mill on race day—Tom Klausler was ninth in the futuristic Schkee, and the top ten were completed by Merle Brennan's McLaren M8F.

Vern Schuppan entered the Riverside race with the Australian-built Garrie Cooper Elfin, but the car went badly for the entire meeting.

Unser stars in IROC

Last weekend's CanAm meeting at Riverside also included the latest counters in the International Race of Champions series, staged for some of the cream of the world's top drivers at the wheel of identical Chevrolet Camaros. There was one race on Saturday and one on Sunday, each of 30 laps.

The winner of the first 1977/78 IROC—USAC ace Al Unser—did it again on Saturday, leading over the line Richard Petty (NASCAR), Gordon Johncock (USAC), Mario Andretti (F1/USAC), Darrell Waltrip (NASCAR), Gunnar Nilsson (F1), Johnny Rutherford (USAC), Jacky Ickx (F1/G5), Benny Parsons (NASCAR), Cale Yarborough (NASCAR), Al Holbert (IMSA) and Tom Sneva (USAC).

On Sunday, the race was started in the reverse of the Saturday finishing order, so Sneva and Holbert were on the front row. Holbert led initially but was soon passed by the 1977 USAC Champion, who led until Lap 15, when Yarborough went through for good. Behind Cale at the finish were Andretti, Unser (who had started last!), Waltrip, Petty, Nilsson, Ickx, Parsons, Rutherford, Johncock, Sneva and Holbert.

Another IMSA to Hobbs

At the Monterey Camel GT IMSA race on October 9, Britain's David Hobbs scored his fourth championship victory at the wheel of McLaren North America's turbocharged BMW 320i. At first, Hobbo had a massive dice with Al Holbert's Chevrolet Monza, but when the Monza's brakes went off the BMW pulled away to a comfortable win for its First National sponsors.

Monzas filled the next four places in the hands of Holbert, Brad Friselle, Roy Woods and Tuck Thomas, followed by George Dyer's Porsche 934 and Milt Minter's Vasek Polak BMW CSL. George Follmer was running his Vasek Polak Porsche 934 strongly in fourth place when he too ran out of brakes, and spun on the last lap to be classified ninth. Hurley Haywood's Bob Hagestad Porsche—which had started on the front row alongside poleman Hobbs—retired after only 14 of the 53 laps.

Toyota G5 win

The newly developed Toyota Celica turbo Group 5 car, which Harald Ertl has been driving in rounds of the German national G5 championship, has won a motor race. Last Sunday, Ertl scored an easy victory at an ADAC national meeting at Zolder in Belgium, defeating Franz Konrad's Porsche 935, Klaus Ludwig's BMW 2002 turbo, Marc Surer's Junior Team BMW 320i and Harald Grohs's Porsche 934. Ertl took the Schnitzer-developed Toyota to victory at 97.03mph.

SHELLSPORT INTERNATIONAL CHAMPIONSHIP
Final table

		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	Sep 11 Thruxton	Oct 02 Snetterton	Oct 16 Brands Hatch	Total points
1	Tony Trimmer	GB	12	8	—	2	22	—	20	22	15	22	17	2	22	17	181
2	Guy Edwards	GB	—	22	—	12	8	15	15	15	—	—	—	20	2	20	129
3	Valentino Musetti	GB	8	—	12	22	15	4	12	—	—	12	—	—	—	—	85
4	Tony Rouff	USA	—	6	—	—	6	20	10	12	10	2	6	—	8	—	80
5	Emilio de Villota	E	22	—	—	—	—	—	—	—	22	20	—	12	—	—	76
6	Divina Galica	GB	—	15	—	—	—	—	—	10	12	17	14	—	—	6	74
7	Bruce Allison	AUS	—	—	15	15	12	3	2	—	—	—	—	15	—	10	72
8	Keith Holland	GB	15	10	—	6	10	12	—	—	—	—	10	—	—	—	63
9	Norman Dickson	GB	4	—	—	—	4	10	—	—	—	—	4	12	10	8	52
10	Tom Belso	DK	10	12	—	—	1	—	6	—	8	8	—	—	—	—	45

Briefly. . .

● Roy Klomfass, at the wheel of his Team Gunston Ralt, won the final round of the Philips South African Formula Atlantic Championship at Capetown last Sunday. More news next week.

● Only James Hunt and Mario Andretti can now win the Golden Magnum Formula 1 Trophy, which aims to find Grand Prix racing's fastest driver by awarding points on the basis of lap times. With one race to go, at Fuji next Sunday, the positions are as follows:

Moët et Chandon Golden Magnum Trophy (after 16 rounds): 1, James Hunt, 146pts; 2, Mario Andretti, 144; 3, Niki Lauda, 94½; 4, John Watson, 88; 5, Jody Scheckter, 76; 6, Jacques Laffite, 47; 7, Carlos Reutemann, 46½; 8, Gunnar Nilsson, 35½; 9, Hans Stuck, 26; 10, Ronnie Peterson, 22½; etc.

Can Kojima create another stir?

Last year, the Fuji International Speedway Corporation staged the first ever World Championship Japanese Grand Prix, and found the attention of the world firmly focused on it as James Hunt completed his astonishing bid for the 1976 title. This year, the Formula 1 circus goes to Fuji with the championship already settled. There will be no fever pitch of excitement this time, but nevertheless Fuji will be packed to capacity, with no spare seats in the circuit's 20,580 capacity main grandstand. There are 25 confirmed entries and 26 may run, so all will qualify.

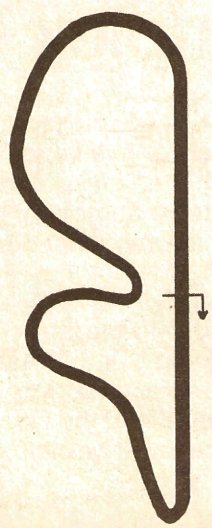
The 2.708-mile Fuji track, with its mile-long main straight and 130mph plus lap speed, obviously favours the cars with the best straight-line performance. Regular readers will know that predicting winners can be a risky business, but we just have a feeling that this might be John Watson's best opportunity to dispel his recent doldrums. . . .

The man who must start favourite, though, is Mario Andretti. On the pole here last year, Mario won the race almost unnoticed in the general euphoria surrounding James's championship win. Fuji is very hard on engines, and the JPS-Lotus team has suffered appallingly this year from unreliability in that area, but Mario will be right at the front again, even though Fuji is not the kind of track on which the 78 leaves the rest for dead. Team-mate Gunnar Nilson—almost certainly having his last race for Colin Chapman—will have his regular 78, which was not too badly damaged at Mosport and was already stripped and rebuilt as we went to press.

Sharing the front row with Mario during these anxious and dramatic minutes last year, as the clouds ebbed and flowed around Mount Fuji and threatened to cause the most important motor race of 1976 to be cancelled, was James Hunt. Hunt's M26 was severely damaged in the controversial Mosport accident (see his column, page 10), and the Marlboro-McLaren team has prepared the Mosport T-car (M26/1) for the Englishman to drive. Joining James as usual will be Jochen Mass, who went very quickly indeed here last year.

It seems that a handy 'virus infection' explains Niki Lauda's continued absence from the Ferrari team. Whatever, the new World Champion will be is not driving at Fuji, a circuit we know he certainly does not like! As in Canada, Gilles Villeneuve will join Carlos Reutemann in the red cars, and we hope he treats this ultra-fast circuit with rather more circumspection. . . .

Fuji International Speedway
2.708 miles.
F1 lap record: Masahiro Hasemi (Kojima-Ford 007), 1m 18.23s.
Qualifying record: Mario Andretti (JPS-Ford 77), 1m 12.77s (133.21mph).



TIMETABLE*

Practice

Friday	10.30-11.30	02.00-03.30 BST
	13.00-14.00	05.00-06.00 BST
Saturday	10.00-11.30 untimed	02.00-03.30 BST
	13.00-14.00	05.00-06.00 BST
Sunday	10.00-11.30 untimed	01.00-02.30 GMT
Race (73 laps, 197.724 miles)		
Sunday	13.00	04.00 GMT

***Note:** British clocks go back an hour at midnight next Saturday night. The race will start at 4am on Sunday morning our time.

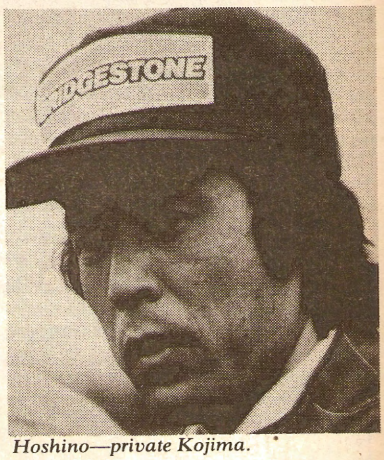
BROADCASTING

Saturday	17.30	BST BBC Radio 2
Sunday	06.32	GMT BBC Radio 2
	08.32	GMT BBC Radio 2
	22.02	GMT BBC Radio 2

PREVIOUS WINNER (1976)
Mario Andretti (JPS-Ford 77), 114.093mph.



Takahara—works Kojima.



Hoshino—private Kojima.

Jody Scheckter is another driver who shone at Fuji last year, and the hard-charger South African will again handle the lone Wolf which won in Canada. Another one-car team—Gérard Ducarouge's Gitanes-Ligier-Matra *equipe*—was expected to go well here last year, but Jacques Laffite turned out to be a full second off the pace with the musical V12. For the first time since the formation of the enthusiastic French team, there will be two JS7 chassis racing next Sunday, for Ducarouge has decided to end his season by running a car for 'freelance' Jean-Pierre Jarier.

John Watson's Mosport car suffered a damaged monocoque in his shunt, but spare parts have been flown out from England and the Ulsterman will field his regular Alfa Romeo-powered BT45B. As usual, the Martini-Brabham team's second car will be handled by the unpredictable Hans Stuck, his last drive for the Ecclestone team.

Elf Team Tyrrell survived Mosport virtually unmarked, and Patrick Depailler and Ronnie Peterson will be doing their damnedest to end the six-wheeler project on a high note. Both the Ensigns will be there, for Clay Regazzoni's Tissot chassis was not badly damaged in Canada; Patrick Tambay will be looking for a good Far East result for Teddy Yip before moving over to McLarens. The Ensign team, remember, have scored fifth-place points in every one of the last four Grands Prix.

Ambrosio Tabatip Shadow Racing was badly hit by the incidents in north America, but Alan Rees reports that he has been able to scrape two chassis together. Alan Jones's Watkins Glen wreck has been rebuilt for Riccardo Patrese to drive in place of the tub destroyed at Mosport. The Surtees team, too, might have been in trouble after Mosport, but both the TS19s have been repaired, so Vittorio Brambilla (who enjoyed himself at Fuji last year and could be a front-runner again) and Hans Binder will pilot the Beta and Durex cars respectively.

March have entered their Hollywood and Rothmans cars for Alex Ribeiro and Ian Scheckter, and Emerson Fittipaldi (who, like Lauda, dropped out of the race last year) will be there with the difficult Copersucar F5. None of the non-F1CA teams is going, and there will be no Renault, no Hesketh, no Williams March and no Chesterfield McLaren. However, plenty of interest surrounds the Japanese entries.

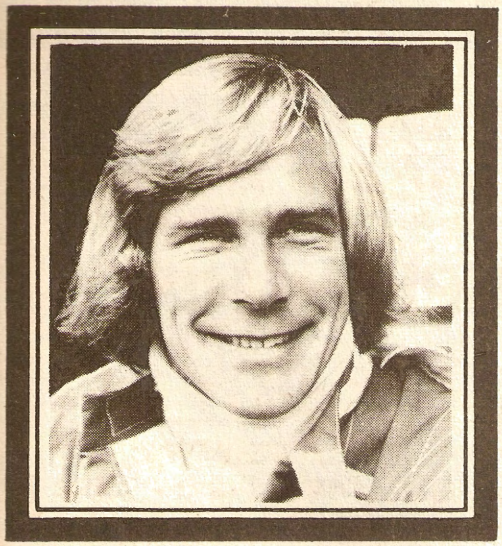
Twelve months ago, the locally constructed Kojima 007 caused a real stir when Masahiro Hasemi qualified the beautifully engineered car fourth fastest in the first session. Hasemi then crashed heavily. An amazing effort by the team saw a new car virtually built overnight, but the conditions on race day gave us no real clue as to how the Kojima might have fared. Nevertheless, Hasemi set fastest lap. For this year's race, Maso Ono has fielded two of his latest 009 chassis, once again powered by the Ford DFV. Hasemi has left the team, and is without a drive for the GP, but the 009s will be driven by the talented 26-year-old Noritake Takahara (a works entry) and 30-year-old Kazuyoshi Hoshino (Heros Racing). Takahara drove the second works Surtees in last year's race, finishing ninth, while Hoshino was extremely impressive in the Heros team's ex-works Tyrrell 007, running as high as third in the rain before retiring when the team simply ran out of their Bridgestone tyres. This weekend, that Tyrrell will be driven by the veteran 37-year-old Nissan works driven Kunimitsu Takahashi.

We understand that the new Kojima has been testing very successfully at Fuji and , while we do not expect a Japanese victory, it would be no surprise to see either Takahara or Hoshino among the first six. Fuji is the sort of place where anything can happen.

Go to it, John. . . .

ODS

Just James



"This was by far the worst accident of my F1 career. My legs were trapped . . . but I managed to extract myself from the remains."

As only a week separated the United States and Canadian Grands Prix, there was little point in returning to Europe, so I spent several days in New York along with a pretty representative selection of the motor racing fraternity. New York is an incredible place—it caters for every taste, and I really enjoyed my brief stay there.

We flew up to Toronto on Thursday night and drove out to Oshawa, the nearest town to the Mosport circuit. The track itself is superb—as long as you can stay on it. It is certainly one of the better circuits from a driver's point of view: up hill and down dale, rather like Brands, but more difficult. The trouble is, the safety facilities are hopelessly inadequate and the organisation amateur to say the least.

First of the many dramas which clouded the weekend came when Niki Lauda failed to practise his Ferrari on Friday morning, although he had been there most of the week promoting the race for Labatt's brewers, who were sponsoring the GP. With no chief mechanic, no team manager, and Reutemann and Villeneuve already present, I was not at all surprised to hear he had told Ferrari that very morning of his intention not to drive the third car. One can only put up with so much aggro.

Mosport can be a really thrilling circuit if you get your car well-balanced. In the first session I was just getting in the groove when an exhaust pipe cracked and I spent 20 frustrating minutes in the pits while Mario Andretti collected fastest lap. Practice had been a mess: first Ian Ashley flipped his Hesketh in a spectacular shunt which delayed practice and, later, my team-mate Jochen Mass hit the barriers causing another delay. These two incidents high-lighted the deplorable conditions in which the race was due to be run. There were only 96 of the 200 or so marshals necessary (few of whom seemed to know how to use a blue flag), the crash wagon with cutting equipment was not available, and there was no rescue helicopter. The wooden posts holding the armco barrier were rotten, and actually gave way when Jochen hit them, and he was launched across the track. Ashley had remained trapped for over 45 minutes as the marshals had no idea of how—and no equipment—to cut him free, and the helicopter had taken over an hour to arrive.

We spoke to the organisers who undertook to do their best to make what improvements they could before Saturday's practice but, frankly, it was too late and we had little alternative but agree. It is high time we had a properly qualified person inspecting circuits, because we have known about Mosport for years. Happily Saturday's practice passed without serious incident: probably because it rained non-stop and few drivers bothered to do anything but a few exploratory laps. We packed up early and returned to our hotel for an orgy of televised motor racing: the NASCAR Darlington 500 stock car race, Formula Atlantics round the streets of Quebec and, to top it all, CBS's coverage of the US Grand Prix. David Hobbs gave an outstanding commentary in the latter which was both humorous and highly informed, and the programme was really well put together.

There was a big panic in the pits just before the start of the race as to whether to use hard or soft front left tyres. The Goodyear people were worried about wear and roll, as all the rain had washed the track and it was particularly abrasive. We finally gambled on soft. Too many revs saw me make a lousy start, and Mario got away ahead. In the early part of the race I was concerned about my front left tyre and kept a little bit back to get air on the front wings to reduce full tank understeer. After the race had settled down it became obvious to me that there was no way past Mario unless he either made a mistake or got caught up behind a slower car. I wasn't frustrated by the idea of finishing second, remembering that last year Patrick Depailler's Tyrrell was definitely quicker than me, but still could not find a way by.

I was almost resigned to second place when Mario, who had just lapped Jody Scheckter, came up to lap Jochen Mass, who was lying third. Trying to pass, the Lotus got out of shape coming out of the corner leading on to the straight, which enabled me to tow up alongside and outbrake Mario into the next corner.

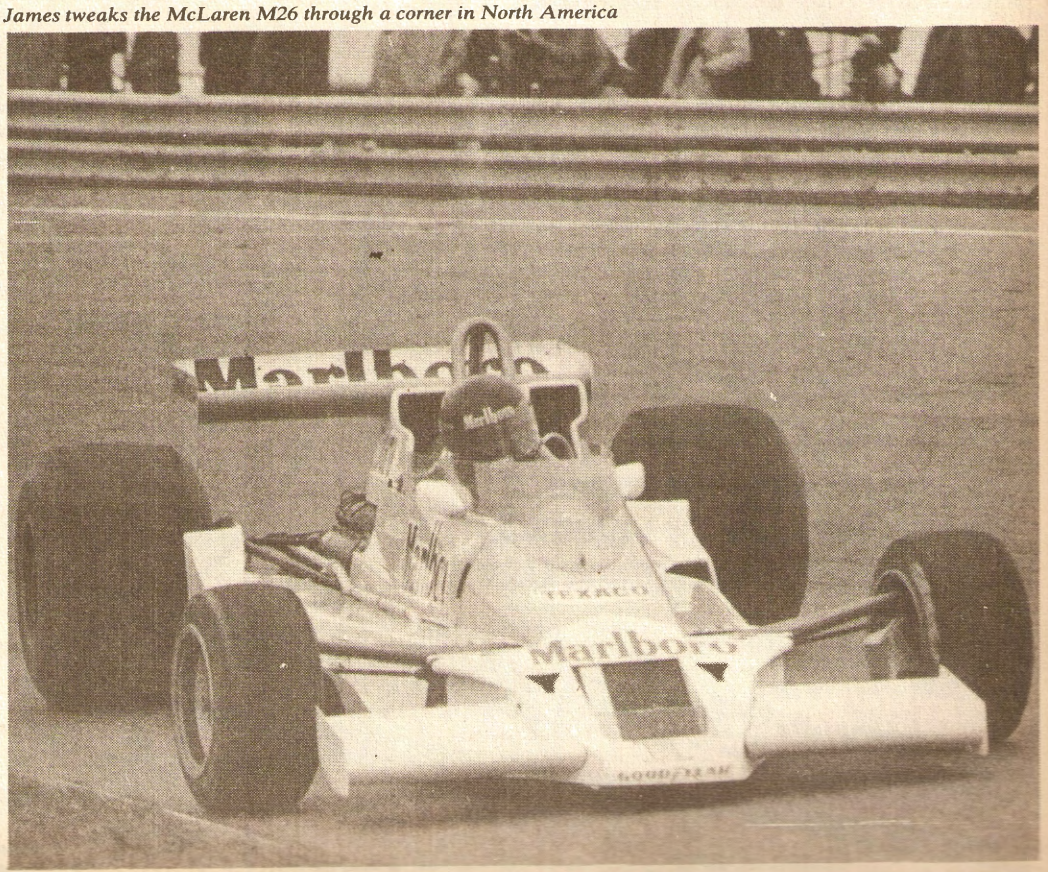
This brought me up behind Jochen, who slowed in Turn 2—a left-hander that leads on to a short straight. He stayed on the right but by this time I was right up his chuff, going much faster, and was forced to go to the left; then suddenly, in one simultaneous manoeuvre, he too moved across to the left, hit the brakes and waved me through on the right. But I was committed, could not avoid him, and hit him up the arse. He spun and I was launched on to the grass, careering through catchfences before slamming into the concrete retaining wall at a 60deg angle, still travelling at over 100mph at the time of impact, Team manager Alistair Caldwell described the crumpled chassis as "turning left at the dashboard". This was by far the worst accident of my F1 career. My legs were trapped, but by removing the steering wheel and wriggling out of my shoes, I managed to extract myself from the remains, but still have some really nasty bruises to remind me of the close call. I was just about to set off back for the pits, feeling like I had got out of a tumble dryer, when I realised I had left my shoes behind in the car and had to retrieve them. But someone half-inched the steering wheel!

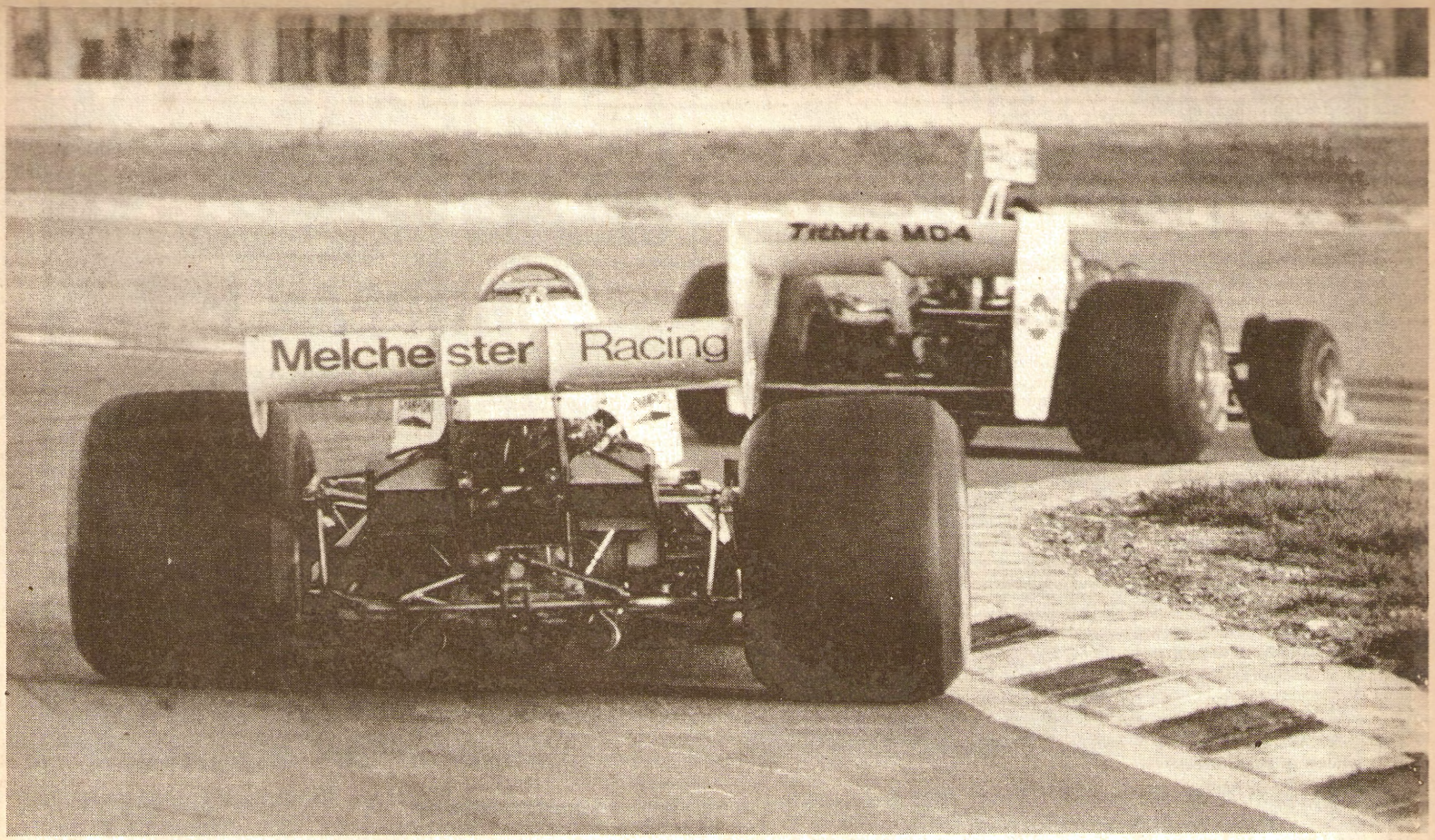
I was really disappointed and left for my hotel right away, but heard that when Mario's engine blew with only a handful of laps to go, a frustrated Colin Chapman tore off his headset and stamped on it. Mario and I seem to have had our fair share of bad luck. . . .

Jody Scheckter lucked out again and must have been surprised when he suddenly had to do another lap. I think everybody was happy that the race was over without a fatal accident and, although I regret the passing of Mosport from a driving point of view, I am happy that this was the last ever Grand Prix to be held there: next year—they say—the race will be run on a Toronto street circuit. Let's hope that this time the organisers get their act together; running around the houses requires infinitely better co-ordination for it poses many additional problems. The people at Mosport were patently ill-equipped to handle a Grand Prix on a closed circuit even after years of experience, so the Canadian GP in 1978 could well be the centre of controversy unless radical changes are made. ■

"It is high time we had a properly qualified person inspecting circuits, because we have known about Mosport for years."

James tweaks the McLaren M26 through a corner in North America





Champion Tony Trimmer saw the back of Edward's March for the entire 40-lap race, finishing second by only 0.2sec.

A sting in the tail

Inspired Edwards wins last-ever Group 8 race after long duel with Trimmer—Report: QUENTIN SPURRING—Photography: JEFF BLOXHAM.

Last Sunday's BARC meeting at Brands Hatch was formerly the immensely popular Motor Show 200 fixture, but the crowd was small compared with what used to be the norm for this date. Those who stayed away certainly missed a fine motor race. Tony Trimmer summed it up best: "Now, that was the best possible way to bring the Group 8 series to an end!"

The 1977 ShellSport International Champion was surprisingly cheerful after the race. Trimmer's Melchester Racing Surtees TS19 was beaten fair and square by an inspired performance by Guy Edwards in the *Titbits*/MD4 March 751. Under intense pressure throughout the 40 laps of the Grand Prix circuit—except when Trimmer was delayed by the traffic—Edwards held on to win by less than a car's length. It was an impressive performance by both the new champion and the runner-up, the two Formula 1 cars lapping in the low 1m 22s bracket throughout the race.

It left the others for dead. Having a run in Hexagon's F1 Penske, Brian Henton was an outpaced third almost throughout, and Bruce Allison nursed his stricken F5000 Chevron into fourth place ahead of the best-placed 2-litre car, Norman Dickson's F2 March, and Divina Galica's F1 Surtees, which had a pitstop.

The Ford Capris of Gordon Spice and Chris Craft dominated the final round of the Tricentrol British Saloon Car Championship, in which both men in contention for the national Group 1 title—Tony Dron and Bernard Unett—were beaten into second places in their classes. The championship outcome is still undecided, owing to a dispute which is to be settled by an RAC Tribunal today (Thursday).

Every race at the meeting was closely contested, with overall and/or class issues in doubt right up to the chequered flag. Where were you?

Although the weather was sunny and dry, the Brands Hatch Grand Prix circuit gave the ShellSport teams plenty to think about on Saturday, when the Group 8 drivers had two qualifying sessions of 45 mins and 60 mins. For the first session, the track was very slippery and lap times were universally around 2secs over par. An hour later, it was as quick as the Brands Hatch regulars have ever known it. . . .

Appropriately, the new ShellSport International Champion was on pole position for the last event ever to be run to John Webb's two-year-old 'Group 8' formula. Once again boasting the livery of Swan Lager and of the Jetwain aerospace engineering company, the Melchester Racing Surtees TS19, with its Alan Smith DFV, gave Tony Trimmer his best lap ever at Brands Hatch, 0.4sec inside his pole time at the last meeting here. Guy Edwards in the *Titbits*/MD4/Ultramar March 751, which uses a very quick Hesketh DFV, was off the pace in the slippery session but settled in later to bounce up onto the front row, equalling Trimmer's qualifying record.

The impecunious Australian Bruce Allison was present at this meeting thanks to help freely given by the Guy Edwards/John Macdonald team, and he certainly produces some impressive lap times with his impeccably prepared Nicholson/Chevrolet-engined F5000 car. Having survived several practice spins (including one lurid moment into the catchfencing on the exit of Graham Hill Bend, which damaged the rear suspension), the David Clark Cars Chevron B37 wound up third fastest, albeit 0.7sec off Edwards's pace. Joining Bruce & 'Sheila' on the second row was none other than Brian Henton, driving on the invitation of Paul Michaels. Brian had had no opportunity to test the Hexagon Penske PC3 previously driven in this series by Derek Bell, but he settled in very quickly and showed his talent yet again by being fastest overall in the slippery first session. In the second session, however, the gearbox failed soon after Brian had sorted the car to his liking, resulting in a harmless spin at Surtees, and no more practice.

Henton and the next four men were covered by only 0.3sec. Fifth quickest was the popular Valentino Musetti, who had interrupted his filming commitments in Canada in order to take in this race, but was feeling rather rusty after his 12-week layoff: an untidy practice was interrupted by a stunt which damaged the left rear corner of the David Price Racing entered March 751, one of only two cars in the field fitted with the now-obsolete 3.4-litre Ford V6 'F5000' engine. Divina Galica was on the same time as Val, also troubled during qualifying when she broke two driveshafts (one on each side in each session) on the pretty Olympus/ShellSport Surtees-DFV/Smith TS19.

A tenth slower—but comfortably the fastest 2-litre car—was the hard-trying Norman Dickson's Dicksons of Perth/Gleneagle Helicopters March-BMW 772. Although he was saving his best March Engines unit for the Donington Formula 2 race, the little Scot was quick enough to share the fourth row with Emilio Villota's F1 car. The Spaniard was out for the first time in the Iberia team's McLaren M25 chassis, which they have kept in mothballs all season. The M25—McLaren's abortive F5000 car which, fitted with its Chevrolet V8, had only two races in the hands of Bob Evans—is now completely refurbished to full M23 F1 spec. And Emilio, although he had not been able to test the car, found it preferable to his regular M23/6 chassis, stiffer and more responsive. During both sessions, Villota suffered from a leaking oil cooler, and the offending unit had to be shut off. He was therefore restricted to 10,000rpm from his Smith DFV during qualifying; with the problem cured, he had high hopes on race day having won here last time out.

Mike Wilds, whose practice was halted when he damaged a couple of wheels having strayed off the 'dry' line, was only ninth fastest in the ex-Purley championship-winning Lec-Chevron V6, now of course owned by Roger Springett's Aim Racing with Templar Tillers team; however, Wilds had spent most of qualifying trying the car on fullish tanks. Tony Rouff also had an 'off' in the second session, and the American's Graham Eden entered Harrisons of Bir-

mingham F2 Ralt was 1.2secs slower than Dickson having equalled the Scot's time in the first session.

Keith Holland, the Chevrolet in Chris Featherstone's 'consortium' McRae GM1 on its last legs, did not risk it too much during qualifying, but Keith was still 0.6sec quicker than his old car, for Damien Magee had another troublesome time with Len Gibbs's Lola T332C. The team had no 19ins rears available, and the 17ins wheels fitted caused all kinds of handling problems to add to those of the 'tired' Chevrolet V8.

A disappointed man at the back of the field was Adrian Russell, who found his Roger Heavens F2 March-BDX 762 was handling very badly. Somewhat spectacularly, Dutchman Boy Hayje qualified at 1:24.5 before dropping his Tiga-modified F&S March-DFV 761 coming out of Graham Hill Bend (see *P&P*), damaging the car too much for overnight repairs. Another non-starter was the Spaniard Herman Herstenberg, who crashed his recently purchased ex-Villota Lyncar-DFV at Westfield during the race morning untimed session, having qualified at 1:32.7. This left 20 cars on the grid, five of them outside the official 107 per cent qualifying mark.

FASTEST QUALIFIERS

Tony Trimmer	F1 Surtees TS19	1:21.6
Guy Edwards	F1 March 751	1:22.0
Bruce Allison	F5000 Chevron B37	1:22.7
Brian Henton	F1 Penske PC3	1:23.4
Val Musetti	F5000 March 751	1:23.5
Divina Galica	F1 Surtees TS19	1:23.5
Norman Dickson	F2 March 772	1:23.6
Emilio Villota	F1 McLaren M25/23	1:23.7
Mike Wilds	F5000 Chevron B30	1:24.0
Boy Hayje*	F1 March 761	1:24.5
Tony Rouff	F2 Ralt RT1	1:24.8
Keith Holland	F5000 McRae GM1	1:25.0

etc.
*Non-starter.

RACE

Trimmer blew the start—and also the race, although we were not to know that until the final corner. The rear wheels of the Surtees were wreathed in smoke, and Edwards made the cleaner getaway to lead the hard-charging flow into Paddock. The multicoloured March emerged in the lead, with Trimmer, Allison, Henton, Divina and Dickson in its wake.

We lost two front runners on the first lap. Between Stirlings and Clark, Villota's engine let go, and dumped oil onto the path of Musetti. Poor Val lost control completely, and parked his V6 March heavily against the armco, walking back to the pits unharmed but unhappy.

Lap 2, and already Edwards and Trimmer had opened up a gap, and the big red Chevron of Allison was being monstered by Henton for third place. On the third lap, Allison's brakes went off, and two laps later Henton had no trouble outbraking him into Druids. On lap 6, Bruce was demoted to fifth spot as Divina did the same at Clark Curve.

All the while, the two leaders were dropping the rest, and at quarter-distance they had around 5secs on Henton, whom Divina was trying all she knew to catch. Behind Allison, Dickson was placed handily sixth. Holland, Wilds and Magee were hotly disputing seventh place, the McRae driver catching the others up when they waltzed at Surtees; however, Magee had another spin on lap 9, and dropped to 10th place behind Rouff in the yellow Ralt.

On lap 12, Adrian Russell held up Holland on the pits straight, and Wilds went through for good, for next time around the McRae was in for the first of three lengthy pitstops, two for punctures, and one for water when the ageing Chev overheated. He was running at the end, but completed only 32 laps.

Allison, still in trouble with his brakes, now found his fifth place in jeopardy. By lap 14, Dickson had caught him and, when Bruce had a bad moment on the brakes for Paddock, the little March slipped through on the inside. However, Allison powered past again on the long back straight, and now found his brakes in rather better fettle; Dickson never got close again, try as he might.

On the 16th lap, Edwards got a breathing space. Trimmer had very much the worse of the tailenders (Russell guilty again), and the *Titbits*/MD4 March suddenly had a cushion of 2½secs. Said Guy later, "I knew he would come back at me sooner or later, although it gave me a brief respite. I was able to get my head down and concentrate just on getting everything *right*."

At halfway, the gap was still there; Henton had now lost touch completely in third place and was being very gradually hauled in by Divina.

Completing her 19th lap, though, the lady had survived a long, grassy moment coming out of Clark: "I was catching Brian, but then I was badly held up by some backmarkers. They made me so cross I missed my braking point and went in too deep." The incident filled the Olympus TS19's nosecone with grass, and four laps later Divi had to make a stop to have it removed. She lost even more time in rejoining, for the green pitlane light did not go for her; when it did she was rolling backwards, and stalled the engine.

By the 25th lap, Trimmer had chiselled away sufficiently to be close enough to offer up a challenge to Edwards, and his crew confidently expected him to go by. But, next time round, he had dropped back a little once more, and the Melchester men had to wait. . . .

Ten laps to go, and Henton had fallen back 14secs on the lead dice, while Divi's dramas had promoted Allison to a remote fourth, Dickson to fifth and Wilds to sixth. Galica was striving to make up lost ground for all she was worth, but suddenly her DFV slipped permanently onto seven when a plug failed, and the task was even more difficult.

Edwards was still driving with a really cool head, somehow contriving to put the pressure on to Trimmer. And, if anything, it was the Surtees driver who made the mistakes, having "one or two dramatic moments", while Guy hardly put a wheel out of line. The March was noticeably quicker down the straights, and it was just a few feet too far away from the Surtees for Trimmer to attempt an overtaking manoeuvre. But going into the final lap Edwards really came under the hammer. They shot into view of the main grandstand as one; Trimmer feinted at the inside, and made his effort up the left. At the line, Edwards it was who raised one hand aloft, for the right front wheel of the Surtees was only up as far as the left rear of the March. It was the perfect way for Group 8 to bow out: the issue in doubt until the last corner of the last lap of the last race; a flag-to-flag duel between the champion and the runner-up; a new lap record for one, a new race record for the other.

Unnoticed after a lonely race, Henton was over 18secs down in third place, but himself almost a minute in front of Allison, the Chevron almost lapped. Dickson's smooth drive netted him fifth place, while Divina managed to salvage sixth at the expense of Wilds. Mike was in desperate straights towards the end, losing gears like fairy lights; ultimately, he only had one left, and was relieved to be lapped for a second time just before the end.

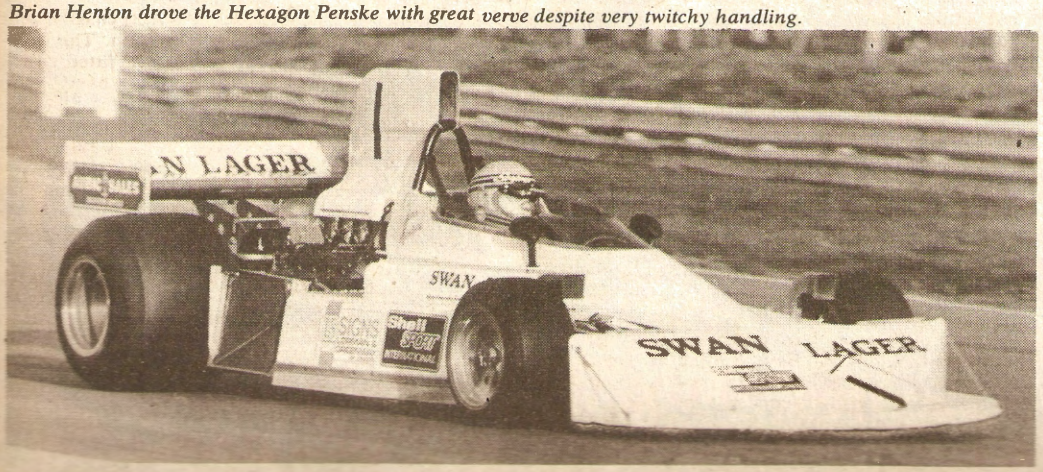
Completing an unhappy weekend, Rouff's Ralt lost all its water with eight laps to go, and the American pulled into the back of the pits to retire. Magee, his Lola still handling like a dog, struggled into eighth place. Classified ninth, having had a sneaky pitstop to top up with fuel, was northern *Libre* driver Kim Mather with his tidily driven Geoff Richardson engined Chevron B35.

ShellSport International Championship, final round
Brands Hatch, October 16
40 laps—104.54 miles

1, Guy Edwards (3.0 March-Ford/Cosworth DFV 751), 55m 43.0s, 112.58mph;
2, Tony Trimmer (3.0 Surtees-Ford/Cosworth DFV TS19), 55m 43.2s;
3, Brian Henton (3.0 Penske-Ford/Cosworth DFV PC3), 56m 11.7s;
4, Bruce Allison (5.0 Chevron-Chevrolet B37), 57m 8.2s;
5, Norman Dickson (2.0 March-BMW 772), 39 laps;
6, Divina Galica (3.0 Surtees-Ford/Cosworth DFV TS19), 39 laps;
7, Mike Wilds (3.4 Chevron-Ford B30 V6), 38 laps; 8, Damien Magee (5.0 Lola-Chevrolet T332C), 38 laps; 9, Kim Mather (1.9 Chevron-Ford/Cosworth BDG B35D), 36 laps; 10, Adrian Russell (2.0 March-Ford/Cosworth BDX 762), 36 laps; no other classified finishers.

Fastest lap: Trimmer, 1m 22.1s, 114.60mph (G8 record).
Championship positions: *Racecard*.

Brian Henton drove the Hexagon Penske with great verve despite very twitchy handling.



G1 TRICENTROL CHAMPIONSHIP — 11
BRANDS HATCH

Once again the amiable Tony Dron was able to annex pole position for a Tricentrol RAC British Saloon Car Championship round, this time by a whopping 1.1secs over Chris Craft in the Hammonds Sauce Capri and the first of the Gordon Spice Group Capris, driven by the boss himself. The second row would comprise the two evenly matched Magnums of the irrepressible Gerry Marshall, having possibly his last outing Dealer Team Vauxhall's example and the ever-improving Jeff Allam in the BP/Allam of Epsom car. Allam's 1m 47s was only 01.2sec slower than Marshall and a similar margin ahead of Dave Brodie's Polly Williams Capri. 'The Brode' has only had a few outings in the car this season due to lack of finance and had a fraught practice, his Capri smoking throughout the meeting. He was joined on row three by Colin Vandervell's Triplex Capri (1:47.4) and Tom Walkinshaw's fabulous sounding 'BMW racing with Castrol' 530i. His race car, however, was to cause quite a stir in the paddock as it was not his usual white machine but an all-new 530i, finished in black with the classic BMW stripes painted gaily on its flanks. Tom took the white T-car out first in very misty conditions but was plagued by a misfire throughout and thus switched to the slick black race car to set his time. Win Percy and Stuart Graham were the last of the quick class A cars, sharing the fourth row with 1:48.2 and 1:48.8 respectively. Percy had to contend with no tachometer during practice although his engine was producing more power than of late, changes to the exhaust system being responsible. Graham seemed to have engine problems on his pristine G-Race/Faberge Capri although its shrill note belied this.

Two class B cars were next up, both Magnums, driven by Les Blackburn and the impressive Dane Holger Knudsen who shared their row with Peter Lovett in the Martin Thomas prepared Dolomite Sprint which Brian Muir ran earlier in the year. Knudsen's 1:50.7 was particularly praiseworthy as he has only raced at Brands three or four times previously and then in an Opel Commodore. Derek Lawrence's Mario Deliotti Alfetta shared the sixth row with the personable Belgian, Michel de Deyne, having a rent-a-drive in the second Spice Capri and busily re-learning the circuit. On the seventh row sat both the leading class C and D cars, Richard Lloyd's Golf GTI, with backing from RCA, and Bernard Unett's Avenger, sandwiching Martin Brundle's noisy Toyota on the grid. Unett's practice was fraught with drama, however, as he got on to the damp line at Westfield midway through the session, lost the Mopar car on the grass, straightened it all up—and then clouted the armco with the front nearside corner. The car was rushed back to the paddock where the Chrysler mechanics, supervised by Peter Jowett and Unett, set about changing the front suspension unit and wing which they achieved in under an hour. Thanks were due to Chris Field, the rally man, who lent the wing from his road car for the race. Although Unett had missed the final, driest part of the session he was well pleased to be 1.6secs faster than Richard Longman and Alec Poole in their Minis (the Irishman replacing Alan Curnow for this event) who could between them end the Chrysler man's championship hopes.

Marc Smith's SRG Renault Alpine was next up ahead of the last two Capris, those of Freddie Jacks and Vince Woodman (the latter having stripped a camshaft lobe on his best engine in practice, leaving Jon Buncombe and the crew to install a fresh unit for the race), and the two Patrick Motors Longman Minis, neither of which had any problems. Not so lucky were Brian Pepper who wrote off the front of his pristine Scirocco and Rex Greenslade who damged both rear wings after an incident-packed session. The remaining eight cars were all over 2mins and included the Danes Per Sorensen (Scirocco) and Arne Riis (Dolomite) on their first visits to the circuit, the usual gaggle of Alfas and Chris Field's smart rally Avenger.

As the 32-car field accelerated away towards Paddock it was Craft who rocketed off leaving Spice and Dron, who made a hash of his start, struggling with the rest. Dron soon got into the groove, however, and was alongside the accessory king by Westfield with Vandervell in fourth spot. Longman was already ahead of Unett in what was to be an epic race-long battle with Poole completing the trio. Spice took the lead on Cooper straight second time round and Vandervell managed to usurp Dron at the same place, Tony regaining the upper hand at Surtees. Smith's Renault was running second in class to Lloyd and ahead of the Longman, Unett, Poole dice. Bernard shot past Richard on lap six only to fall behind both 'Min-bins' the following time round. Win Percy left the fray at Paddock while lying ninth just as the class D epic was joined by Arne Riis's B-class Triumph which was to play a major role in the proceedings thereafter. So Spice led from Craft, Dron, Vandervell, Walkinshaw giving the new Bee-Em an excellent debut, Marshall, Allam, Brodie and

continued

de Deyne with the Minis holding the fort down in about 15th place. The most serious incident of the race came on lap 13 when Gerry had a tyre blow out on the fast run into Hawthorn which ended with the Vauxhall, somewhat shortened, head on in the now bent armco. Mercifully Marshall emerged unhurt and cheerful.

Allam gained sixth place without a fight, and then fifth behind the fast-recovering Woodman as Walkinshaw retired the BMW with a bad fuel leak on his 14th lap. Meanwhile, Riis had moved in front of the Mini/Avenger squabble which had reached titanic proportions. Alec Poole had driven a superb tactical race, placing his car with great precision to help his team-mate, keeping the crowd on its toes until lap 15 when, alas, he was forced to retire with a suspected broken crankshaft. So the pressure was squarely on Longman now, with nobody to shield him from the wily Unett's attacks. Such was their speed that they caught and passed Riis again in a memorable dice.

Spice toured home to an untroubled victory over Craft who was just over 2secs down at the flag. Woodman came through from 21st position on the grid to a fine third despite a third gear which would not stay in with Allam fourth ahead of Dron! With about five laps to go Dron was slowly being reeled in, especially under braking, by the young Vauxhall driver and, as the deficit got noticeably shorter each lap a grandstand finish looked to be on the cards. Dron's tyres had gone off very badly in the closing stages and, as they raced into Clearways for the final time, they were nose to tail. However, Dron left his braking impossibly late in a last-ditch effort to thwart Allam, broadsided the Triumph, and had to give best to the Epsom man. De Deyne was sixth up with Knudsen seventh overall. Richard Lloyd was a class-winning eighth in the Golf with Longman coming home 11th and winner of class D, 4secs clear of Unett's ill-handling Avenger.

MARCUS PYE

Tricentrol British Saloon Car championship, round 12
Brands Hatch, October 16
20 laps—52 miles

1, Gordon Spice (3.0 Ford Capri), 35m 38.6s, 87.99mph;
2, Chris Craft (3.0 Ford Capri), 35m 40.9s;
3, Vince Woodman (3.0 Ford Capri), 36m 0.4s;
4, Jeff Allam (2.3 Vauxhall Magnum), 36m 4.2;
5, Tony Dron (2.0 Triumph Dolomite Sprint), 36m 4.9s
6, Michel de Deyne (3.0 Ford Capri), 36m 52.6s;
7, Holger Knudsen (2.3 Vauxhall Magnum), 36m 7.4s; 8, Richard Lloyd (1.6 VW Golf GTI), 37m 23.1s; 9, Martin Brundle (1.6 Toyota Celica), 19 laps; 10, Marc Smith (1.4 Renault Alpine), 19 laps; 11, Richard Longman (1.3 Leyland 1275GT), 19 laps; 12, Bernard Unett (1.3 Chrysler Avenger), 19 laps.

2300-3000cc: 1, Spice, 87.99mph; 2, Craft; 3, Woodman; 4, de Deyne. **Fastest lap:** Spice, 1m 45.7s, 89.02mph.

1600-2300cc: 1, Allam, 86.95mph; 2, Dron; 3, Knudsen; 4, Arne Riis (2.0 Triumph Dolomite Sprint), 19 laps. **Fastest lap:** Dron, 1m 46s, 88.76mph.

1300-1600cc: 1, Lloyd, 83.89mph; 2, Brundle; 3, Smith; 4, Peter Hilliard (1.6 Alfa Romeo Alfetta GT), 19 laps. **Fastest lap:** Lloyd, 1m 50.5s, 85.15mph **(record).**

Up to 1300cc: 1, Longman, 81.40mph; 2, Unett; 3, Rex Greenslade (1.3 Alfa Romeo Alfasud), 19 laps; 4, Malcolm Wayne (1.3 Alfa Romeo Alfasud), 18 laps. **Fastest lap:** Longman, 1m 53.5s, 82.90mph.

SUPPORTING RACES

David Leslie set his pattern for the weekend by leading away the first heat of the BARC FF1600 championship in his familiar Crossflags Motors Royale from David McLelland and Bill Shepherd (Crosslés). However, it was McLelland who hugged the kerb at Druids to lead from Leslie and the rest. Leslie had wrested the lead at the end of the lap and was to hold it throughout despite the attentions of Trevor van Rooyen (SDC Royale) who finished second 100 yards down. McLelland fell to third just ahead of Shepherd who had an incident with Marcos Lara's Van Diemen on lap 2.

Similarly Pedro "Pere" Nogues dominated the second heat from the start, out-accelerating James Weaver (works Hawke) and Dodge Pedrick's Race Care Hawke into Paddock first time round. Pedrick's DL19 demoted Weaver on the opening lap and Frank Bayes (Nashua-Image) also took the young Harlow driver on the following circuit. However, a coming together between Bayes and Pedrick curtailed Frank's racing for the day and lost Pedrick many places in the process, allowing Mark Syms to steal second briefly with Leon Walger and Murray Dudgeon just holding off Paul Sleeman (Rostron) in tow. Weaver repassed Syms for a lap at mid-distance although the Guildford man was soon through again in pursuit of Nogues. The brave Pedrick, after his earlier problems, climbed to ninth (and a place in the final) undeterred by a lack of brakes.

By virtue of his quicker heat win, Leslie commandeered pole for the final with Nogues only on row 3 after his victory. Joining the Cumbrian on the front rank were van Rooyen and McLelland with Shepherd and Peter Argetsinger (Crosslé) just behind them. McLelland shot off the favoured outside berth to head the two blue Royales up to Druids. McLelland was forced wide so Leslie seized his chance down Graham Hill, emerging from the country in the lead. Van Rooyen trailed McLelland with Argetsinger and Marc Smith (Royale) hanging on well behind. Leslie was being caught by van Rooyen with McLelland and Argetsinger around 100 yards in arrears and Smith's immaculate Flowsheet Panels car trying to stave off Nogues despite a down on power engine. All interest was centred on the fifth and sixth-place battle as Bernard Devaney (Hawke) demoted first Smith and then the rapid Nogues to take the place. Smith, having his best single-seater run ever, was caught by Pedrick who disposed of Robert Coates's Hawke and Nigel Gough's Van Diemen in the closing stages.

With Richard Longman deciding not to race in the ShellSport Escort event, originally intended for the first three G1 drivers from each class in the Tricentrol race, Tony Lanfranchi found his way onto the back of the grid for the five-lap race. And it was he, along with Rex Greenslade who burst through from the back to join the leading bunch after the first lap. Greenslade outbraked Dron into Paddock second time round and did the same to leader Unett on the following lap. Dron was third from Unett with Brundle and Allam next up after an interesting debut for the ShellSport cars on the revised long circuit.

The penultimate round of the BAF FF2000 championship had attracted a superb entry of which Philip Bullman took pole position. Jeremy Rossiter made a superb start to head Bullman and Dave MacPherson up to Druids for the first time. As the race order settled the first three broke away slightly with Kenny Gray, Rob Wilson, Syd Fox and Richard Wills in the chasing bunch. Wills's Delta was experiencing a bad rear end vibration out of Druids having been barged on the first corner and was soon overhauled by Peter White in the Kismet Royale. Wilson outbraked both MacPherson and Gray into Paddock on the second lap and was throwing his ICS/Royal Grafton China Reynard round energetically in an attempt to catch the leaders. Rossiter missed a gear on lap 4 allowing Bullman to power into the lead and, for a while, it looked as though the Wilson/MacPherson duo would usurp the Spax car too. However, it was not to be as the New Zealander, in an attempt to take the hairpin a touch too fast, executed a hairy-looking 360 degree spin on lap 9 of the 12. Nick Foy was enjoying one of his best showings for a long time, dicing for seventh place with Wills and team-mate Mike Quinn until they took each other off at Surtees around mid-distance. MacPherson was all over the kerbs at Druids in his attempts to close on Rossiter buy neither could catch the flying Bullman who became the first FF2000 driver to break the 100mph-lap barrier leaving the record at 1:34.0. Phil Lloyd was a joy to watch at the hairpin as he flung his Mobil-supported Nomad round with great gusto, just failing to catch the unusual Osella of John Poxon who scored his best result this season, albeit down in 12th place.

The entertaining meeting was rounded off with a round of the British Radio/ICS production saloon series which mustered a slightly better field than of late, partly due to Pete Hall's sponsorship of the smaller class. "Ageing superstar", and that by his own admission, Alan Minshaw (now with beard and moustache) planted the Manchester Liners Opel on pole but was led away by fellow front row men Jock Robertson (Opel) and Derrick Brunt (BMW). Brunt seized the lead round Paddock although Robertson had forged ahead in the country, emerging from Clearways in a tenuous lead over the Manitou-LE car and Minshaw. Stuart McCrudden was busy making up for a poor first lap in fifth place with the smaller cars well strung out behind with the second Team Imagine car of the legendary 'Spider Curphey' bringing up the rear. Minshaw dropped to fifth behind Tony Hill on lap 2 and then eighth next time round when he was elbowed off the circuit at Graham Hill bend. McCrudden had risen to second by lap six but collected the armco and bent the steering. Mike 'Snowflake' Smith began to show in the closing laps but had a vast spin at Westfield a couple of laps from home. Brunt closed on Robertson on the final lap but was unable to pass the well-driven *Mayfair* car while Barrie Williams drove Alan Foster's Capri in spectacular style for third ahead of the quick class-winning Dolomite. The battle of the race was in the small class, however, where Stuart MacAllan sneaked past the Magnums of Marshall and Malcolm Prior a couple of laps from home, inflicting a rare defeat on the Vauxhall drivers.

MARCUS PYE

BARC Formula Ford 1600 Championship race, heat 1 (6 laps): 1, David Leslie (Royale-Scholar RP24), 10m 9.9s, 92.56mph; 2, Trevor van Rooyen (Royale-Scholar RP24), 10m 15.3s; 3, David McLelland (Crosslé-Minister 30F), 10m 15.4s; 4, Bill Shepherd (Crosslé-Minister 30F), 10m 16.7s; 5, Peter Argetsinger (Crosslé-Auriga 32F), 10m 17.4s; 6, Marc Smith (Royale-Racing Services RP24), 10m 26.8s. **Fastest lap:** Leslie, 1m 40.3s, 93.81mph.

BARC Formula Ford 1600 Championship race, heat 2 (6 laps): 1, Pedro Nogues (Van Diemen-Scholar), 10m 19.8s, 91.08mph; 2, Mark Syms (Hawke-GGS DL15), 10m 20.5s; 3, James Weaver (Hawke-Scholar DL19), 10m 21.1s; 4, Leon Walger (Crosslé-Auriga 30F), 10m 26.8s; 5, Murray Dudgeon (Image-GGS FF3), 10m 27.2s; 6, Robert Coates (Hawke-Minister DL19), 10m 33.2s. **Fastest lap:** Coates, 1m 41.4s, 92.79mph.

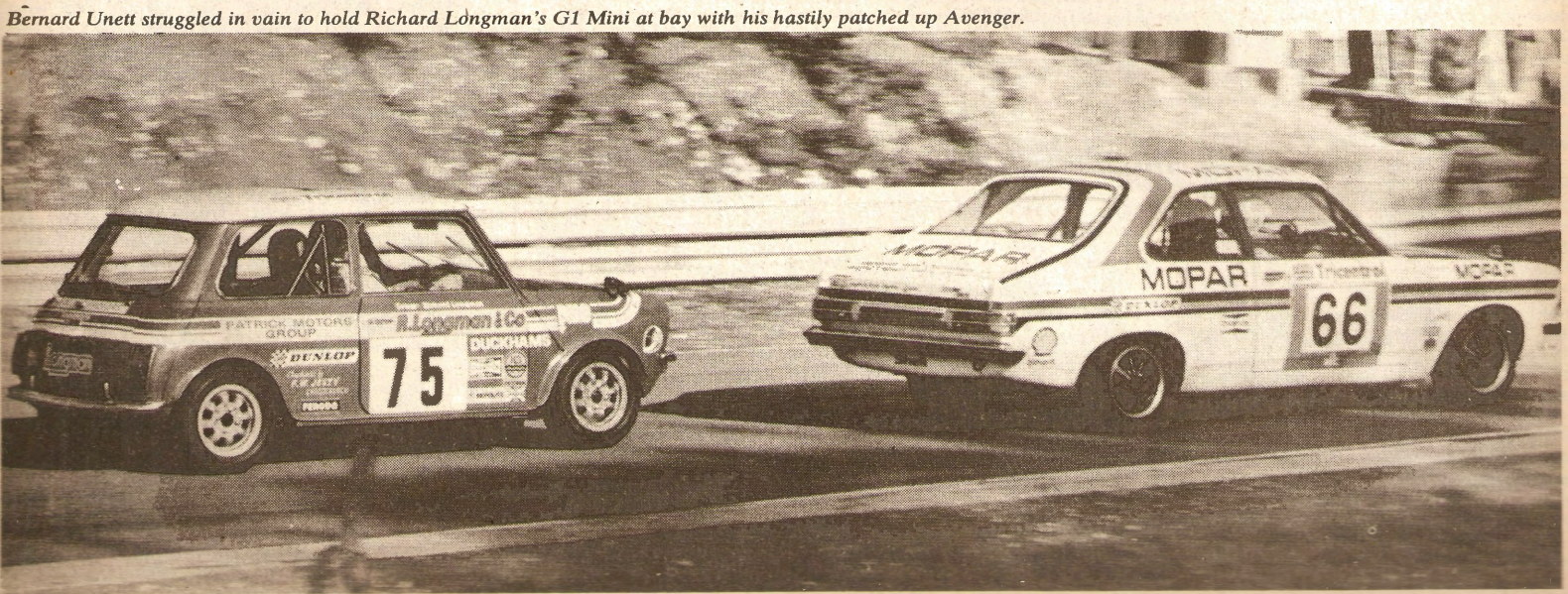
BARC Formula Ford 1600 Championship race, final (10 laps): 1, Leslie, 16m 51.2s, 93.05mph; 2, van Rooyen, 16m 54.8s; 3, McLelland, 17m 0.4s; 4, Argetsinger, 17m 3.4s; 5, Bernard Devaney (Hawke-Minister DL19), 17m 8.7s; 6, Nogues, 17m 9.2s. **Fastest lap:** Leslie, 1m 39.7s, 94.37mph **(record).**

British Air Ferries Formula Ford 2000 Championship race, (12 laps): 1, Philip Bullman (Hawke-Titan DL16), 19m 4.9s, 98.62mph; 2, Jeremy Rossiter (Reynard-Piper 77SF), 19m 8.3s; 3, David MacPherson (Dulon-Auriga MP20), 19m 10.2s; 4, Kenny Gray (Royale-Rowland RP25), 19m 12.2s; 5, Rob Wilson (Reynard-Racing Services 77SF), 19m 18s; 6, Peter White (Royale-Titan RP25), 19m 19.2s. **Fastest lap:** Bullman, 1m 34s, 100.10mph **(record).**

ShellSport Escort race, (5 laps): 1, Rex Greenslade, 10m 44.3s, 73.02mph; 2, Tony Lanfranchi, 10m 44.8s; 3, Tony Dron, 10m 46.2s; 4, Bernard Unett, 10m 46.3s; 5, Martin Brundle, 10m 55.6s; 6, Jeff Allam, 10m 56.5s. **Fastest lap:** Greenslade, 2m 5.7s, 74.85mph **(establishes record).**

British Radio/ICS Production Saloon Championship race (10 laps): 1, Jock Robertson (2.8 Opel Commodore GS/E), 19m 42s, 79.60mph; 2, Derrick Brunt (2.9 BMW Si), 19m 42.4s; 3, Barrie Williams (3.0 Ford Capri), 19m 43.7s; 4, Tony Hill (2.0 Triumph Dolomite Sprint), 20m 6.1s. **Over 2300cc:** 1, Robertson; 2, Brunt; 3, Williams; 4, Tom Dodd-Noble (2.8 Opel Commodore GS/E), 20m 6.7s. **Fastest lap:** Brunt, 1m 56.5s, 80.76mph. **Up to 2300cc:** 1, Hill, 78.01mph; 2, Stuart MacAllan (1.9 Mazda RX3), 20m 19.1s; 3, Gerry Marshall (2.3 Vauxhall Magnum), 20m 19.2s; 4, Malcolm Prior (2.3 Vauxhall Magnum), 20m 20s. **Fastest lap:** Hill, 1m 59.3s, 78.87mph.

Bernard Unett struggled in vain to hold Richard Longman's G1 Mini at bay with his hastily patched up Avenger.



Nice one, Nissan!

Datsun take 1,2,3 victory and team award in Southern Cross International—Greg Carr (Boreham RS1800) retires on final night while leading—Tough, dusty event decimates entry—Report: HENRY LIDDON—Photography: MIKE HARDING/AUTOMOTIVE PHOTOGRAPHICS

Rauno Aaltonen, who took part in the first ever Southern Cross Rally way back in 1966, in the long forgotten days of the 'All powerful Minis' came through the thick dust of the Australian coastal forests in New South Wales, to win this year's Total International Southern Cross Rally for Datsun, who had been trying so hard to win this all-important event. There were a total of 1400 kilometres of superb unpractised forest special stages, divided into four sections, once again based on the enthusiastic coastal resort of Port Macquairie.

Brilliant sunshine, temperatures in the 80s and cool clear nights emphasised this year's major problem—dust. Blomqvist, Makinen, Carr and Aaltonen all held the lead during the event and the Boreham-built Escort of Greg Carr was eliminated on the last night by sundry electrical problems.

Japanese tyres prove vastly superior in terms of punctures, with Stig Blomqvist's early retirement during the first section, partly attributable to three flat tyres. Mehta (Datsun) and Shinozuka (Mitsubishi) entered into a rally-long duel for class honours, crews electing not to stop for refuelling during the 237 kilometre penultimate special stage—and both running out of petrol! Shinozuka was lucky and free-wheeled to the finish, making fastest time!



Above: The 'old man' did it again! After a superb Safari performance earlier this year, Rauno Aaltonen was able to take advantage of Ford's misfortune to win this rally 11 years after he first competed here. Below: Harry Kallstrom yumps his similar car on the way to second overall.



RALLY

Dan White, like all good Clerks of the Course, has stamped his own personality on the event. Blessed with excellent sponsorship from Total and an enthusiastic committee, he has listened hard to mainly European criticisms of the event in the past and come up this year with a near perfect formula. There are still a few problems to be ironed out, but the event must seriously be considered as a round for next year's world championship, despite the near impossibility of practice in the large state forests.

The event started with scrutineering, drivers' briefing, and the first special stage, all in Sydney. Unfortunately these proceedings lasted three days. Amaroo Park circuit was the scene of the first of 35 stages, 4.4 kilometres long, the main tarmac racing circuit, motocross track, dirt circuit and hillclimb were combined for this spectator stage. Timing, this year, was to the hundredth of a minute over a set target time. The system worked well and made results calculation very simple—it had been hoped to abolish any form of target time on the stages, but CAMS were unwilling to authorise such a radical step. This meant that most of the daylight stages were just 'cleanable' by the leading crews. The clocks, borrowed from New Zealand, were 18in square and, although exceptionally easy to read by the driver at the start of stages, with no stop mechanism were difficult to check on at the finish. It appears that the marshals were insufficiently briefed on their use, particularly as regards to jump starts, and some method of forestalling this should be introduced, possibly a perforated time card held by the start marshal similar to the 1000 Lakes system.

So to the Amaroo Park stage, to the north west of Sydney. Fastest here was Blomqvist, just three seconds in front of Makinen. After a 150 kilometre run up the main Pacific Highway, the stages started in earnest with two daylight tests, where Makinen began pulling slightly ahead, making sure he stayed as first car on the road for the seven night stages, where dust was going to be a problem. These stages varied from 13 to 102 kilometres in length.

It was on the first of the night-time stages, Cabbagetree, that Blomqvist's problems began. He suffered two punctures on this 44 kilometre stage, dropping over seven minutes to the leaders, and then had to run in the dust of slower cars. For the leading car it was clear, but he faced the problems of wallabies, cattle, closed gates and at one stage, later in the rally, some environmentalists who were staging a protest against the motor car! Greg Carr ran into these characters, while both Aaltonen and Makinen lost their front lights hitting wallabies.

Alan Brough was already out with a broken piston on his Toyota—a very short run—after bringing the car over from New Zealand, but the major retirement was Blomqvist on Stage 8—he suffered another puncture and the vibrations that had been set up in the car probably caused the ball-joint breakage and subsequent collapsed suspension. This made the car uncontrollable and he left the road.

On this stage the start clocks failed to arrive and the marshal despatched the first few cars on his wristwatch. After about six cars the clocks arrived. The difference in times being noted, some readjustment was necessary at the finish and amazingly the organisers got their sums right and avoided the cancellation of this stage. The format was now set—12 hours' rallying, 12 hours' rest, two daylight stages, a short meal break and then with darkness the action all began. At times there was little chance of servicing but it was never necessary to speed on the public highway. As the route is secret until ten minutes before departure, the organisers issued a general service schedule, some 12 hours before the start, which makes advance planning by team managers extremely difficult.

Makinen, Aaltonen and Kallstrom were in the lead, but Carr at number eight was putting in a dazzling performance. Despite the dust he beat the leaders on two stages, and on arrival at Port Macquaire he was very deservedly in second position.

That was the end of the first leg—13 hours' rallying and 280 kilometres of special stages—the first cars arriving at the *parc ferme* between the beach and rally HQ, the fantastic Sandcastle Motel, at around 2 o'clock in the morning. Here everything was organised for the convenience of competitors, the bar stays open 24 hours a day for four days and the restaurant starts serving breakfast from 3 o'clock in the morning, which is just the time when each night's rallying

the event, combining many other sporting events and functions with the rally.

This year the results service, press and television coverage were all excellent and it was soon shown that the order after the first leg (which determined the all-important restart order for the second leg) was as follows: 1, Makinen/Liddon (Datsun), 3.67mins; 2, Carr/Gregson (Escort), 5.88; 3, Kallstrom/Billstam (Datsun), 6.21; 4, Aaltonen/Beaumont (Datsun), 6.84; 5, Fury/Suffern (Datsun), 6.86.

At 3 o'clock on the hot Sunday afternoon the rally restarted on the second leg of 615 kilometres, passing through Taree, Wingham, and Yarrowitch before ending back again in Port Macquaire. The first stage was 22 kilometres long and George Fury was the only car to clean it by just one second, next was Aaltonen and then Makinen four seconds behind. Ross Dunkerton, who, in his own words was still 'fresh' after coming a disputed fifth in the London/Sydney Marathon, suffered distributor problems. This dropped his Datsun 13 minutes down on the leaders, whilst Iwashita rolled his car and retired. Shekhar Mehta in his 1600cc 210 was just leading his arch rival Shinozuka in a Mitsubishi and increased his lead by a further .08 of a minute, but was finding the handling of this experimental car a trifle odd, whilst the braking left a lot to be desired. Kallstrom suffered a puncture, when he clipped a boulder with the front wheels and drove 23 kilometres to the finish, losing his lead to Aaltonen in the process.

In rallies with a new timing system and complicated time cards, the leading car often has to instruct marshals in their use, and this happened here. Unfortunately for Makinen at the end of Stage 4, the Control Official failed to enter his time for the next section and he had to return to collect this information. It lost him no time but he was not now running first car on the road.

Stage 5 produced some odd results in the confusion, but all the leading cars cleared this very fast stage despite the dust.

Three successive special stages of 94, 62 and 102 kilometres kept the crews working very hard. With navigation only from a tulip-arrow road-book, accurate navigation, especially in the dust, was most important.

Blair Robson, who had been tenth after some early minor problems, dropped 76 minutes when his Escort's clutch blew up, and put him back to 29th overall and something like 40th car on the road in all the slower cars' dust. But his subsequent stage times for this leg were most impressive.

George Fury made a rare mistake and lost over five minutes getting the car back on the road, this let Colin Bond and his Escort up into fifth place, so things looked good for Ford. As the cars arrived back in Port Macquaire for the second time, Greg Carr had a narrow lead over Makinen, and the order was as follows: 1, Carr/Gregson (Escort), 23.49min; 2, Makinen/Liddon (Datsun), 23.89; 3, Aaltonen/Beaumont (Datsun), 25.46; 4, Kallstrom/Billstam (Datsun), 27.91; 5, Bond/Dawson Damer (Ford), 30.44. The Mehta-Shinozuka battle was as fierce as ever, the Mitsubishi just leading the Datsun 45.02 to 45.10. That's close!

At halfway things were really warming up and still only Blomqvist, of the leading cars, had retired. There was then a long run north through Kempsy to one excellent daylight stage 19 kilometres in length, just cleaned by four leading cars. Aaltonen had a puncture but was still only 0.15 over the target time. Bob Watson (Datsun) had a small excursion, but soon had the car back on the road. However, the hot exhaust had started a fire in the exceptionally dry undergrowth and this took some time to extinguish. Meanwhile Ross Dunkerton lost more time when his car went onto three cylinders. Wayne Bell in the MHDT Gemini was going consistently, despite its lack of power, and was 12th out of the 45 surviving cars. Mehta retook Shinozuka and regained eighth place. On the first of the night stages, which was 35 kilometres, just three kilometres from the finish the rear of Makinen's car clipped a bank with no apparent damage. But, unknown to the driver, the offside rear tyre was slowly deflating and just one kilometre later, a vicious left-hand bend caught him out and he left the road backwards, rolling the car on to its side. Unlike the British forests, where spectators abound, no help was at hand, but the crew rolled the car back on to its wheels and, attaching a tow-rope, awaited the arrival of the next of their team-mates. It was George Fury who stopped and gave a quick tow, this got the car back on the road costing Makinen 11 minutes and any chance of an outright win for he was now back in fifth behind Bond, who was also soon to have problems. Again three long stages in quick succession of 44, 82 and 99 kilometres found several cars in trouble. Ross Dunkerton's run came to an end when the rear studs sheared on his Datsun near Bellingen but reports came in that he was still smiling somewhat aided by a bottle of Southern Comfort!

The threatening rain never materialised so Greg Carr took full advantage of his number one spot on the road and by the end of the third leg, had pulled out an eight-minute lead on Aaltonen who, in turn, led Kallstrom by seven minutes. Meanwhile, Shinozuka was leading Mehta by over a minute, but the Ford's electrics were beginning to give problems. The fourth leg was the final section and included the longest stage of all, 237 kilometres, the notorious Gordonville Ford, at which thousands of people gather to watch the rally cars pass.

During the first two daylight stages Mehta overtook Shinozuka once more, but on the first of the night sections Shinozuka was back in front, this was the battle of the rally, between Datsun and deadly rivals Mitsubishi, for a class win. Carr was having a clear run, but Aaltonen was hanging on grimly to second place—the rally had become something of a procession behind the flying Ford, the thick dust making it virtually impossible for cars to catch time on the stages, as they were started at strictly two-minute intervals.

A Ford win looked imminent, but it all went wrong. As Makinen and Mehta were waiting to check in at the start of a stage, Bond was late. Despite some frantic gestures by Bond's co-driver, he was booked in late and, in the ensuing panic, they left the special stage start control early. Three junctions into the stage Bond, who had been going extremely well, made a rare mistake, and went straight on at a fork right, putting the RS2000 on to its side and damaging the steering. This lost him over ten minutes. At the next time control the marshals noted Makinen's car was leaking oil from the sump, he immediately returned to the service point but the mechanics had gone. Despite buying all the available oil in a sleepy village, there was not enough to get through the next 48 kilometre special stage so he was out. Then Carr had to be push-started into the stage, and within five bends he too had stopped with no lights and not enough electricity for the fuel pumps. By the time a new battery had been fitted he had lost over 35 minutes and Aaltonen had the clear first spot on the road and looked set for his first major rally win for a long time—Datsuns were beginning to smile again.

Thirty-nine kilometres of transport sections with little time for service brought the rally to the start of the 236.6 kilometre stage—the organisers had wisely suggested two places where servicing could be attempted so it was a gamble whether to stop for fuel or not. It was now Aaltonen's turn to hit a wallaby and there were many anxious moments at the Datsun service point in the middle of this stage, but they still had four cars running. The leading trio stopped for rear tyres and fuel and the ever smiling Japanese mechanics were timed changing two rear wheels and refuelling the cars in under 1 minute 15 seconds! As the battle between Mehta and Shinozuka continued they both gambled on being able to complete the stage on one tank of petrol plus a jerry-can. With the lower powered cars the tyres presented no problem—just four kilometres from the finish Shekhar's gamble failed and his luckless co-driver began a four kilometre run for service! Shinozuka was luckier—he ran out just one kilometre from the finish and coasted over the line, making fastest time in the process. Many of the privateers were in serious trouble on this stage, but so were the experts. Bond eventually rolled slowly out of the rally when the steering slipped and he failed to take a right-hand bend.

All this time Harry Kallstrom had been driving in Aaltonen's dust and keeping a very consistent second place. In third place was George Fury, but he never reached the end—having a high-speed accident some 40 kilometres from the finish. Bob Watson's fine drive was rewarded with third overall. After this stage there was a main road run to a rest halt before the last daylight stage of 23 kilometres, appropriately named the Silver Jubilee, where Watson was fastest and Kallstrom had a puncture. With nothing to lose he wisely stopped and changed the tyre.

Exactly at 9 o'clock on a gloriously hot morning with the warm north-east wind blowing off the Pacific, the winners came into Port Macquairie to a great welcome—it had certainly been a dramatic last night and after five years of trying, the smiles on the Japanese mechanics' faces told the whole story!

It had been an excellent event and with adjustments to stage lengths and a simplification of the timing system Port Macquairie should see world championship competitors next year. Despite their bitter disappointment, Ford of Australia's hospitality was as good as ever with lobsters and Oyster Kilpatrick at the Whalebone Fish Restaurant.



Greg Carr (RS1800) among typical New South Wales forestry.

DATSUN
Nissan (Australia) made a very determined and professional attack on the event entering four Japanese-built 710 coupés for Timo Makinen/Henry Liddon; Rauno Aaltonen/Jeff Beaumont; Harry Kallstron/Claes Billstam and last year's Southern Cross hero, George Fury/Monty Suffern. All the cars had twin-cam engines of 1941cc. Shekhar Mehta/Adrian Mortimer were in a four-door 1600cc 210 as was Yoshio Iwashita from Japan. Supplementing these cars, assistance had been given to the Gerry Ball Tuning entries of Ross Dunkerton/Graeme Pigram and Bob Watson/Peter Godden also in 710s. With a mixture of factory mechanics from Japan and the Nissan plant down in Melbourne, the whole service operation was very efficiently controlled by Howard Marsden, probably best known to English readers for his association with the Alan Mann racing Organisation.

SAAB
Saab Sweden made one of their rare and most welcome appearances with a 99 EMS for Stig Blomqvist/Hans Sylvan backed by three mechanics from Trollhatten, including the irrepressible Malin. A second locally prepared car was entered for Dean Rainsford/Graham West.

GENERAL MOTORS
Like elsewhere in the world there is no direct factory participation; however, one 1600cc Gemini was entered for Wayne Bell/George Shepherd, by the Marlboro Holden dealer team, this car with similar body configuration to the European Opel Kadett is fitted with a 1600cc Izuzu engine giving just 128bhp.

FORD
Ford Australia made a two-car entry for Greg Carr/Wayne Gregson in a Boreham built RS1800 and Colin Bond/John Dawson-Damer in a locally built RS2000. After their unfortunate rally last year, when both Makinen and Clark retired with leaking differentials, Ford put great pressure on Peter Ashcroft to supply a new car for this year's event.

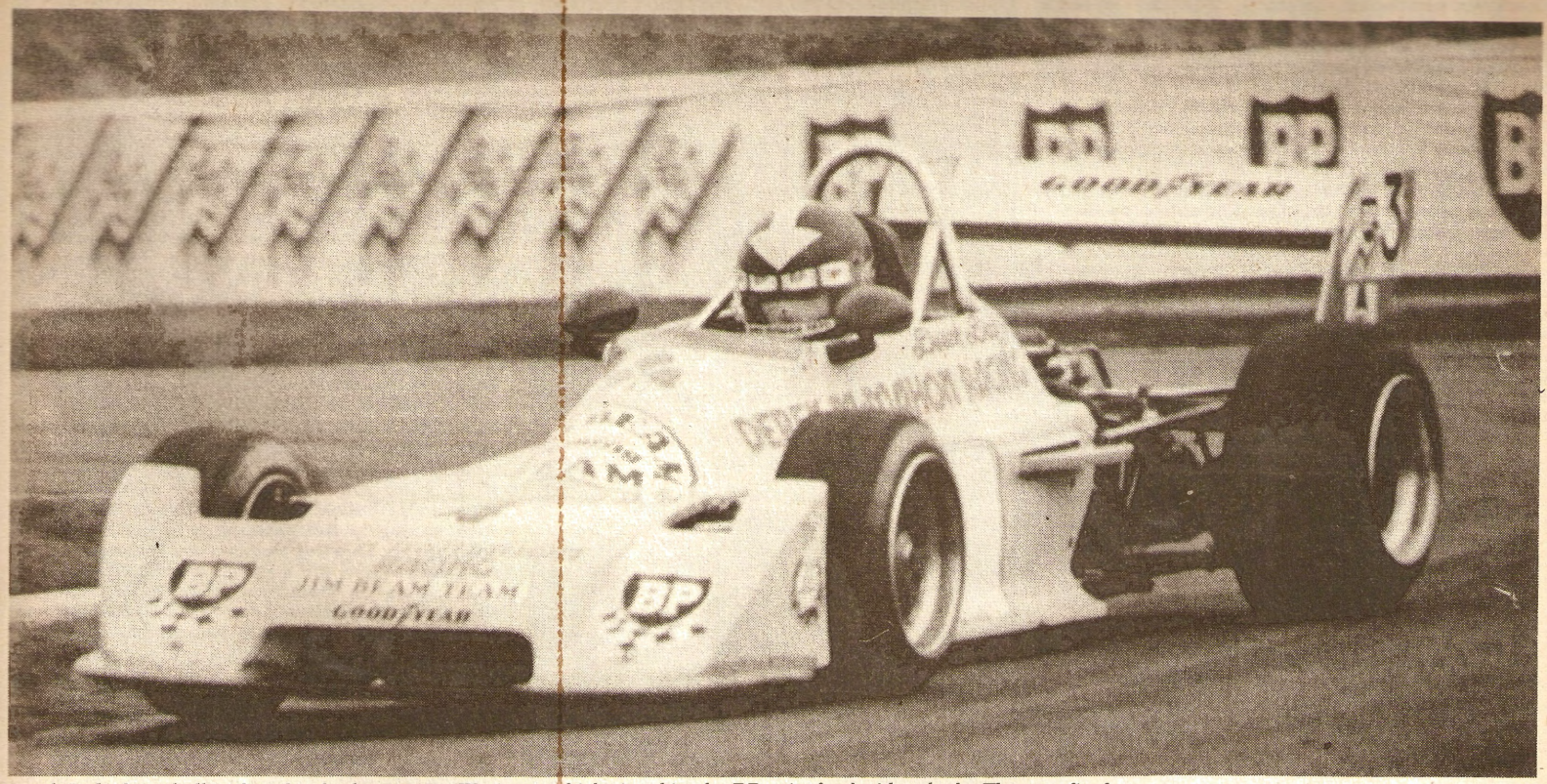
From New Zealand entered by Mosport came Blair Robson/Chris Porter in the RS1800 that Ari Vatanen had driven in the South Pacific Rally, now immaculately repaired.

Among the remaining entries was Alan Brough/Mike Galvin (Toyota) 'Captain' Peter Janson/Alan Crawford (Mitsubishi), Roger Bonhomme/Paul Peterson, three enthusiastic crews from Indonesia and no less than 19 other Japanese privateers! Hardly surprising as this event receives probably more publicity in Japan than any other rally! So naturally Datsun were delighted with their result, particularly as the Japanese Motor Show and Grand Prix take place this month.

Although there were no official works Mitsubishis, a factory-prepared car was entered for Kenjiro Shinozuka/Garry Connelly, Kenjiro rapidly gaining experience around the world, fresh from his latest success in Canada.

Total Oil Southern Cross International
October 8/11

1, R. Aaltonen/J. Beaumont (Datsun 710) 80.40 mins;
2, H. Kallstrom/C. Billstam (Datsun 710) 87.85 mins;
3, B. Watson/P. Godden (Datsun 710) 113.96 mins;
4, K. Shinozuka/G. Connelly (Colt Lancer) 116.24 mins;
5, G. Carr/W. Gregson (RS1800) 153.30 mins;
6, S. Mehta/A. Mortimer (Datsun 210) 164.32 mins;
7, I. Hill/G. Roser (Colt Lancer) 196.80 mins; 8, R. Jackson/P. Berriman (Colt Lancer) 216.69 mins; 9, S. Kanno/K. Kawamura (Colt Lancer) 236.18 mins; 10, B. Robson/C. Porter (RS1800) 270.12 mins.
(68 starters—20 finishers)



Derek Daly drove brilliantly to his third successive F3 victory which gives him the BP series lead with only the Thruxton final to come.

Daly ahead in BP series

Daly's Chevron wins again—South third behind Brabham—Elgh scrabbles through to fourth—Warwick unlucky again. Report: JEREMY SHAW. Photography: CHRIS DAVIES.

The real winners at last Sunday's Formula 3 Championship race meeting at Donington Park were the British Automobile Racing Club, headed by Clerk of the Course John Wickham. Somehow, they managed to squeeze in eight practice sessions and races within five hours. This was the time available after dense morning fog had finally lifted until six o'clock in the evening, when the clouds, and darkness, descended once more. Most of the races were shortened to eight laps, but the feature event of the day was the penultimate round of the tremendously exciting British Petroleum F3 championship, and this was allowed to run for its scheduled 15 laps. Derek Daly quickly established a clear lead in his Derek McMahon Racing/Jim Beam Team Chevron B38, and cruised on to his third successive victory in this series.

Geoffrey Brabham ran his Ralt a comparatively lonely second throughout this largely processional race, while the other two main contenders, with Daly, for the championship, Stephen South and Eje Elgh, finished third and fourth in their usual March and Chevron respectively.

The supporting races were many and varied. The best were a close Hitachi Special Saloon event, won by Brian Prebble ahead of champion John Homewood (both in Imps), and the Forward Trust 1000 Plus race, in which Nick Whiting scored a marginal defeat over Colin Hawker.

The first practice sessions only commenced at 1pm instead of the scheduled 9am, so everybody was allowed just 10 mins except for the F3 field, who were let loose for twice that time. There was, therefore, precious little time to set cars up for the usually critical final few minutes of practice, and the better organised teams showed up as the ones whose drivers were not having to pit in order to make minute adjustments to their cars.

It was over a month since Geoff Brabham last raced an F3 car, having been back 'down-under' since the Brands Hatch race both to race with his father in the classic Hardie-Ferodo long-distance saloon car race and, more importantly (perhaps!) to marry his long-time girlfriend Roseina. The lay-off certainly didn't seem to affect his flair, though, for it was his name that headed the list of practice times with a time just 0.2sec outside the lap record.

Derek Daly found his Chevron was running out of revs on the long Starkeys Straight, because "I thought it was going to be damp and changed a couple of ratios". He was also bothered by a locking front brake but nevertheless went quickly enough to be the Chevron filling in a Ralt front row. Derek Warwick was trying a unique new rear suspension set-up on his Warwick Trailers Ralt, which he thought made the car feel nicer through the Park chicane than previously and no worse anywhere else. His opinion was, therefore, favourable, but he hopes to do a proper back-to-back test before long. Whatever, Derek again showed well and made up the front row of the 24-car grid.

Brazilian Mario Pati made it three Ralts in the first four with his Automovel Clube Paulista example, and his time was equalled by the quickest of the Marches, the Team BP 773 of Stephen South. Stephen was obviously very happy at having won his appeal with the RAC and was now in with a real chance of taking the championship in the Alan Docking-prepared car.

South's stable-mate Philippe Colonna surprised many people by qualifying sixth fastest; in fact, the race suggested that this time had been somewhat optimistic.

The fourth row provided a good deal of interest, being made up of Huub Rothengatter, Eje Elgh and David Kennedy. The Dutchman was going well in his well-used BAS March 763, while the current championship leader, Elgh, was struggling with the perennial oversteer complaint on his Marlboro/Plastic Padding Chevron B38. Eje's car featured F2-type ventilated front disc brakes and rubber-mounted rear suspension, which also did away with the lower rear radius arm, but he found that these tweaks made little or no improvement. The front brakes were, in fact, changed back to standard specification for the race. The Anglia Cars team had been busy all week repairing David Kennedy's Argo after the ravages of Gabbiani at Vallelunga, and so had missed the vital mid-week test session. The team had therefore to guess gear ratios and so on, and David had also to learn the circuit, so his was a creditable effort.

Those in trouble included the winner of the last F3 race at Donington, Brett Riley, who had the misfortune to collect a spinning Richard Jones at Redgate Lodge and not only wreck a nosecone and rear wheel but also put a nasty wrinkle in the tub of his Dave Price Racing Starz-March. Geoff Lees looked terribly depressed at having to start from the seventh row, and admitted to being more than a little concerned that his car has suffered the same understeer problem for many meetings and nothing has been done about it. Geoff complained that the car is nowhere near as good as his last year's B34.

Fastest qualifiers

Geoffrey Brabham (AUS)	Ralt RT1	1m11.0s
Derek Daly (EIR)	Chevron B38	1m11.3s
Derek Warwick (GB)	Ralt RT1	1m11.4s
Mario Pati (BR)	Ralt RT1	1m11.4s
Stephen South (GB)	March 773	1m11.4s
Philippe Colonna (F)	Chevron B38	1m11.6s
Ian Flux (GB)	Ralt RT1	1m11.7s
James King (USA)	March 773	1m11.7s
Huub Rothengatter (NL)	March 763	1m11.8s
Eje Elgh (S)	Chevron B38	1m11.8s
David Kennedy (EIR)	Argo JM1	1m11.9s
Ian Taylor (GB)	March 773	1m12.1s
Aryon Cornelson Filho (BR)	March 773	1m12.2s
Brett Riley (NZ)	March 773	1m12.3s
Thorkild Thyrring (DK)	Chevron B38	1m12.5s
Geoff Lees (GB)	Chevron B38	1m12.7s
Tiff Needell (GB)	March 773	1m12.7s
Chris Farrell (AUS)	Chevron B38	1m12.7s
Ian Grob (GB)	Chevron B38	1m12.7s
Ricardo Galiano (E)	Ralt RT1	1m12.8s

RACE

Poor Derek Warwick was in trouble even before the final warm-up lap when his car refused to run cleanly. His mechanics rushed to change a plug on the line, but this proved to be no good, and Derek came disconsolately into the pits as the rest of the field blasted away towards Redgate.

Daly made the best start and was able to head off Brabham into the first corner, although the Australian was immediately under intense pressure from South, who tried the outside line at Redgate and then looked hard for a way by the Ralt going down through the Craner Curves. Daly was grateful afterwards for this dicing, as it enabled him to pull out a lead of a couple of lengths before the end of the first lap.

"It was OK after that", said the Irishman after

scoring his third successive BP win, for he pulled out a lead of 1.8secs and held this steady throughout. This latest win puts Derek into a three-point lead with one nail-biting race to come.

South's challenge to Brabham lasted only a few laps, and the Team BP March then settled back into a safe third place, well clear of a good dice for fourth between James King and Elgh. James held the upper hand for almost the entire race and seemed set for the place. "I had about five car-lengths onto the final straight, and then braked as late as normal for the chicane. And then, I couldn't believe it, he came past so fast!" Eje badly needed as many points as he could muster: "I hadn't tried that move before, so I thought it would give him a bit of a surprise! It felt really good!" The Swede's Chevron braked almost impossibly late, but somehow managed to avoid contact with the American and scrabbled through to take a hard-earned fourth place. James was fuming.

The final point went to Pati after a steady drive, the top ten being completed by Kennedy (after a good drive), Cornelson, Riley and Ian Taylor's Unipart March, the latter having headed a huge battling bunch which finished in the order Ian Flux (Ralt) and Chevron drivers Patrick Gaillard, Thorkild Thyrring, Rad Dougall and Ian Grob. Nigel Mansell had also been in the thick of this bunch with the Lola, but fell foul of a spinning Colonna at the chicane and retired with damaged bodywork.

British Petroleum Formula 3 Championship, round 15
Donington Park, October 16
15 laps—29.36 miles

1, Derek Daly (Chevron-Toyota/Novamotor B38), 17m 54.8s, 98.34mph;
2, Geoff Brabham (Ralt-Toyota/Novamotor RT1), 17m 56.6s;
3, Stephen South (March-Toyota/Novamotor 773), 18m 01.7s;
4, Eje Elgh (Chevron-Toyota/Novamotor B38), 18m 09.8s;
5, James King (March-Toyota/Novamotor 773), 18m 10.3s;
6, Mario Pati (Ralt-Toyota/Novamotor RT1), 18m 13.4s;
7, David Kennedy (Argo-Toyota/Novamotor JM1), 18m 14.8s; 8, Aryon Cornelson Filho (March-Toyota/Novamotor 773), 18m 15.8s; 9, Brett Riley (March-Toyota/Novamotor 773), 18m 24.6s; 10, Ian Taylor (March-Triumph/Holbay 773), 18m 31.4s.

Fastest lap: Daly and Brabham, 1m 10.9s, 99.38mph.

SUPPORTING RACES

SodaStream Sports 2000 Championship leader John Cooper was towed in on the end of a rope after practice in his Jevons Cooper Group Lola, but inspection revealed the only problem to be a detached fuel line, so he had no trouble in taking up his pole position on the grid. He also had no problem, in dominating the race, although he was being closed upon towards the end by Rod Gretton's Century Oils Lola, which had earlier passed John Brindley's Tiga.

The final Hitachi Special Saloon race proved to be an exciting affair, led at various stages by John Homewood and Brian Prebble in their hybrid Imps as well as by the ingenious Imp-engined Mini Countryman of Buckinghamshire garage proprietor Ginger Marshall. It was the crowd-pleasing Mini that led the early stages, under pressure from Homewood, but he was then to be delayed by boiling brakes and a refusal of the engine to rev over 7500rpm, so slipped back to third before the end. Homewood then took over at the front, but a quick spin at the Old Hairpin allowed Prebble through and Homewood's late effort was not quite enough to regain the lost ground. Chris Roberts survived an early error to win the 850 class in his Imp after David Enderby had spun his Mini at Redgate on the last lap letting Peter Day into second with his orange Allen-Mini.

David Preece led the first five laps of the Thoroughbred Sports Car race in the Oldham & Crowther Jaguar XK120, but was being shadowed by the similar Tester Engineering car of John Harper. A good battle looked to be on the cards over the last few laps, but this never came about as the leader suffered a rear puncture and left Harper with a clear lead, which he held easily to the end despite a coming-together when lapping Berkeley Paget's TR3. John Chatham finished a lonely second overall and won his class with his Austin-Healey, while the Lawrencetune Championship was decided in favour of Jerry Trace, who finished second in his class behind interloper David Lomas's similar Elva Courier.

Steven Soper led away the 1275GT Minis from Paul Taft and Roger Saunders, and these three spent most of the race in close company. Taft took over the lead on his second lap and managed to pull out a clear advantage before the end in his Motospeed Mini. The main interest was in the battle for second place, which was led onto Starkeys Straight for the last lap by Saunders. Soper outbraked the Wadham Stringer car into the chicane, but only scrabbled through onto the grass, and Saunders was able to accelerate past again on the run-in to the flag.

The Classic Saloon Car race belonged purely and simply to former Formula Junior pilot Bill Pinckney, who stroked his immaculate Jaguar 2.4 to a clear victory over Chris Wood's similar car and Michael Bennion's Zephyr. This task was made easier, however, when poleman Bob Meacham was unable to start after running the bearings in his Jaguar engine. Fourth overall and an easy class winner was Andy McLennan's rapid A35, while his sparring partner, the massive Jaguar Mk7 of Chuck Nicholson, spun hairily at Park on the last lap and thereby lost fifth place to Steven McHale's Borgward.

Jonathon Palmer led the Steel Tube Services Modsports race from start to finish with his Casbah Racing Marcos GT, but it was a close-run thing, for Bob Jarvis was closing very rapidly with his little Davrian-Imp. Jonathon knew that he would have trouble with the brakes on his heavy car and, sure enough, they were practically useless towards the end of the eight-lap race. Jarvis made a good outbraking effort at the chicane, but his huge sideways moment ensured that the larger car would be able to hang on. Max Payne took his Ark Racing Elan to a class-winning third place, while a coming-together between Paul Berman's Elan and the Davrian of Pat Longhurst caused the eventual retirement of both and left Chris Cooke's Morgan to finish fourth. The best class dice was once again for the 1500cc cars, which was resolved in favour of Keith Ashby's Midget from Steven Roberts, whose Mini-Marcos was also rapidly running out of brakes.

The final Special Saloon car race, a round of the Forward Trust 1000 Plus championship, was led from the start by Colin Hawker's DFVW as Nick Whiting was rather slow away in his *Kent Messenger* Escort. The Kentishman closed up by the end of the first lap and then slipped superbly by under braking for the chicane, but was unable to shake off the attentions of the Templar Tillers/Burton/Tolemans driver. Colin strove hard to keep pace with the V6-engined Escort in the rapidly fading light, and the presence of a large number of much slower machinery failed to worry him. On the sixth lap, Whiting was inadvertently baulked at the chicane and Hawker nipped through in a flash, only to be retaken again at the same place a lap later. Whiting held on to the end, despite a deflating rear tyre ("I wondered why it was oversteering"), and Rob Mason finished a lonely third. Peter Baldwin won his class in seventh overall, and thereby clinched his third outright championship win of a very successful season in his Marshalls of Cambridge Mini Clubman.

Sodastream Sports 2000 Championship Race (6 laps): 1, John Cooper (Lola-Alan Smith T490), 10m 32.3s, 89.15mph; 2, Rod Gretton (Lola-Titan T490), 10m 33.3s; 3, John Brindley (Tiga-Racing Services SC77), 10m 38.5s; 4, Chris Alford (Lola-CES T490), 10m 46.5s; 5, John Brown (Lola-Alan Smith T490), 10m 52.5s; 6, Mike Ostroumoff (Lola-Alan Smith T490), 10m 52.8s. **Fastest lap:** Gretton, 1m 17.3s, 91.15mph. **(record).**

Hitachi Special Saloon Car Championship Race (6 laps)—overall and 851-1000cc: 1, Brian Prebble (1.0 Hartwell Imp), 11m 43.8s, 80.09mph; 2, John Homewood (1.0 Sunbeam Imp), 11m 44.3s; 3, Ginger Marshall (1.0 Mini Countryman-Imp), 11m 46.6s; 4, Paul Haywood-Halfpenny (1.0 Sunbeam Imp), 11m 58.0s. **Fastest lap:** Homewood, 1m 24.4s, 83.49mph **(record). Up to 850cc:** 1, Chris Roberts (848 Hillman Imp), 76.09mph; 2, Peter Day (850 Austin Mini-Allen/Ford); 3, Fred Hendy (850 Sunbeam Imp). **Fastest lap:** Roberts, 1m 29.4s, 78.82mph.

Lawrencetune Thoroughbred Sports Car Championship Race (6 laps)—overall: 1, John Harper (3.8 Jaguar XK120), 12m 05.0s, 77.75mph; 2, John Chatham (2.7 Austin Healey 100/6), 12m 33.8s; 3, David Lomas (1.6 Elva Courier Mk1), 12m 45.9s; 4, Jeremy Trace (1.6 Elva Courier Mk1), 12m 54.0s. **Over 2701cc:** 1, Harper; 2, Eric Price (3.0 Austin Healey 100/6); 3, John Powles (3.0 Austin Healey 3000 Mk1). **Fastest lap:** Harper, 1m 29.0s, 79.17mph. **1651-2700cc:** 1, Chatham, 74.78mph; 2, Alan Harding (2.2 Austin Healey 100/6); 3, Berkeley Paget (2.2 Triumph TR3). **Fastest lap:** Chatham, 1m 32.3s, 76.34mph. **Up to 1650cc:** 1, Lomas, 73.60mph; 2, Trace; 3, Ken Heywood (1.6 Elva Courier Mk1). **Fastest lap:** Lomas, 1m 33.8s, 75.12mph.

Leyland 1275GT Challenge Race (6 laps): 1, Paul Taft, 12m 33.8s, 74.78mph; 2, Roger Saunders, 12m 38.6s; 3, Steven Soper, 12m 38.7s; 4, Jeremy Hampshire, 12m 38.9s; 5, John Edwards-Parton, 13m 02.2s; 6, Rob Lodge, 13m 06.2s. **Fastest lap:** Taft, 1m 32.6s, 86.09mph.

Classic Saloon Car Championship Race (8 laps)—overall: 1, Bill Pinckney (2.4 Jaguar Mk1), 13m 27.2s, 69.83mph; 2, Chris Wood (2.4 Jaguar Mk1), 13m 43.9s; 3, Michael Bennion (2.6 Ford Zephyr), 13m 49.1s; 4, Andy McLennan (1.0 Austin A35), 14m 06.6s. **Over 2700cc:** 1, Chuck Nicholson (3.4 Jaguar Mk8), 65.44mph; 2, Craig Hinton (3.4 Jaguar Mk7); 3, Peter Deffee (3.4 Jaguar Mk7). **Fastest lap:** Nicholson, 1m 43.8s, 67.88mph **(record). 1902-2700cc:** 1, Pinckney; 2, Wood; 3, Bennion. **Fastest lap:** Pinckney, 1m 38.9s, 71.25mph. **1252-1901cc:** 1, Steven McHale (1.5 Borgward Isabella TS), 65.65mph; 2, Judy Andreason (1.5 MG Magnette); 3, Philip Smyth (1.6 Wolseley 15/50). **Fastest lap:** McHale, 1m 44.5s, 67.43mph **(record). Up to 1251cc:** 1, McLennan, 66.58mph; 2, Anthony Raine (1.0 Austin A35); 3, Mike Cox (1.0 Austin A35). **Fastest lap:** McLennan, 1m 43.5s, 68.08mph **(record).**

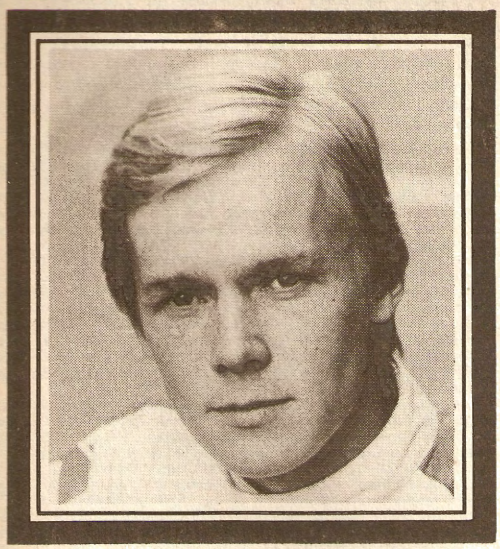
Steel Tube Services Modified Sports Car Championship Race (8 laps)—overall: 1, Jonathon Palmer (3.0 Marcos GT), 11m 00.1s, 85.40mph; 2, Bob Jarvis (1.1 Davrian-Imp Mk7), 11m 01.5s; 3, Max Payne (1.6 Lotus Elan), 11m 05.4s; 4, Chris Cooke (1.8 Morgan 4/4), 11m 31.1s. **Over 2000cc:** 1, Palmer; 2, Richard Gamble (4.5 Jaguar E); 3, Rob Wells (3.5 Morgan Plus 8). **Fastest lap:** Palmer, 1m 21.5s, 86.46mph **(record). 1501-2000cc:** 1, Payne, 84.72mph; 2, Cooke; no other finishers. **Fastest lap:** Payne, 1m 21.5s, 86.46mph. **1151-1500cc:** 1, Keith Ashby (1.5 MG Midget), 80.63mph; 2, Steven Roberts (1.5 Mini Marcos Mk4); 3, Peter Richings (1.5 MG Midget). **Fastest lap:** Roberts, 1m 24.8s, 83.09mph **(record). Up to 1150cc:** 1, Jarvis, 85.22mph; 2, Pat Longhurst (1.1 Davrian-Imp Mk7); 3, Bill Shepherd (1.1 Austin Healey Sprite). **Fastest lap:** Jarvis, 1m 20.8s, 87.21mph **(record).**

Forward Trust 1000 Plus Special Saloon Car Championship Race (8 laps)—overall: 1, Nick Whiting (3.4 Ford Escort), 10m 14.7s, 91.70mph; 2, Colin Hawker (3.0 DFVW); 10m 14.9s; 3, Rob Mason (2.0 Sunbeam Stiletto-Ford), 10m 28.4s; 4, Derek Walker (1.9 Ford Escort BDE), 10m 38.5s. **Over 2500cc:** 1, Whiting; 2, Hawker; 3, George Potter (5.0 Ford Capri). **Fastest lap:** Hawker, 1m 14.9s, 94.08mph. **1301-2500cc:** 1, Mason, 89.70mph; 2, Walker; 3, Geoff Janes (2.3 Vauxhall Firenza). **Fastest lap:** Mason, 1m 17.2s, 91.27mph **(equals record). Up to 1300cc:** 1, Peter Baldwin (1.3 Austin Clubman-Allen/Ford), 82.46mph; 2, Clinton Bourke (1.3 Motospeed Mini); 3, Martin Pearson (1.3 Datsun Cherry). **Fastest lap:** Baldwin, 1m 23.6s, 84.29mph.

Marc Lawrence's Austin A35 dives inside Brian Pollards lurching Vanguard Sportsman through the Craner Curves while one of the huge Jaguars gets crossed up.



Vatanen



Verbatim

"It's the most dangerous event I have ever done though. . .night is the only time to go out and complete the real hard work."

I just panicked like a Sunday driver when I found myself approaching one particular corner on the San Remo Rally and there I was out of the event because of my own stupid mistake. It really has been a year of experience for me doing World Championship events with Ford, and I consider myself very lucky to have been involved. However, I must begin this column by apologising for the length of time since my last one and hopefully they will be a little more regular henceforth.

With the most recent event being in Italy I shall start there and go backwards. Before San Remo I received some varied advice from people such as Markku Alen and Timo Makinen, both of whom said that it would be a very tough event for me as it was my first time there and I was only able to be there for ten days' practice. When Timo heard that, he said I should have had at least a month's practice, and Markku said I should not be too hopeful of a good result since with my limited experience it was likely I would be quite slow. However, I am pleased to say that I put up some good times—on one 60kms stage I was third fastest—and eighth overall after the first night in such company was not too bad.

It's the most dangerous event I have ever done though. Because of the speeds which need to be attained, night is the *only* time to go out and complete the real hard work. . .as is obvious from the practice accidents (eg Walter Rohrl and Jean-Claude Andruet) that training can be just as dangerous as the rally itself. My co-driver Peter Bryant was grateful for the dark since it hides the long drops on the sides of the roads. It is very easy to lose ones bearings on the narrow twisty roads with the G-forces in the car tossing one around so much. Another factor against me on the rally was my comparative lack of experience on tarmac. I'm very keen to dispel the myth that Scandinavians are *only* quick in forests so naturally I'd like to do the San Remo again next year. But, as I said before, next time I would like much more time to get to know the roads, which in that part of the world vary so much.

Before San Remo I spent just one day at home in Finland on my return from Quebec where I had a most enjoyable time. So often, rally organisers forget that their event should be designed for competitors, especially when they have been organising them for many years. In Canada the organisers were so helpful and keen to learn about rallying at this level that they really made it a pleasure to be there. In theory Canada should have been like Finland, with forests and lakes in abundance, but in practice it was completely different, everything was just *so* much bigger and, unlike Finland, the forest areas are totally uninhabited. When you go out in their forests you are completely on your own. It is a lonely feeling as you can quite easily and rapidly be hundreds of miles from civilisation.

We spent one-and-a-half weeks practising for the event and although it was by no means a short rally this was quite enough. There they used long stages and we contested them several times. I personally prefer this sort of event. It is easier to practise and it must make life much easier for the organisers.

I really thought that Quebec was going to be my rally, and in principle it should have been. I was not as upset about the electrical failure as I was about my own stupidity in throwing away both Portugal and New Zealand rallies. In a mechanical sport such as rallying a failure of the car is one of the things a driver must accept and there is no point in crying about it. In a way if the car breaks down it makes me feel better—that the car can make mistakes just as much as the driver can. Really I have had no reason to ever feel the slightest qualms about the reliability of RS1800s this season, in which I feel very lucky, especially when looking at some of the disasters that have happened to other Finnish drivers.

Of course, before Quebec it was my home event, the 1000 Lakes. Like every other Finnish driver I desperately want to win it although I must admit that from the point of view of international prestige the RAC is the most important rally. Still every event has its own atmosphere and, as I have found on my travels this year, no two are ever alike. I do not think I have ever had the chance to watch Kyosti Hämäläinen before, and his driving really impressed me. Most people said how smooth a driver he was, and that in Group One he never used sideways driving, but I can assure you that in Group Four he was hardly ever straight! I was fortunate, or perhaps I should say unfortunate, to be able to go watching the event on the second day and I thought he drove brilliantly.

Another part of my education this year has been from driving in the same team as Bjorn Waldegaard. The current team joke is that he is 'the newcomer'! It's great fun to be able to drive alongside him, as there is such a good atmosphere, but perhaps the most notorious 'newcomer' on the rally scene at the moment is my brother Tatu. People are expecting too much from him. Please remember that up to the 1000 Lakes he had only done about 200 kilometres of stage rallying and had only just qualified for his national licence. I think people believe that he has as much experience as I have, and will get in any car and go quickly, but I just hope that he drives sensibly now and finishes rallies without trying anything too dramatic.



Above: Ari on the first night of the San Remo. After all the warnings and disheartening advice, he was happy to find himself lying eighth overall by morning—only to throw it away again! Below: our hot and hard-worked columnist discusses the situation with Hans Thorszelius.

The stir over another Vatanen on the scene was, of course, of minor importance compared to tales that have materialised from the Ford versus Fiat battle this year. Everyone seems to be expecting us all to be glaring at each other across our cars, but I must say that from the driver's point of view, nothing could be further from the truth. This could, however, be due in no small way to all the Finns they have driving for them! In fact we were joking in Canada about the four Finns there representing the team, saying that when it comes to a very tight situation they have to send all the Finns to sort it out. I must admit I was a little worried about what sort of reception we would get in San Remo from the Italian spectators, as I thought they might be a bit antagonistic towards us. In fact, the reverse was the case with the crowds seeming to cheer Bjorn and myself just as much as the Fiat and Lancia drivers.

I must also say that on many occasions I have been very happy to have Fiat there, as their doctor always looks after me conscientiously!

Excluding San Remo I have done 14 rallies this year and had six more on my schedule with the two most important ones being Corsica (which I confess I'm glad to miss), and the RAC.



Surprises across the Border

Markku Alen and Hannu Mikkola join the Scots

While filming took place at Myherin forest on Sunday following the Castrol '77, Team Toyota Europe were busily combining the activities of film assistance with some intensive testing of spring rates on both the Corolla and the Celica. Most of the morning's operation centred on the latter however and attempts were made to soften the rear suspension and increase traction while putting less strain on the transmission. The results were apparently encouraging and it was here that a decision was made for Hannu to go to the Border Rally at the weekend and experiment further as well as get that long-awaited re-acquaintance with Kielder forest.

Markku Alen will also be there, Fiat planning to test suspension and tyre alternatives, so the two Finns should give the Scotsmen plenty to aim at. As we went to press, it seemed more than likely that both would in fact make the start, although some doubt surrounded Hannu's presence on account of the fact that he is contracted to Peugeot for the Tour de Corse and may have to depart for the island this week. However, it appears that following engine problems at the factory, only a solitary 104ZS will now be going to the island—for Timo Makinen/Henry Liddon; in which case Hannu will be keen to return north.

Although the entry list for this weekend's Lombard Border Rally is not as full as the organisers could have wished, it certainly makes up for a lack of quantity with some very interesting last minute entries.

The rally will doubtless be a good, close-fought event with Bill Taylor and Charles Samson going into the last round of *The Scotsman*/Glayva Scottish Rally Championship with either man able to win the series, but the added attraction of these two Finns and also Andrew Cowan will ensure some interesting work in Kielder on Saturday.



Markku Alen (above) was delighted with his outing on the Castrol '77 and is looking forward to more testing during and after the Border Rally in Scotland.

GLAYVA Scotch Liqueur
THE SCOTSMAN
SCOTTISH RALLY CHAMPIONSHIP

Obviously Hannu and Markku are keen to get some rallying in this area before the RAC. Hannu's Corolla expired on the Lindisfarne before he ever reached the forest itself and Markku's Fiat 131 Abarth was inexplicably not available for the event. Markku will be using the car in which he finished fourth on the Castrol '77 but Hannu will be out in the Toyota Celica as it is of course this derivative that he will be using on the RAC.

The organisers, Berwick and District MC, have managed to find 55 stage miles, all in Kielder, over 10 stages with the whole event covering a total of 100 miles. Fears that the forest roads could be very rough should hopefully prove unfounded as the Forestry Commission had apparently regraded over half of them by the beginning of the week and were expected to be working on others right up to the time of the event itself.

The rally starts in the town of Hawick at the Common Haugh at 10.01 but spectators are advised to go straight to Kielder where all the action will be. The finish is at Byrness in the early afternoon, the Rally HQ at the Tower Hotel in Hawick.

Spectator vantage points are as follows:

SS1—*Map reference 80/618948 (start) one-and-a-half miles north of Kielder village. First car due 10.45.*
SS2—*Map reference 80/628915 (finish) near Bewshaugh south of Kielder village. First car due 11.10.*
SS3—*Map reference 80/649895 (start) 80/662860 (finish) near Clow Cranedlaugh in the Whickhope Valley. First car due 11.15.*
SS4—*Map reference 80/673859 (start) very close to the end of SS3. First car due 11.29.*
SS5—*Inaccessible.*
SS6—*Map reference 80/722858 near Stannersburn. First car due 12.05.*
Lunch Halt—*Map reference 80/665902 Plashetts. First car due in 12.11 and out 13.50.*
SS7—*Map reference 80/672901 (start) 80/763902 (finish) half a mile from Plashetts. First car due 14.00.*
SS8—*Map reference 80/769908 (start) near Comb hamlet. First car due 14.05.*
SS9—*Inaccessible.*
SS10—*Map reference 80/755997 (start) 80/771019 (finish) both ends accessible on foot from A68 near Byrness. First car due 14.28.*
Final control—*Map reference 80/770021 Byrness. First car due 14.34. non competitive run back to HQ in Hawick where first car due 15.34.*
Spectators are advised that no parking will be allowed on the new C200 road and they should use the old road.

Leading entries

The top entries are: 1, Bill Taylor/Ian MacIver (RS1800); 2, Charles and Alec Samson (RS1800); 3, Andrew Cowan/Hugh McNeil (Colt Lancer); 4, Hannu Mikkola/Arne Hertz (Toyota Celica); 5, Donald Heggie/George Dean (RS1800); 6, Jim Howden/Ian Marwick (RS1800); 7, Dominic Buckley/Walter Duguid (RS1600); 8, Fred Henderson/Colin Wilson (Toyota Corolla); 9, Andy Smith/Joe Meechan (RS1800); 10, Ken Wood/Allan Barron (Triumph TR7). Due to the lateness of the entry Markku Alen and Ilka Kivimaki will be seeded at number 13 in their Fiat 131 Abarth.

● A rather unusual car in the top 10 of a British stage rally will appear at number 7 on the Stockshill Scarborough Stages on Sunday. This will be a MkI 1600GT Cortina in the hands of Steve Ward. Steve has a free entry for the event, as he won it last year, and was determined to find *something*. The car belongs to a workmate of his called 'Spike' who will be acting as co-driver on the event. The pair were busily involved welding up the axle earlier this week—LSDs are expensive.

Problems for Mintex?

At a recent Rallies Committee meeting, it was decided that next year's home internationals will have to state their exact stage mileage total next year. All internationals will be required to possess a minimum of 120 stage miles in order to qualify for the championship, which of course makes one wonder how such a stipulation may affect the Mintex and Burmah Internationals, both of which will surely be hard-pressed to come up with a realistic figure greater than that minimum required. The Rallies Committee also decreed that the minimum stage mileage required for national status events would be 60 miles, but that this requirement would not come into effect until 1979.

We gather that a generous and enthusiastic sponsor has been secured for next year's international series, and an announcement may be expected next week. We also hear that the overall championship prize at the end of the year is expected to be in the region of £2000, while overall Group One victory will be worth £1000. There will also be free holidays for two in various sun-drenched climes (not including Torremolinos unless specifically requested!) and there are many other interesting awards to be won.

The international championship is certainly beginning to look very good, especially as manufacturers are expressing so much interest. It seems likely that Markku Alen, who signs a renewal of his Fiat contract this week, will be making an appearance, and many more are professing strong support.

A question mark still hangs over the Mintex and the Burmah. Will the Irish internationals be asked to join in after all if the British cannot find the mileage? They would probably still be glad to do so.

● Robin Eyre Maunsell's G4 Avenger looked very smart on the Castrol '77. It was only the car's second-ever outing, and Robin remarked that it was constructed by the same firm who built and look after Gavin Waugh's GI car—the Littles in Carlisle. Robin has been very impressed with their workmanship and once again he tried very hard in the car though to little avail. No one has so far provided the real clue (besides a straight lack of power) to the reason for the G4 Avenger's singular lack of success; Robin puts it down to a very narrow power band which makes the engine very hard to keep 'on the boil', especially in unseen forests. The characteristics of a BRM-derived 16-valve engine, added to a certain lack of traction apparently tend to be the car's worst features. Robin finished 11th overall with penalties of 114.15.

Watching Hannu Mikkola trying hard with a car in which he has absolute confidence, tends to revitalise one's spectating a little. . . .





Hämäläinen for RAC

Entries have now closed for the Lombard RAC Rally. In the end, the response from competitors all over Europe was magnificent, and out of a total of 249 entries there are a vast number of foreigners—119 to be precise—at least one of our internationals still attracts them! As always at about this time, the shuffling among the entry list is still in progress, but several interesting quandaries have already been cleared up.

Walter Rohrl, who was the subject of an amazing 'tug of war' between Opel and Fiat over this rally (*both* companies entered him, and *both* insisted that he was driving for them!) has now been placed finally with Opel (probably a G2 Eurohandler car) and the entry that was to have been on his behalf for OlioFiat has now been filled by Jolly Club Italian driver 'Tony' Fassina who has driven Stratos and Fiat 131s with verve both on Italian and French soil.

Meanwhile the second Lancia Stratos which was rumoured as being driven by Pregliasco has now been withdrawn, and Hämäläinen's name has made an 11th-hour appearance. Once again he is entered by Peter Clarke Autos Ltd of Skipton, North Yorks, but this year he will have his third outing in a G4 RS1800—this car will be loaned by Boreham, but whether it is actually one of their own cars was not clear at the time of going to press. A&C Factors (Paints) Ltd, Peter's sponsors in the G1 Castrol/AUTOSPORT championship, are also involved, and Kyosti will have British co-driver Howard Scott alongside him.

There are now a total of seven works Fiats involved (including the Chequered Flag car for Billy Coleman—a similar deal to that of the Welsh and Scottish).

AUTOSPORT expects to publish more details next week.

After the 1000 Lakes. . .what now?





Graham Elsmore tried exceptionally hard during the Castrol '77. He was rewarded with a win in G1 and a fine RAC championship victory. He is now much in demand for '78 with a number of teams. . . .

● It must be encouraging for clubmen to see an event like the Castrol '77 recognising the existence of private entrants and rewarding the first finisher with a £60 cheque—the same as that received by the overall winner of the rally. The victor of the private entrant class, third in the up to 1600 G2/5 class, and 22nd overall were John Midgley/Andy Bodman in the former's self-built Toyota Corolla TE37. It's a very different animal from that of Fred Henserson however. The car has been built to G2 specification, although it is by no means as advanced as the scope allows as yet. Powered by a pushrod engine on carburetters, the car is fitted with a standard Celica axle without any additional location save leaf springs. It was completed in August and the Castrol '77 was its fifth outing to date (its one other 'big' event being the Burmah) although John finished fourth overall on the Tour of Hamsterley recently. For such a low powered and obviously far from ultimate car (even in G2) Midgley must be well satisfied with his performance. He plans to run the car in G2 next year—possibly in the International championship.

● Although Willie Rutherford retired his Mazda following mechanical trouble (one of the three springs on the clutch pressure plate failed, allowing the mechanism to go off-centre as the car neared the end of Dovey 2) he had already suffered a violent roll which must have turned the car completely over a total of three times in Hafren, doing extensive damage to the body but leaving the mechanicals and occupants unscathed. Willie now plans to rebuild and sell the car, along with the Avenger he acquired to compete on the Cork 20, before making strong attempts to secure a serious drive for next year. Willie's next outing will be on the Wyedean Stages, the final Castrol/AUTOSPORT round on the weekend of November 5, when he will be driving the Century Oils TR7 normally entered by Del Lines for Jenny Birrell. Del, it seems, is keen to try to run both Willie and Jenny in TR7s next year—it promises to be a most promotable, not to say successful duo.

● David Grainger can have had nothing if not excitement on the Castrol '77. As a local man from the Aberystwyth area, he was naturally especially keen to impress. Whatever he may not have achieved in success he certainly managed in notoriety as surely the first man to roll a TR7, not once but *twice* during the course of the *same* rally! He began bright and early by flipping the Meirion Motors car at the Myherin arch hairpin (after which the battery failed almost completely due to loss of acid) before going on to do a 'proper' job on the car in Dovey 1, just after the reservoir, when the tail clipped a bank at high speed. The Safety Devices shell was badly battered, but the occupants emerged unscathed which was cheering news, especially as co-driver Julia Richards had a leg in plaster of Paris up to her knee.

● Bror Danielsson's appearance in the DOT Kadett on the Castrol '77 was purely for reasons of testing—which was just as well as almost everything seemed to go wrong! The rally marked the first time that DOT have tried Kugelfischer injection on one of their crossflow engines, and there was simply not enough time before the rally to set up the complicated system accurately, with the result that Bror had the greatest difficulty in persuading the engine to respond to the throttle. The result was that he had increasing difficulty in changing down through the gearbox. He also drove for two stages with the throttle jammed wide open when the cable broke, and also received four punctures in two stages while testing Mr Gee's latest rubber (see report page 34). He finally hit a tree as a result of troubles associated with finding gears, and the impact broke the axle tube clean away at the differential. About the sole part of the day that could have been considered a qualified success concerned the back axle, a disc braked assembly which utilises a modified Kadett GTE crown wheel and pinion which Peter Kaye happened to notice on one of his trips to the factory, and which has been used with success in Germany recently. This axle will now be used in future. . . .

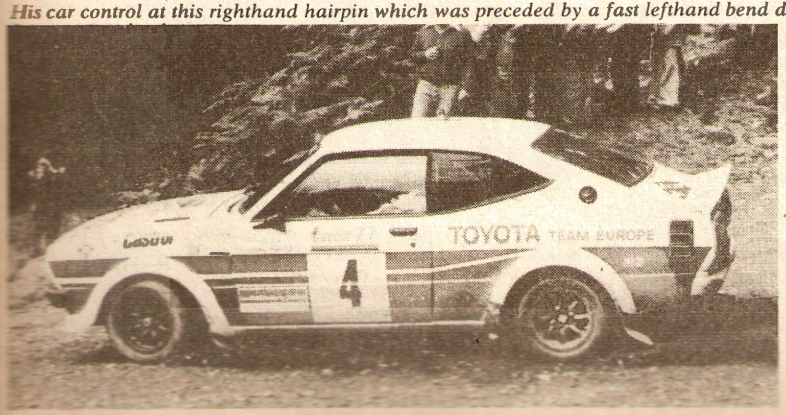
Castrol Autosport Rally Championship '77

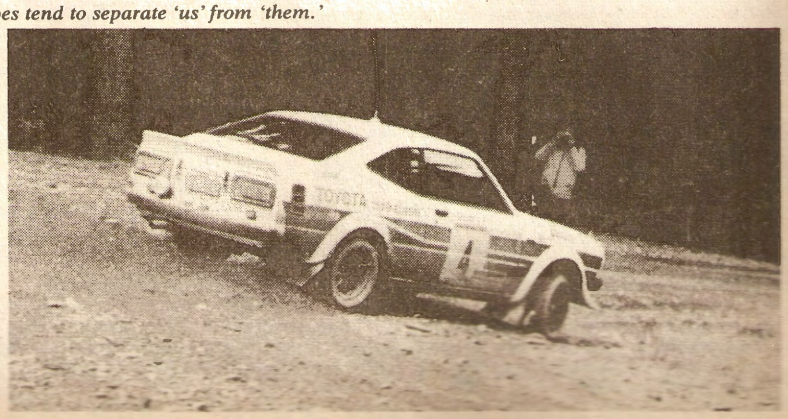
● Tony Drummond enjoyed a welcome trouble-free run to sixth overall at the weekend in his Esso Uniflo RS1800, and apart from being bothered a little by his cracked ribs, and looking out anxiously for non-existent dips in the road, the hastily rebuilt car proved to be a model of reliability. Tony refers to it as basically Group One with a G4 engine . . . his reasoning being: 'GI cars go well and perform reliably, so why bother about the expensive extras.' Accordingly, his car does not have a Panhard Rod etc and seems to be the better for it.

● Will Sparrow to Gavin Waugh, as both men peer furtively into the dark recesses of the latter's engine bay: "Does yours cut out at 6200?" The familiar, friendly reply is mingled amid derisory laughter: "mine doesn't even *go* to 6200!"

● Both Del Lines' two TR7s finished the Castrol '77 although only Jenny Birrell's car was fitted with the correct 5.3 to 1 crown wheel and pinion—Del himself driving the car he had intended to offer to Willie Rutherford before he discovered that he was unable to unearth a similar crown wheel and pinion. Del himself thus made do with a standard 3.1 unit. Jenny seemed to enjoy herself rather more than previously and at times drove very quickly. However, the 'highlight' of the day occurred when the TR7 suffered a puncture soon after the start of Hafren 2. Desperately, the girls drove on in search of husky males to assist with the inevitable wheel change. They staggered onward for six miles—in vain. At this point one must attempt to restrain the vagaries of the journalistic license, but suffice to say that Alexa knew where the jack was (mainly because she had been sitting on it!) and the wheel change itself took 12 minutes as the ladies struggled first with the remnants of the tyre and then with the hot wheel nuts . . . a harrowing experience.

His car control at this righthand hairpin which was preceded by a fast lefthand bend does tend to separate 'us' from 'them.'





A fight to the finish

Campbell and Lyons' intense duel: McCartney is NI champion

Good forest stages in Northern Ireland are about as common as Eskimos in the Sahara, so when Newry and District MC announced that for its Mourne Forest rally it had found not one but two new stages, it just had to be something a bit special.

The Mourne Forest was the penultimate round of the Pirelli/*Belfast Telegraph* NI Stage Championship and as such attracted all the serious contenders, while the chance of tackling some virgin territory brought a lot of less serious ones as well, boosting the entry to over 60—quite an improvement on previous events.

But if the entry did a lot for the rally, the new stages did more. Both were tarmac forest drives. The kind of places that mum, dad and the kids trundle through on Sunday afternoons, admiring the scenery. Both were twisty and unpredictable, and if few crews actually admired the scenery much during the day, quite a lot of them inspected parts of it at very close quarters.

Clerk of the Course, Peter Scott, had acquired sponsorship for the event from the Newry and Mourne District Council and the combination of good terrain, good weather and goodwill gave it all the atmosphere of an international.

Heading the entry away from the start at Warrenpoint was the Carrera of local man Sean Campbell (who was co-driven by Sammy Hamill), and doing his first NI championship event of the year. Behind him were the usual battling bunch—Ronnie McCartney/Derek Smyth (Avenger), Robert McBurney/Norman Smith in a works loaned VW Golf GTI, in place of the usual Porsche wagon at three. Jimmy Logan/Peter Irvine were at four in their RS2000, and Robin Lyons/Seamus McCanny (Avenger) at five. Winston Henry's RS1800 completed the top half dozen.

The route was compact to the extreme, going first to Rostrevor Forest, loose and full of steep climbs and descents, then to Yellow Water, which was narrow and a bit rough, and then to Crocknafeola before repeating the first two; the stages all being within a couple of miles of the start. The short and bumpy Narrow Water followed, with its famous quarry and piles of cut timber, and then it was on to the two new ones Slievegullion and Camlough.

These were run twice each in the morning, and then twice again in the reverse direction after lunch. The final stage was Narrow Water again, but run the other way round.

To keep things tight, cars were run at 30-second intervals and spectators on most stages had two rallies for the price of one, the first cars coming through for their second run right on the tails of the slower seeds.

The first stage brought the first surprise when autotest ace John Lyons, but for the first time in the ex-Freddy Patterson/Philip McCartan/Tony Pond Mk1 RS2000, set a time six seconds clear of anybody else. It didn't last long, for 200 yards after the finish of the stage the car broke a halfshaft, lost a wheel and mingled with the surrounding countryside—a brief but promising appearance.

From then on it was Robin Lyons who set the pace in very determined fashion with a series of fastest times.

Campbell, unhappy with the Porsche's behaviour on the loose, was content to wait for the tarmac to begin before making his effort, while Ronnie McCartney slotted into third place, for all he had to do to clinch the championship was finish in the first five.

SS4—Rostrevor 2—saw a slight mix-up when a late seeded Mini on its first run failed to climb one of the steeper bits and baulked the early runners on their second attempt. The stage was cancelled after one of the top bunch found it politic to stop for a while!

SS6—Narrow Water—suffered a similar fate after Philip McCartan's troublesome Alpina BMW buried itself in a tree stump and blocked the stage, but not before Bertie Law's Magnum, which had been in fourth place, had gone off trying to pass it.



Ronnie McCartney—overall (and G1!) champion.

Then it was time for the two new stages.

Slievegullion was first, then Camlough and then a repeat performance before lunch. Most people had been looking forward to tackling them and Campbell was counting on some tarmac to check the progress of the flying Lyons, who was now almost 20 seconds ahead.

Spectators had been encouraged to visit the stages and they certainly sounded worthwhile. An innocent looking ess about a mile from the start of Slievegullion provided plenty of entertainment. First two Double O cars vanished into the scenery in quick succession. They were sent on their way and then it was the turn of Jimmy Logan, who dropped 30 seconds getting out again. Farther down the field it was complete chaos with one car after another flying off and spectators working overtime putting them back on the road. Even such wily old birds as Campbell and McCartney had moments.

Slievegullion had seen the end of Winston Henry's efforts after a rock had savaged his steering. He spent 20 minutes getting mobile again and made fastest time on the next stage but was declared OTL at lunch time. McBurney's Golf also stopped there with a broken camshaft.

By lunchtime, Campbell had cut Lyons's advantage down to nine seconds with five stages to go—two more runs through Slievegullion, Camlough and a final blast along Narrow Water—and was hoping that he could gain enough on the tarmac bits to stay ahead of the Avenger on the final loose stage. But Lyons was not in a co-operative mood.

Trying all he knew, Robin kept the Porsche at bay through the four tarmac stages, arriving at the start of Narrow Water with a one-second advantage and a car full of smoke after a small electrical fire.

For the first mile of that final stage Lyons was visibly faster, the Avenger leaping and bucking on the narrow rutted track. At the quarry his progress was fearsome to behold, the car jumping high in the air over a series of bumps. But it proved to be his undoing, for on the final violent landing on the quarry floor, both rear shock absorbers gave up and Robin continued to the finish at a reduced pace.

The result: Campbell eight seconds faster, to win overall by seven seconds. McCartney completed a steady run to take third ahead of Logan who survived several off-road excursions to finish fourth.

RICHARD YOUNG

Mourne Forest Rally

1, S. Campbell/S. Hamill (Porsche Carrera), 39mins 26secs;
2, R. Lyons/S. McCanny (Chrysler Avenger), 39mins 33secs;
3, R. McCartney/D. Smyth (Chrysler Avenger), 40mins 22secs;
4, J. Logan/P. Irvine (RS2000), 41mins 04secs;
5, T. Cathers/D. Wilson (Chrysler Avenger), 41mins 32secs;
6, G. Robinson/D. Carey (Escort), 42mins 20secs;
7, F. Patterson/M. Reilly (RS2000), 42mins 21secs; 8, T. Fleming/R. McKee (Mazda RX3), 42mins 24secs; 9, R. Copeland/G. Campbell (Toyota Corolla), 42mins 52secs; 10, J. Davidson/T. Harryman (Chrysler Avenger), 43mins 01secs.

Pirelli Belfast Telegraph Ulster Rally Championship	Feb 12 Timber Trail	Apr 30 Burmah	May 14 Permapost	Jul 30 Sperrins	Sep 02 Ulster	Sep 24 Bushwaker	Oct 15 Mourne Forest	Nov 12 Pines	Total points
1. Ronnie McCartney	10	10	12	10	5	12	9		68
2. Robin Lyons	12	—	8	9	3	10	10		52
3. Jimmy Logan	6	9	9	8	—	—	8		40
4. Bertie Fisher	—	12	10	—	6	—	—		28
5. Sean Campbell	—	—	—	—	9	—	12		21
6. Fred Patterson	—	5	5	5	—	—	5		20
7. Robert McBurney	9	—	—	12	—	—	—		18
8. Tommy Reid	8	7	—	—	—	—	—		15
Jimmy Gilleece	—	8	7	—	—	—	—		15
etc									

● The new rally rescue Land-Rover, crewed by Roger Chedgzoy of 60 & Worcester MC and friends, and sponsored mainly by Tyreservices GB Ltd, had its first job at the Castrol press preview of the Castrol '77 Rally in Kerry. The car they pulled out was poor old Nigel Rockey's Escort wearing . . . Goodyear tyres. He had blown a head gasket.

● The new Rallies Liaison Officer for the Cotswold Motor Sport Group is Martin Hardeman, 28 Stratton Road, Stratton St Margaret, Swindon, Wiltshire. Tel: Stratton St Margaret 3047. Any rally organisers wishing to use land on maps 162 and 163 must contact the Motor Sport Group either through Mr Hardeman or the Association of West Midland Motor Clubs.

Rothmans move into the Gulf

Starting in a week's time will be a number of rally series in the Arabian Gulf area sponsored by Rothmans, with competitors in the four rally series being able to score points towards a new Middle East Rally Championship, which Rothmans are also organising.

The first rally will be the Qatar on October 28 followed by Dubai on December 9, Bahrain on January 19/20 and Kuwait on March 9/10. Castrol will also be involved with the organisation of these events.

Part of the prize for the winning crew in the championship will be a visit to the 1978 RAC Rally as guests of Rothmans, and the top placed Arab crew will be invited to contest the Burmah International. The two companies are hoping that with help from UK manufacturers they will be able to find cars for the crews to compete on these two British rallies.

Chrysler get Cowan



Andrew Cowan—admired.

Des O'Dell, Chrysler's competition boss, has long been a great admirer of Andrew Cowan—an admiration which stretches back to the days of the first London/Sydney Marathon. So when it became generally known that Chrysler were planning to enter their G4 car on the Lombard RAC Rally this year (new for the Welsh and used only once subsequently—on the Manx when Bernard Unett drove the car) but could not find a suitable driver, we began to wonder how long it would be before Andrew was approached. It thus came as no surprise when it was announced earlier this week that the Company have signed Andrew to drive the car on the RAC in November.

● On the 6th November 1977 Leeds Motor Club will be running the Colman Tyres stages with sponsorship, and a generous prize list from Colman Tyre & Motor Co Ltd, of Otley and Heckmondwike. The event will contain approximately 16 stages with 40-plus stage miles. It will start from Otley and finish at the Forge Inn, York Road, Tadcaster. Regulations are now available from Richard Wood of 36 Creskeld Lane, Bramhope, Leeds.

Mercedes—after the dust settled

When the dust had settled in Australia and the results had finally been worked out, it was confirmed that Mercedes-Benz cars were first, second, sixth and eighth after one of the toughest events in history. The manufacturers were naturally delighted and immediately flew the cars and drivers back to Stuttgart.

Mercedes-Benz have withdrawn from competitions but they still give full support to outside teams who use their cars. Thus, the successful British-entered 280Es, which were first and second, were prepared alongside the two German entries in the Mercedes-Benz sports department, where everyone became highly enthusiastic to be 'at it again'.

The cars chosen were of the 280E model, medium-sized saloons powered by the 2.8 litre six cylinder twin-cam fuel-injection engine. These power units had a lower compression ratio than standard, to cope with low-octane fuel in places far off the beaten track, and their four-speed manual transmissions had the normal ratios. Suspension was raised to increase the ground clearance and electric radiator fans were added.

Special equipment included a radio, through which Herr Waxenberger was able to give instructions from his helicopter. It proved invaluable when Paddy Hopkirk was really pressing them across Australia, and he forced them to drive so hard that they were *averaging* over 100mph over long stretches of loose.

The Citroën was immensely effective under these conditions and Andrew Cowan admitted that he was driving so hard, for hour after hour, that he was certain the car must break. After a long time, however, he realised that it was virtually unbreakable and stopped worrying. The special bumpers were detachable, to be used as wheel tracks for getting out of mud and sand, but they were not high enough for defence against kangaroos, the leading car being almost eliminated from this cause.

My first ride was in the second-placed Fowkes/O'Gorman car, driven by Tony Fowkes. I was at once impressed by its excellent mechanical condition, the engine and transmission not at all noisy and the body free from rattles. The suspension was fairly soft, and this paid dividends in the fantastic traction of the independently sprung wheels on appalling surfaces. Tony Fowkes delighted in holding the car in long, controlled slides but he lost no time and the speed was spectacular, to say the least. The controllability seemed near perfect under these conditions, but on tarmac there was rather more understeer.

The Cowan/Malkin/Broad car was in equally good condition, though it had finished the rally with 31,760 km on the odometer. Once again the superb traction impressed, and Andrew Cowan had a slightly different technique, correcting his slides energetically rather than letting them die out. His very late braking at extremely high speeds on loose surfaces was pretty to watch, but he always came down through the 'box with proper heel-and-toe changes.

Like Andrew Cowan, I am staggered that any car can stand up to such treatment and Mercedes-Benz can certainly be proud of this proof of engineering excellence.

JOHN BOLSTER

The Hatchbacks are coming

Last week at a press conference in London, Mazda Car Imports (GB) Ltd announced a new 'series within a series' for one-model rally cars next season. The idea of one-make competition is not new of course and major manufacturers like Ford with their Mexico series and latterly 1600 Sport racers, Renault with 5 racing and in Germany VW with their exciting Scirocco Challenge are just a few of the past and present permutations on the theme.

Mazda are basing their current sporting promotion—the Mazda Hatchback Rally Challenge—on the 1300 Hatchback saloon, a conventional rwd single overhead camshaft 1272cc car which has received favourable press in the past, particularly in the vital area of handling. This new class will be run within the confines of the national Castrol/Autosport championship (see page 28) and thanks to enthusiasm from Mazda dealerships around the country it is confidently expected that between 20 and 25 Hatchbacks will be rushing round British forests from the outset of the series.

In addition to putting up the prize fund of £4000, Mazda have also been hard at work finalising and sorting the car prior to announcing a final specification. Development work is currently being carried out on their behalf by Robin Langford who is impressed with the basic strength of the vehicle and its response to tuning of chassis and engine. A kit of sport parts is available with each car which will enable them to be a disgrace to no one on the stages.

Weslake were given the contract to produce a performance tuning kit which comprises a reground camshaft, new inlet manifold, a pair of downdraught Webers and a revised exhaust manifold. Power goes up from 60bhp at 5500 rpm to 90bhp at 6500rpm and together with chassis modifications envisaged by Langford (Langrop Engineering), will make the little Mazda something of a G1½ car. Full regulations are available from Mazda Car Imports (GB) Ltd, Longfield Road, North Farm Industrial Estate, Tunbridge Wells, Kent TN2 3EY and the parts kits are readily available (as, we believe, are bodyshells!).

The suspension package involves sump shield, rear suspension skids, revised springs and dampers, and body strengthening ideas while Safety Devices have designed a roll cage specially for the car. Corbeau have rally seat frames ready and the regulations allow the removal of the rear seat completely. There will be no wheel arches and spoilers and all cars must comply with FIA Safety Rules and stage rally regulations.



Mazda Imports PR manager (in the lefthand seat) is given a taste of 323 Hatchback motoring on the rough. As a racing man, he found the proximity of the trees a little disconcerting!

The class is, of course, integrated into the Castrol/Autosport 1300 class and all competitors will have to register in the championship but Langrop Engineering, Anstey Garage, Cropston Road, Anstey, Leicester, will be the central handling agents which should enable teams to deal with just one major source and will also allow Mazda to control the price of components.

Mazda seem to be bending over backwards to ensure the success of the challenge. The discount situation for competitors is very favourable indeed and in return for an undertaking that they will compete in at least six of the ten championship rounds, Mazda are prepared to part with their new Hatchbacks at £1800 (all taxes included) and there will also be a parts discount scheme to cover the cost of the modifications. All such transactions must however take place through a recognised dealer, and competitors will also have to register for the Challenge separately with series co-ordinator, David Hardcastle, who has been entrusted with the interests of Hatchback competitors both on events and in the intervening periods.

The company will, we gather, have their own scrutineer present on all events to ensure all the usual things that scrutineers ensure.

The prize money (itself a very attractive proposition) will be divided up as follows on each event—Hatchback class winner, £100; second, £75; third, £50; fourth/seventh, £20. End of season—winner, £500 plus trophy; runner-up, £300; third, £150.

We gather that some 10 dealers have so far confirmed their participation in the scheme, either running cars directly or supporting their local crews. Four more are currently negotiating with teams and it is stressed that this dealer involvement should not compromise any other deals of support that crews might arrange.

Briefly . . .

● The final round of the Pirelli/*Triple C* rally championship takes place on October 30 on the Lows for Opel Trossachs Rally in the Trossachs area of central Scotland. The event starts from a car park in Aberfoyle (map reference 57/522009) at 10.01, there will be a lunch halt at Callander and the cars will complete 37 stage miles before the finish back in Aberfoyle at about 16.30. The organisation of the rally, for the third year, is in the hands of Strathclyde Police MC, Scottish Sporting CC, Apex MC and Coltness CC.

● Leading contenders in the Esso Uniflo/BTRDA Gold Star rally championship will be doing battle on Saturday in the Corby area on the Gems Brock Jubilee Stage rally. Top points scorers, Mike Bayliss and Robin Farrington, in their RS1600s will be starting at one and two respectively. The cars leave the start at Victoria Park in Leicester from 11.01 and return to the finish at 'The Meet', in Leicester County Cricket Ground at about 7pm. Organisers of the event are the Soar Valley Motor Club of Leicestershire, who have attracted about 110 entries.

● This weekend there is a round of the French rally championship, the Jeanne d'Arc Rally, near Dieppe and two competitors from this side of the water, Mike Pearson-Kirk and Antoine Lurot, will be going over to compete against drivers of the calibre of Bernard Darniche, Jean-Luc Therier and Guy Frequelin. For the second time, it will be run as an international event and any other competitors from England who would like to go over for the Sunday event can still get a late entry by phoning Antoine Lurot on 01-584 6221 (day) or 01-937 7000 (evening). The event starts and finishes in Dieppe with the action taking place about 35 kilometres from the town. It is of course an all tarmac 'rally' and consists of six laps of a 42-kilometre circuit. Exciting stuff.

● The Competitions Department of Kleber Tyres Ltd will be present throughout the 1977 Lombard RAC Rally in order to provide a fitting service for all competitors on the event. Participants with special tyre requirements are asked to contact the competitions Department on 01-848 3451 in good time so that suitable arrangements can be made.

● On October 29 the Taunton and Burnham-on-Sea Motor Clubs will be holding their Wildlife Stages Rally in the Cricket St Thomas Wildlife Park and spectators will be able to see the cars seven different times during the day. A full entry of 60 cars has been received for the event and spectator viewing times in the park, map reference 193/373087, will be as follows: SS1 09.45; SS2 09.50; SS7 11.28; SS8 11.34; SS9 13.45; SS15 15.41; SS16 15.49. Admission to the Wildlife Park for the event which also includes admission to the animal enclosures will be 85p.

● Regulations are now available for the Port Talbot Motor Club's Virgo Galaxy Eppynt Rally, which will be run on January 2 over the Eppynt ranges and the surrounding forest areas. The event should prove very good value for competitors, as for an entry fee of £30 the organisers are offering 135 stage miles in a 155 mile route. One interesting feature of the rally is that pace notes will be allowed. Regulations can be obtained from Mrs Pat Joseph, 45 Edward Street, Pontardawe, West Glamorgan. Tel: Pontardawe 863882.

National series: details in brief

Castrol Autosport NATIONAL RALLY CHAMPIONSHIP 1978 RAC

All you need to know about next year's British national rally championship which is sanctioned by the RAC and sponsored/organised by Castrol in association with this magazine.

Next year not only marks the fifth successive year of the Castrol/AUTOSPORT Rally Championship, but also the start of a new era in the British National Championship. Whilst we will be striving to maintain a cost-conscious series, we naturally realise that rallying at this level can never be cheap. However, it *can* offer value for money. This we feel is being achieved with a wide variety of events in different parts of the country offering a high proportion of stage to road mileage at a realistic price. All this plus some of the country's most experienced and successful rally organisers will, we hope, provide the basis of a long standing and successful national series.

I should like to take this opportunity of welcoming back all our old friends and hopefully many new faces. In past years we have been noted for the social side of our championship. This we will continue and encourage. We believe that a friendly atmosphere is a healthy one which can only help the sport to thrive and grow.

Finally, a vote of thanks must go to all those organisers, marshals, rally 'widows', etc, who give up their spare time (or man) to make the sport possible. We must remember that without their efforts the events would never even take place.

I wish you all a safe, happy and successful year.

IAN PARRY
RALLY CHAMPIONSHIP CO-ORDINATOR,
CASTROL

Over the past four years the Castrol/AUTOSPORT Championship has gained the reputation of a friendly and very competitive series.

I am delighted that Castrol, with AUTOSPORT magazine, are to organise and promote Britain's official national series in 1978 and foster the goodwill and excitement so evident in rallying.

I wish the thousands of enthusiasts involved in the Castrol/AUTOSPORT national championship a safe, successful and above all happy year.

MAX ROBERTS
CHIEF EXECUTIVE
BURMAH CASTROL WORLDWIDE

When the RAC first considered reconstructing its national rally championship for 1978, it was obvious from the outset that Castrol and AUTOSPORT would be the ideal sponsors for such a championship. Both Castrol and AUTOSPORT have made tremendous efforts to promote rallying in the UK and therefore I am naturally delighted that they have decided to back this new exciting championship. I am confident that the 1978 Castrol/AUTOSPORT National Rally Championship will be a great success, both from the point of view of competitors and organisers as well as further promoting rallying in this country to the general public.

DEAN DELAMONT
DIRECTOR OF MOTOR SPORT
RAC MOTOR SPORT DIVISION

ANNOUNCEMENTS

This Championship is the only British National Championship for 1978 and the regulations have been approved under permit number CH 1513.

The Championship is promoted and organised jointly by Castrol, AUTOSPORT and the RAC.

AUTOSPORT will be the official Newsletter of the Championship. Competitors should refer to this publication for all official information on the Championship. Regular points positions will be printed in AUTOSPORT and queries regarding allocation of points should be referred to I. F. Parry, Competitions Department, Castrol Limited, Burmah House, Pipers Way, Swindon, Wilts SN3 1RE. Tel: (0793) 30151 ext 2553.

Organisers of qualifyng events retain the sole right to select and accept entries for their event and the Championship organisers cannot be held responsible for the refusal of an entry.

In the case of any dispute relating to the Championship there will be a panel of stewards to adjudicate, which will consist of a Representative from the RAC, Castrol, and AUTOSPORT.

ELIGIBILITY

Eligibility for the Championship is reserved for the holders of British and Eire Passports who are also subjects of these countries and who hold suitable Competitions Licences issued by RAC or RIAC. Competitors who do not fulfil these requirements, but who can satisfy either a UK or Eire residential period of five years may apply for consideration of entry.

The organisers reserve the right to refuse an entry.

REGISTRATION

All drivers are required to register in order to score points. Co-drivers are not required to register, but will automatically score points when accompanying a registered driver.

In applying for registration a competitor agrees to be bound by these rules and agrees to display Championship decals on the car on all qualifying events. Failure to display these decals in a clearly visible manner as required by RAC regulations will result in a competitor not scoring points for that event. Co-drivers whilst not having to register are also bound by these regulations.

Registration must be on the appropriate form and addressed to I. F. Parry, Competitions Department, Castrol Limited, Burmah House, Pipers Way, Swindon, Wilts SN3 1RE. Registration closes 11th February, 1978.

VEHICLE CATEGORIES

The Championship will be divided into three main categories:

Category A Cars complying with RAC vehicle regulations and Appendix J. Groups 1,2,3 & 4.

Category B Group 1 cars. Cars complying with FIA Group 1 regulations.

Category C In addition there will be awards for individual classes as follows:

Class 1	Group 1 cars up to and including 1600cc.
Class 2	Group 1 over 1600cc.
Class 3	Other cars up to and including 1300cc.
Class 4	Other cars exceeding 1300cc but up to and including 1600cc.
Class 5	Other cars over 1600cc

Competitors entering for the Group 1 awards will be required to make available, homologation books for scrutineering purposes. The Championship promotors reserve the right to seal and strip cars in this class within the provisions of the GCRs and should any car be excluded or disqualified from the results for vehicle eligibility reasons this will entail loss of points in the Championship obtained to that date irrespective of the car or cars used.

SCORING

Drivers will be awarded points in categories A, B (where applicable), and C.

Co-drivers cannot score points unless their drivers are registered for the Championship. Points scored in each category or class will be totalled separately. Only competitors' seven best scores will count.

Overall (Category A)
Points will be awarded to the first 15 Championship contenders as follows: 1st, 15; 2nd, 14; 3rd, 13; 4th, 12; 5th, 11; and so on down to 15th, 1.

Group 1 (Category B)
A separate category will be open to contenders in Group 1 cars. Whilst these drivers and co-drivers can score points towards the overall Championship as outlined above, points will also be scored separately by the first 15 Championship contenders within the Group 1 category as follows: 1st, 15; 2nd, 14; 3rd, 13; 4th, 12; 5th, 11; and so on down to 15th, 1.

Class Awards (Category C)
Points will be awarded to the first five Championship drivers in each class. These class awards are in addition to all other awards and the scoring system is entirely separate from categories A and B.
Points will be awarded as follows: 1st, 5; 2nd, 4; 3rd, 3; 4th, 2; 5th, 1.

Huxford Liberated Ladies
Whilst lady competitors are eligible to compete in the main Championship as already outlined, a separate section is also open to any lady competitor who enters any Championship round. Points will be automatically awarded to the first 5 lady drivers and first 5 lady co-drivers. Ladies are still eligible to score when competing with a male driver or co-driver. Points will be awarded as follows: 1st, 5; 2nd, 4; 3rd, 3; 4th, 2; 5th, 1.

Any potential lady competitor for this section should contact Jean Denton, at Huxfords of Fareham, Newgate Lane, Fareham, Hants. Tel: Fareham 82811.

TIES

Any ties will be decided by the competitor with the greatest number of highest places in any seven events. Any further ties will be decided in favour of the competitor with the greatest number of second highest places in any seven events and so on. In the event of a tie still existing then consideration will be given to events in other rounds beyond the seven qualifying events.

PUBLICITY

In order that you, the competitor, and we the sponsors, get the best return from the Championship, it is important that you inform AUTOSPORT of any interesting or useful information regarding yourself, your sponsors, or your involvement in the Championship. Your contact at AUTOSPORT is Peter Newton or Ann Bradshaw, AUTOSPORT, 76 Dean Street, London W1A 1BU. Tel: 01-734 4242.

CHAMPIONSHIP AWARDS

On each event an award to:
1. The highest placed registered driver and co-driver.
2. The highest placed registered Championship Group 1 driver and co-driver.

OVERALL CHAMPIONSHIP

Drivers: 1st, £1000, the Castrol/AUTOSPORT Trophy and the RAC Trophy; 2nd, £500 plus an award; 3rd, £250; 4th, £100; 5th, £80; 6th, £60; 7th, £50; 8th, £40; 9th, £30; 10th, £20.

Co-driver: 1st, £150 plus Castrol/AUTOSPORT Trophy; 2nd, £100 plus an award; 3rd, £75; 4th, £50; 5th, £25.

GROUP 1 CHAMPIONSHIP

Drivers: 1st, £500, The Castrol/AUTOSPORT Trophy and the RAC Trophy; 2nd, £250 plus an award; 3rd, £100; 4th, £80; 5th, £60; 6th, £50; 7th, £40; 8th, £30; 9th, £20; 10th, £10.

Co-drivers: 1st, £100 plus the Castrol/AUTOSPORT Trophy; 2nd, £60 plus an award; 3rd, £40; 4th, £30; 5th, £20.

CLASS AWARDS

1st in each class £150 and RAC Trophy
2nd in each class £100
3rd in each class £50.

HUXFORDS LIBERATED LADIES AWARDS

Highest placed Lady Driver—£50 plus trophy and replica
Highest placed Lady Co-driver—£30 plus trophy and replica
Second Lady Driver—Trophy
Second Lady Co-driver—Trophy
Also a souvenier award will be presented to all other ladies competing on each round.

SPECIAL AWARDS

An award plus £100 will be made to the most promising Young Driver in the Castrol/AUTOSPORT National Rally Championship. The decision for this award will be entirely at the discretion of the sponsors—Castrol and AUTOSPORT



Nigel Rockey, the '77 Castrol/Autosport champion, on his way to clinching the title last weekend, making it the fourth time this season that he has "won" a championship round.

CONTACTS

Ian Parry, Rally Championship Co-ordinator, Castrol Limited, Burmah House, Pipers Way, Swindon, Wilts SN3 1RE. Tel: Swindon 30151 Ext 2533.
David Edelsten, Public Relations Executive, Burmah Castrol Company, Burmah House, Pipers Way, Swindon, Wilts SN3 1RE. Tel: Swindon 30151 Ext 2831.
Peter Newton, Rallies Editor, AUTOSPORT, 76 Dean Street, London W1A 1BU. Tel: 01-734 4242.
Ann Bradshaw, Assistant Rallies Editor, AUTOSPORT, 76 Dean Street, London W1A 1BU. Tel: 01-734 4242.
Chris Belton, RAC Motor Sport Division, 31 Belgrave Square, London SW1X 8QH. Tel: 01-235 8601.
Geoff Ward, RAC Eligibility Scrutineer, 12 Fairfield Park Road, Cheltenham, Glos. Tel: Cheltenham 33300 (H), Cheltenham 673136 (W).

Gwynedd Rally—Dafydd Edwards, Lliwedd, 39 Tŷ Croes, Llanfairpwll, Anglesey, Gwynedd.
Castrol Cheltenham National—Ken Dudley, 19 Carrisbrooke Road, Hucclecote, Gloucester. Tel: Gloucester 66788 (H).
Raylor Rally—Tony Raylor, Aspen House, Stockton on the Forest, York YO3 9UF. Tel: York 400401. Telex: 57836.
CP Granite City—Bob Shearer, 29 Goudin Place, Bridge of Don, Aberdeen. Tel: Aberdeen 703550 (H), Aberdeen 874723 (W).
Jim Clark Memorial Rally—Derek Wood, 29 St Buryan Crescent, Cheviot View Estate, Newcastle. Tel: Newcastle 863348.
Peter Russek Manuals Rally—David Williams, Treetops, 7 Penigaer Road, LLanelli, Dyfed. Tel: Llanelli 4780 (H).
Belfast Telegraph Ulster Rally 1978—Wilbert McIlmoyle, 125 Tamlaght, Rasharkin, Ballymena, Co Antrim. Tel: Rasharkin 397.
Europa Lodge Lindisfarne Rally—Derek Howe, 18 Moor Close, Moor Park Estate, North Shields, Tyne & Wear NE29 8DB. Tel: North Shields 84559 (H), Newcastle 663966 (W).
Castrol '78—Christine Chick, 12 Brooklands Road, Albrighton, Nr Wolverhampton WV7 3DW. Tel: Albrighton 3281.
Focol Wyedean Stages—John Thurston, Highbury House, Bream Road, Lydney, Glos. Tel: Lydney 2339 (H).

Date	Rally	Status	Organising club
February 11	Gwynedd	N	Caernarvonshire & Anglesey Motor Club
March 25/26	Castrol Cheltenham National	N	Cheltenham Motor Club
April 8	Raylor Rally	N	York Motor Club
April 22	C.P. Granite City	N	Aberdeen & District Motor Club
July 1/2	Jim Clark Memorial Rally	N	Northumbrian Motor Club
August 26/27	Peter Russek Manuals Rally	N	Port Talbot Motor Club
September 1/2	Belfast Telegraph Ulster Rally 1978	N	Mid Antrim, North Ulster Larne Motor Clubs
September 30	Europa Lodge Lindisfarne Rally	N	Tynemouth & District Motor Club Ltd
October 14	Castrol '78	N	Wolverhampton & South Staffs Car Club
November 4	Focol Wyedean Stages	N	Forest of Dean Motor Club

If through force majeure any of the above dates are altered, or an event is cancelled, the promoters of the Championship reserve the right to either accept a change of date, substitute nominated events, cancel that particular round, or alter the number of events on which scores will count. Notification of any changes will be given through an official announcement in AUTOSPORT.

CHRYSLER AWARD

To the highest placed Chrysler car in the Championship, a voucher to the value of £150 worth of Chrysler competitions parts.

FORD AWARD

A Group 4 works drive on an International rally in the British Open Championship will be offered to the highest placed RS2000 driver in the Group 1 section of the Castrol/AUTOSPORT Championship.
In addition to this there will be vouchers to buy Ford competition parts for the first five RS2000s in the Group 1 section of the Castrol/AUTOSPORT Championship awarded as follows:
Highest placed RS2000—£225 voucher
Second highest placed RS2000—£100 voucher
Third highest placed RS2000—£75 voucher
Fourth highest placed RS2000—£50 voucher
Fifth highest placed RS2000—£50 voucher

LEYLAND AWARD

Leyland Cars will award a drive in a works car to the most successful driver in a Leyland vehicle. The drive will comprise an entry on an International event in 1979. Furthermore the Castrol/AUTOSPORT National series will once again figure prominently in the Leyland Cars bonus scheme whereby private owners of Leyland vehicles can win substantial cash payments or parts vouchers by their competition results. Full details of this scheme are to be published at the end of the year.

MAZDA HATCHBACK RALLY CHALLENGE

This will be run within the framework of the Championship for drivers competing in Mazda Hatchback cars. In order to be eligible for this challenge, drivers must register both for the Championship and also with David Hardcastle, Mazda Hatchback Co-ordinator, 32 Riffel Road, London NW2 4PH. Awards are as follows:

Each event	1st - £100
	2nd - £ 75
	3rd - £ 50
	4th - 7th - £ 20
End of season	1st - £500 plus trophy
	2nd - £300
	3rd - £150

OPEL AWARD

To the highest placed Opel driver on each individual round £25.
To the highest placed Opel driver at the end of the year £250.

VAUXHALL AWARD

A £250 DTV Sportparts voucher will be awarded to the driver who achieves the best results in their first year of competition in a Vauxhall.

AVON AWARD

Competitors using Avon tyres are invited to register for an Avon Tyre Bonus Scheme. Any drivers requiring further information should contact Alan Blake, Competitions Manager, Avon Tyres Ltd., Bath Road, Melksham, Wilts.

DUNLOP AWARDS

To the highest placed Dunlop user in each capacity class of the Championship — 6 Dunlop radial rally tyres of the winner's choice.
To the seond highest placed Dunlop user in each capacity class of the Championship — 4 Dunlop radial rally tyres of the winner's choice.
To the third highest placed Dunlop user in each capacity class of the Championship — 2 Dunlop radial rally tyres of the winner's choice.
A bonus agreement will be sent out to all registered entrants of the Championship. Those wishing to register for the Dunlop bonus scheme should complete the form and return it to Dunlop before the first event.
In addition to these bonus awards Dunlop will endeavour to provide a free of charge fitting facility on all rounds of the Championship.

GOODYEAR AWARDS

To the highest placed Goodyear user in the overall Championship — 15 radial rally tyres.
To the second highest placed Goodyear user in the overall Championship — 10 radial rally tyres.
To the third highest placed Goodyear user in the overall Championship — 5 radial rally tyres.
To the highest placed Goodyear user in the Group 1 category — 15 radial rally tyres.
To the second highest placed Goodyear user in the Group 1 category — 10 radial rally tyres.
To the third highest placed Goodyear user in the Group 1 category — 5 radial rally tyres.
Anyone wishing to take the opportunity of this offer must complete the official registration form which can be obtained from Harry Gee, at the Goodyear Tyre & Rubber Company, Wolverhampton. In addition each car must display Goodyear decals on each event in order to be eligible for the awards.

BRITAX AWARDS

To the highest placed driver overall using Britax Seat Belts — a decanter.
To the highest placed driver in Group 1 using Britax Seat Belts — a decanter.

CHAMPION AWARDS

A bonus scheme will be in operation for competitors using Champion spark plugs in the Championship. In order to be eligible for these awards competitors must write to Champion Competitions Department, Champion Sparking Plug Company Limited, P.O. Box 7, Great South West Road, Feltham, Middx.

FERODO AWARDS

To the highest placed overall driver using Ferodo products — £75
To the second highest placed overall driver using Ferodo products — £40
To the third highest placed overall driver using Ferodo products — £20
Competitors should apply to Owen Sykes, Ferodo Limited, Chapel-en-le-Frith, Stockport, Cheshire, for an agreement at the beginning of 1978 and agree to carry a Ferodo decal on each side of the car in order to be eligible for brake pads at the special decal price and qualify for bonus payments.

LUCAS AWARD

To the highest placed driver overall — £100
To the highest placed G1 driver in the Group 1 category — £100
To the highest placed Lady driver — £50
In order to qualify for the Lucas award competitors must display two Lucas decals on their vehicles. Registration forms for the Lucas Electrical Ltd Awards are available from J. H. McMillan, Central Advertising Department, Lucas Industries Ltd, Great King Street, Birmingham, B19 2XF.
Please note all the above awards are entirely at the individual companies' discretion.

Finnish Grand Prix

Finns dominate a superb event although Russell Brookes fights back to second place—Hannu Mikkola's Toyota Corolla robbed of victory by a puncture—Impressive performance from Fiat augers well for RAC—Vauxhall move even closer to a national series victory—Nigel Rockey and Graham Elsmore both win their respective championships—Report: PETER NEWTON—Photography: HUGH BISHOP.

Three of the world's fastest and most experienced loose surface rally drivers competed against each other on a blissful October day in central Wales last weekend. They competed over some 92 miles of forestry roads, the finest in the land, and together with a solitary Englishman they dominated the day to a predictably crushing degree.

Besides Russell Brookes, only Andy Dawson and John Taylor were able to break into the top five fastest times (twice and once respectively) and while rally speeds continue to escalate alarmingly with the passing months, it is the Finns who are still able to set the standard. They have almost accepted Russell Brookes now. Grudgingly, they concede that he may on the odd occasion beat their best, but they refuse to accept the validity of the efforts of others. Sadly, last weekend gave them no further cause to reconsider their assessment of the current situation, and the only Englishman who might have been able to join Brookes was not even present—Tony Pond. . . as a pointer to RAC Rally form, it appears that once again the Finns have every chance of disputing the great event among themselves. In general, the equipment is now available to beat them, so what else is required? A tougher mental attitude? Luckily there is no welfare state in British rallying!

The Castrol '77, thanks to its magnificent long stages, can so easily be decided by punctures. Last year, tyres played a vital role in proceedings and once again they did so this year, as after a superb drive in Team Toyota Europe's diminutive Corolla 2-litre, Hannu Mikkola lost the rally during the afternoon while holding an 18-second lead. Hannu had led from the outset but it was far more than one dared to hope that after another season of wretched luck he would at last win another rally. It seemed as though he too was half-expecting some malady to thwart him, but this time he led almost to the finish itself before the instant deflation of a front tyre, just two miles into Hafren 2, sealed his fate.

Thus a delighted Airikkala took another relaxed and confident win for DTV which further enhances their now excellent chances of national championship victory this year. There was little doubt that he *could* have driven faster had he really wanted to win, but his eyes are now firmly focused on the championship, and there was going to be no repeat of the momentary lapse on the Lindisfarne which could so easily have thrown away the efforts of a year's hard unrelenting work with the Chevette. Fully recovered from the minor illness which in Kielder helped to cloud his normally highly perceptive, analytical judgment Pentti avoided banks, ditches and boulders, keeping the car as straight as possible while giving no outward sign of ever trying as hard as he is capable. Airikkala has now made himself all but indispensible to DTV's continued ascendance and the team's chances of winning the championship in the Chevette's first ever season of rallying now seem to be very high—it's an impressive achievement.

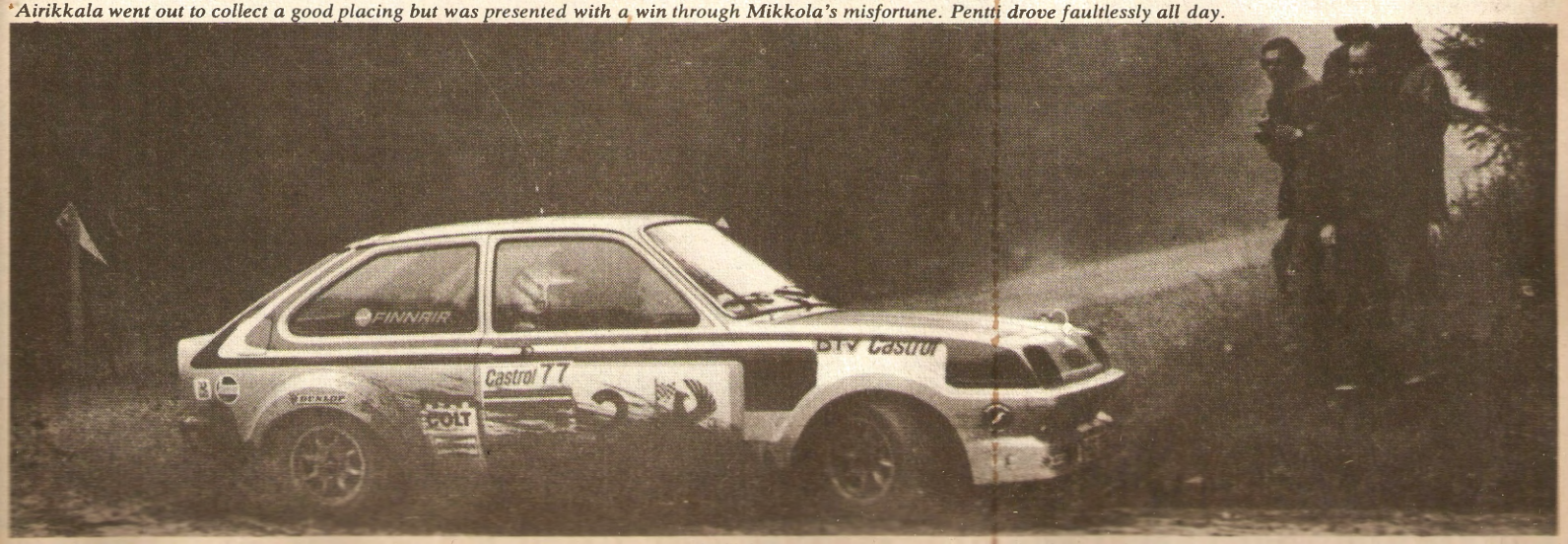
Russell Brookes is left with possibilities, but no one would ever imply that they are

encouraging. To win the series he must finish third British licence holder on the Lombard RAC (or better) *and* beat Pentti Airikkala. Since British licence holders now include Markku Alen alongside Mikkola and Airikkala, Russell Brookes may have to win the RAC—but then this is an ambition which he keenly wants to fulfil! Afflicted by the aftermath of 'flu, Russell's hesitant start to the morning's stages (just two of them equalling over 30 miles) cost him the rally. He spun or half-spun no less than five times during the course of these two tests—a combination of maladjusted brake bias and a 'hangover' from his virus ailment contributing in no small measure; but the 23 seconds which he lost to Airikkala in these two tests were more than enough to keep him in second place at the finish despite an excellent late day challenge which demoted Alen to third place on the final stage of the day. He left it just too late. . . .

Alen however drove with all his usual style and determination. He is rather more open with his emotional involvement in the sport than most of his countrymen, though they are obviously no less committed. Typical of his driving was the result of an incident in Hafren when despite a rear wheel puncture three and a half miles from the finish of the afternoon's test, he still posted a time only one second slower than Russell. The spectating was indeed a sight to behold! This encouraging result for Fiat must have disturbed the papers on the desks at Boreham airfield, for the OlioFiat entry for Markku was by no means a sparkling crisp new motorcar, but an ex-Simo Lampinen 1000 Lakes and Quebec veteran—a machine fitted with none of the latest 'go faster' Italian equipment like a dry sump kit or redesigned fuel injection throttle slides etc. Fitted with an obviously very tired power unit, and scarcely touched since its outing in Canada (although having been returned to Turin) Markku proved the Fiat highly competitive on the smooth, fast stages of Hafren, Dovey and Myherin. Perhaps the 131s will not be so quick in other (rougher) parts of the country, but Ford will obviously have a major task on their hands to keep Alen out of the first four RAC places—his stage times were a model of consistency and the car ran with clockwork reliability.

Final word should be reserved for the Castrol/AUTOSPORT championship, and the organising club themselves. Until the two final stages of the day, when Faulkner's clutch trouble deteriorated rapidly, Nigel Rockey and Paul had been engaged in a private battle that has been very much a feature of this year's championship. The series irrevocably belongs to Nigel now, and it is with some sense of relief that both crews can prepare for the RAC without having to resort to the Wyedean Stages in the interim to resolve their differences. Paul has had to settle for second in the championship (for the second time in four years) and the Simpson brothers will have to work hard in the Dean if they are to regain their third place (and ensure a Goodyear 1-2-3) in the series.

Airikkala went out to collect a good placing but was presented with a win through Mikkola's misfortune. Pentti drove faultlessly all day.



continued

It would probably be true to say that Wolverhampton and South Staffs CC have achieved a large portion of their aims with the Castrol '77. Their rally (along with the Cheltenham Festival and the Jim Clark to a greater or lesser extent) is *the* definitive national event in this country. Once more it was organised with level-headed decisiveness by principal officials, and this year was promoted (as well as supported) with energy and enthusiasm by Castrol. The results were mass satisfaction and mutual enjoyment. The club's members enjoy both rallying and socialising; the combination ensures a most hospitable and convivial weekend.

This rally leaves a memory which lingers into the deepening months of winter; the soda syphon fight of last year (although this writer hastens to add that he was *not* present!) proved even bigger and better than before . . . perhaps because it had an added variation—buckets! And someone somewhere has not only been able to control the whims of the weather in three successive years, but with typical panache the prize giving on the pier at Aberystwyth was even arranged to coincide with high tide. Archimedes certainly knew one or two things about suspended animation and it is typical that the club should salute his principles with such forethought! (Despite a vast influx of guests on Saturday night, the ageing and rather decrepid pier is still standing firm . . . perhaps the support of the sea really *did* help!)

It is one thing when a young Finn with a name like Vatanen and a competition experience of scarcely 200kms is deposited in the midst of the best on a rally like the Castrol '77; quite another when he is caught red-handed driving up one of the stages on the afternoon prior to the start! As pre-rally gossip, such stories don't come much better than this one, so it wasn't at all surprising that its proportions were 'adjusted' and distorted almost immediately. The incident itself was given added notoriety by the fact that the Vatanen heritage still remains a sensitive area as far as most British competitors are concerned. That residual feeling added to the fact that a drive in one of David Sutton's excellent RS1800s (yes, even a very tired one) is a prize to which even very few Finns (let alone Englishmen!) are entitled, gave the story an added poignancy.

The reality amid all the chatter of 'practising' etc was considerably less sensational and seems to have involved a very ill-judged decision by a member of the team.

Tatu, who arrived in England on Thursday clutching a pair of sheets in addition to his other personal belongings (whatever do they think we sleep on over here?!) had never driven the car before, so he was naturally instructed to drive it to Wales and get the feel of an RS1800. Once there, it was decided that should the team happen upon a suitable piece of straight loose surface, then Tatu should set-up the brakes as he wished them to be.

Thanks to a classic error of Keystone proportions (which in other circumstances might even have been amusing) they drove into the start of Myherin and after just 400 yards were seen by the stage commander and four witnesses who were busily setting up the test for the morrow! Any allegations of practising are, however, as ridiculous as they are naive. Even if the team had wanted to attempt such an unwise move, one can rest assured that David Sutton, one of the most experienced men in the business, would not have gone about the procedure in such a clumsy, amateur fashion.

Neither Sutton nor co-driver Peter Bryant were present at the time, and Tatu did not even have a map with him. Nevertheless David Stephenson would undoubtedly have barred him from taking part on Saturday if he could have done so (there was emphatically no sentiment involved whatsoever) but the incident also revealed a loophole in the regulations! Thus Tatu's indiscretion was reported to the Stewards of the rally who fined the team a total of £180 (the maximum possible) for conduct prejudicial to the sport.

Just after the ford in Myherin (SS1) on a tightening lefthand bend, the young Vatanen ended a sad and depressing episode by putting the car off into the trees where it was later seriously damaged by Pat Batten's Imp, which flew off at the same place and landed on top of the stricken Escort. This was the first occasion on which David Sutton had taken out comprehensive insurance cover for the car!

A combination of the smooth, tightly-packed shale surfaces to be found in the central Wales forest belt, and an excess of rain produces a surface which is deceptively treacherous. For the most part, the roads look (and are) very quick but the lack of adhesion available is only too easily overlooked until the point of no return. There are subtle surface changes which are hard to identify for an untrained eye, but it is the length of the stages which as much as anything sorts out the experts from the novices, also-rans, hopefuls and hopeless. For the experts experienced in such matters, 23 minutes-worth of intense concentration at high speed in a forest is something to be taken in one's stride; but its another matter for those of us accustomed to three minute bogey times and slow stages. The forest roads in Dovey, Myherin, Pantperthog and Hafren 'flow' in sequences of fast bends, occasionally tightening, losing and gaining altitude but seldom necessitating speeds to drop below 40/50mph. There is a marked absence of long straights and square corners so prevalent in other parts of the country. These are real driver's stages which put skill and judgment at a premium. These are some of the reasons for the magnitude and number of both entry and accidents.

At 22½ miles, the afternoon test in Hafren was to be the longest of the day. This stage was nearly relegated to second best however. It cannot have escaped many people's notice that the two Dovey tests are joined by a short stretch of tarmac public road. It is this small section of road in which Clerk of the Course David Stephenson has been so interested for so many months. Finally, and only last week after great and energetic efforts, he secured a temporary road closing order! Not since the days of the Gulf Londons would Dovey have been run in such a manner. Alas, insurance was not forthcoming and proved to be the unlikely stumbling block which thwarted efforts at the 11th hour.

Nevertheless the mixture remained exactly what competitors wanted and thanks to the addition of an arrival control before stage starts, the event ran smoothly and to schedule (a feat which is of course much easier to ensure with so few stages and only one service area). There was very little to fault save one or two erroneous entries on time cards at Hafren which were later rapidly corrected from the check sheets. The rains, and more importantly, Forestry Commission work, had made both the start and finish of this test extremely muddy. Thus, on Saturday the stage was started 5.5 miles farther into the forest in the afternoon owing to the condition of the road. There was a similarly muddy section about one mile after the spectator areas in Dovey, but the club issued sufficient warnings and there seemed to be few who either fell foul of it or had any excuses for doing so.

It's difficult to know where the Castrol 77 goes from here. That much became all too obvious last weekend as one pressed through the throng carousing in the cramped pierhead premises above Cardigan Bay. A move to the University could not occur in term time, and besides, the return to the hotels from the former's premises would probably jeopardise the rally's relations with the town.

Meanwhile, an entry filled to capacity (there were just eight non-starters in a massive 180-strong field) merely underlined the futility of our now defunct system whereby 'paper' internationals mingle with lesser status events in the same championship. The quality of the Castrol '77's leading runners would have put any 'international' entry this year to shame, so powerful and varied were its contents; only Leyland were absent. To be sure a number of the 'stars' were competing on account of the proximity of the Lombard RAC for which this rally is ideal both in terms of content and calendar, but this does not entirely explain the vast hordes of clubmen who flock to Aberystwyth, drawn by the challenge it presents and the quality of the roads. It's possible to learn *real* techniques on roads such as these; techniques which would be all but impossible to investigate elsewhere—at the risk of repetition, driving skill is at premium.

The entry list is investigated in more detail under notes on the cars, and there is also a section on tyres which highlights some interesting developments from Dunlop, Goodyear and Pirelli. There was much of interest going on just below the surface on this rally. . . .



Russell brookes, suffering an aftermath of 'flu, was a little sl

RALLY

Airikkala has a number of theories about setting-up

Mikkola in his element on Pantperthog. A masterly drive was once again cut short—this time almost in sight of the finish





ping in the morning, and a wrong choice of tyres in the afternoon put any dispute with the winner out of the question.

rally cars to win events. Principal among them is the view that the easier a car is made to handle (assuming a basic standard of competence on behalf of the vehicle) the slower it will probably be driven. He feels that a bias towards ease of controllability is not a positive but a *retrograde* step since the car's limits of adhesion etc are reduced to encompass those of the driver, rather than always being just beyond his limits of attainment. This is a theory which seems to be employed by Fiat who have only a limited number of alterations possible on their car (eg: three settings for brake bias etc) and furthermore employ a test driver (Giorgio Pianta) who pre-sets the cars before every rally.

Thus when Airikkala tells you that he is not trying as hard as most of his prominent opposition, its possibly less of a 'story' than first appears the case. "I don't necessarily like the car this way" he says gesturing towards the gun metal grey Chevette, "but its faster and when I really try, it will be even more so, because it has more traction and more adhesion."



He's talking principally about springs and damper settings (DTV have two main spring types for the loose and Chris and Pentti differ on personal preference). The team had been testing in North Wales prior to the event on the previous day, but both cars were set-up in similar fashion, even if the rates and damping were a little different. Airikkala was as happy with his Chevette as he has ever been, despite a trace of a misfire which developed throughout the day and which defied efforts to eradicate. The ignition pack and distributor did not provide the answer. Could the plug leads hold the secret? Whatever it was, the misfire, if it existed in the engine, scarcely slowed the Finn who had little real intention of trying to win the rally outright until the opportunity presented itself and Brookes' afternoon efforts brought the Englishman a little too close. Referring to his error on the Lindisfarne he remarked that "you have to have at least one accident per year, otherwise you are going too slow." There is obviously an explanation for most things(!) and Pentti certainly judged the pace of this rally to perfection: he was third after three stages, second after five and led the final two, despite a superb final stage from Russell Brookes, who gradually felt fitter as the day progressed but found his top form just too late to snatch victory from the cool judgment of the man in front.

Forestry speeds creep ever higher as the months go by. Last year in near identical conditions, Ari Vatanen's winning time for an identical stage in Myherin was a then shattering 12m 30s. That stage time was nearly half-a-minute quicker than the nearest opposition. A glance at the latest situation requires little further comment. Hannu Mikkola posted 12m 13s to open the day's sport. Two further cars were inside Vatanen's old 'record' and both Brookes and Taylor equalled it—the former despite two half-spins!

The pace was electric and for once Hannu seemed to be in luck. The exciting little car was more than living up to its potential, and after a front anti-roll bar was changed to a thinner section type in an effort to relax roll-stiffness and lessen the understeer, Hannu was completely happy. He feels, however, that the car is still a little too hard, and could be softened further without trespassing into areas of axle tramp. The Corolla is back to a simple four forward facing axle link location without a Panhard Rod—it seems to be almost perfect and the little red and white car stayed in the lead from 08.30 in the morning until mid-afternoon on the penultimate test of the day when just two miles into the revised 16.95 mile stage, on a fast sweeping lefthander, an A2 on a front wheel deflated suddenly and instantly, hurling the machine off the road. One further corner, and the Toyota was pitched off the road a second time. Hannu decided at this point to change the wheel. The excursions in ditches had bent the track control arm and a wheel change cost four minutes, almost certain victory and bitter disappointment to the team who have struggled so hard to secure a win for this most impressive machine. Now surely Hannu would be left alone in fifth place? Wrong! The Mikkola luck had by no means finished with him for the day, and he acquired a further puncture on the final test in Myherin almost falling into the clutches of Tony Drummond at the close.

The Toyota had proved a point, however, and provided it can be homologated with all speed, the team have a certain winner on their hands next season. Whatever, it appears that in our national championship we may from time to time see this exciting car and driver combination in our forests again. Hannu was overjoyed with it: "it's so easy to drive; such fun! And you don't have to plan ahead like with the Celica!" At least they don't all agree with each other, these Finns!

A2s remained the unanimous choice of the leaders, while the uncertain played safe on M&S. It seems that Russell's most momentous mistake of the day was to change from A2 to M&S for the second and vital Hafren stage. It was here that he won the rally last year with some most determined driving while Airikkala struggled among the tattered shreds of his Avons. There was to be no such repeat this year and the decision, taken as a result of the morning's run and based on the probable effects on the surface of 180 competitors, proved to be unjustified. Russell dropped 17 seconds to Airikkala and despite a great effort in Myherin during which he shattered the 'record,' leaving it at 12.00m(!) he could only recoup 11 of those lost seconds, and finished 25s behind.

The extent of the Finnish Grand Prix by mid-morning was a truly daunting spectacle. After two stages Russell lay in fourth place, 34 seconds behind the leader (Mikkola) and 23 seconds behind the eventual winner. Billy Coleman was fifth but had already retired having coasted to the finish of Hafren with a dead engine, the head of an inlet valve having broken off and in the resulting melee, destroyed cylinderhead and piston in the new University Motors 12-valve engine which had sounded so excitingly crisp and harsh in Myherin. John Taylor was sixth, fighting a gradually losing battle against the understeer of his car which was eventually to catch him out on the very last stage. John had also to cope with poor brake bias initially so was still finding his true form.

Hafren itself was shrouded in low cloud as were many of the valleys and hillsides on that otherwise fine morning. The cold, damp mist swirled among the trees, blotting out the autumn sunshine and the bronze colours of the deciduous trees. It was a foreboding, almost opaque world that suddenly greeted crews after the crisp clear skies above Myherin.

John Taylor had already had his first puncture at the end of SS1 but it was the critical one he received just two miles into Dovey 2, after lunch in Machynlleth, which dropped him out of sixth place. Taylor, however, struggled on sensibly until he came upon an acting and unofficial 'service crew' who helped him and Phil change the wheel in under two minutes! But the British were being soundly thrashed, and only Brookes was in a position to alter the balance of power. Andy Dawson was in the process of discovering that his car of the Lindisfarne had changed its character dramatically in the interim. He had been altering the front end geometry and brought in the camber by one third of a degree. Perhaps this move was a mistake, but more likely the real culprit was the crease in the bodyshell which first appeared on the Lindisfarne itself. The unpredictable results were not encouraging any real bravery, although Andy did change to A2s in the afternoon with beneficial effects to stage times if not to the driver's peace of mind. . . .

Chris Sclater in DTV's second Chevette had a rally he would doubtless rather forget. He began by making a wrong choice of tyres (M&S); over-filling the car with petrol and sustaining a puncture in Pantperthog, but the problems began in earnest in Dovey 1 where the car eventually ground to a halt (after three miles) with a mysterious electrical failure. Having changed the ignition pack and received no sign of life from the hot engine, Chris set to work on the distributor, taking his own time (15 minutes) as there was now no chance of avoiding a maximum. Working amid the intense heat from the motor, Chris changed the unit and re-timed the engine as best he could. The car obligingly restarted and allowed the crew the pleasure of a further Dovey where with a chronic misfire they struggled through, acquiring a puncture en route. Five miles from the end of Hafren 2 and after a service stop during which the engine was re-timed correctly, it spluttered to a halt once again. Without the necessary replacements now, the crew merely waited for rescue. However, one last try on the starter motor, after 20 minutes, when the engine had cooled, produced instant life, and Chris continued. He finished a most frustrating event by stopping to assist a stricken Jimmy McRae in Myherin's infamous ford, still mystified by the failure which apparently has no connection with DTV distributor failures in the past.

It's not often that Chris finishes 102nd overall on a rally, but then its not that often that Jim McRae finishes 24th either! He began the event knowing that nothing less than 10 points (a win in G1) would be enough to remain in contention for championship victory. He never managed to find his true form, and

continued

1½ miles from the end of Myherin 1 a very sideways Magnum clipped a bank at a lefthand junction where the surface changes abruptly. The impact flipped the car over into the trees and with it went the time cards—out of the window. The crew had lost almost a minute, and a very fatiguing run of around four miles was required by David Brown in order to retrieve the lost time cards after they had reached the end of the stage. Following a depressing struggle through Hafren, a temporary screen was fitted and the Magnum soldiered on. All Jimmy could now hope for was that a tremendous performance from Gavin Waugh and Terry Kaby would keep Graham Elsmore's Thomas Motors RS2000 at bay.

Gavin was driving an excellent rally, the fast flowing stages suiting the handling of the Avenger while tending to minimise its power disadvantage. While he found himself in the unaccustomed position of leading Group One, Terry Kaby, after a first stage without rear brakes following an oil seal failure, was finding the measure of the works Sprint and had in fact overhauled the Avenger and was extending a two second lead after Dovey 1 when he received a critical puncture on a front wheel, three miles from the end of the second Dovey stage. It lost the crew about 35 vital seconds and dropped them behind both Waugh and Graham Elsmore who had to drive extremely hard to overhaul the determindly driven Chrysler. The Thomas Motors RS2000 was now being driven in a manner worthy of the new Group One champion and Graham finally took the lead after the Dovey complex to gain maximum points, *and* the championship after a very hard day's work from a quarter he had least expected it. It could so easily have gone either way, and all three drivers gave of their very best.

Will Sparrow watched all this tumult from afar. It was not his day either, or in his own words "when the car wasn't being naughty, I was!" In Dovey 2 he spent three minutes off the road, having failed to negotiate a long left hand bend and been forced to take the escape road. In reversing back, the Avenger became stuck in the mud, and had to be towed out. Besides this incident, the engine spent most of the day misfiring badly, despite adjustments to the timing etc. While Will managed to struggle home fifth in G1, Malcolm Wilson had the distinction of drowning the County Garages car in the Myherin ford on both occasions! (losing him around a minute, and half-a-minute respectively). In such close company, this was more than enough to keep him out of the three way battle at the top.

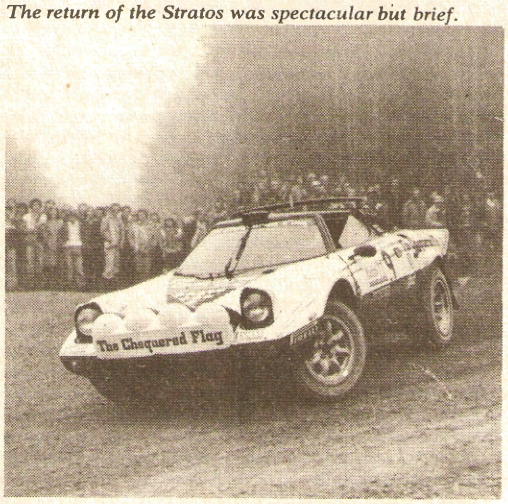
The number of accidents and rolls were astonishing. It certainly was not a day for Magnums . . . to Jimmy McRae's efforts must be added those of Allan Arneil and Chris Lord, both of whom rolled in exactly the same place, Allan in the morning, Chris in the evening. The surface, polished by a day's rallying was as slippery as ice, and Chris hung a back wheel over the edge which dragged El Gam over, rounding off most of the sharp edges and a day of mysterious electrical failures.

The Evans brothers also compounded a day of Vauxhall 'private owners' gloom by damaging the Vincent Greenhous car at the end of Hafren 2. Just before the flying finish, there is a very slippery square lefthand corner. Derek lost control of the car on the entry to the bend, and it rushed to the opposite side of the road before ramming a stout tree stump—a sad end to a day that had gone wrong almost from the start, when four miles into only the second stage they were confronted with Willie Rutherford's Mazda blocking the track. Willie had spun as a result of a puncture, and in trying to go round the car the Chevette was caught and dragged into a ditch where it remained for 40 minutes before being towed out by a tractor. . . .

Three miles of the very last test of the day had been completed by John Taylor when the understeer with which he'd been fighting all day finally beat him and the car lunged head-first into the trees, where it stayed for seven minutes. After fighting back to sixth overall following the puncture in Dovey this was indeed a bitter blow, and one which severely dented his confidence, even to the detriment of a night's sleep. The car however escaped unscathed despite refusing to answer its helm, and it will now probably be entirely rebuilt for the RAC. . . .

Nigel Rockey is Castrol/AUTOSPORT champion; Paul Faulkner struggled round to finish 14th and ensure himself of second place despite a broken clutch bearing and fork; Graham Elsmore is RAC Group One champion, and the odds are firmly in favour of another Finnish national champion. . . . Vauxhall must be as pleased as their highly talented driver.

The return of the Stratos was spectacular but brief.



results

Castrol '77
RAC Round 12
Castrol/AUTOSPORT round 9

1, P. Airikkala/J. Gittens (Vauxhall Chevette 2300) 106.34; 2, R. Brookes/J. Brown (RS1800) 106.59; 3, M. Alen/I. Kivimaki (Fiat 131 Abarth) 107.04; 4, A. Dawson/S. Pegg (RS1800) 109.18; 5, H. Mikkola/A. Hertz (Toyota Corolla) 111.42; 6, T. Drummond/B. Harris (RS1800) 111.45; 7, N. Rockey/D. Tucker (RS1800) 112.10; 8, G. Elsmore/S. Harrold (RS2000) 113.00; 9, G. Waugh/P. Handy (Chrysler Avenger GT) 113.19; 10, T. Kaby/B. Rainbow (Triumph Dolomite Sprint) 113.24.

(172 starters—121 finishers)

Group One
1, G. Elsmore/S. Harrold (RS2000) 113.00; 2, G. Waugh/P. Handy (Chrysler Avenger GT) 113.19; 3, T. Kaby/B. Rainbow (Triumph Dolomite Sprint) 113.24; 4, M. Wilson/R. Palmer (RS2000) 115.28; 13th overall; 5, W. Sparrow/R. Spokes (Chrysler Avenger GT) 119.56; 19th overall.

Class 1
C. Bolton/E. Grindrod (Mini) 128.24 (44th overall).

Class 2
C. Wood/M. Smith (Chrysler Avenger GT) 121.13 (23rd overall).

Class 4
C. Stoddart/B. Cartwright (Escort) 132.30 (60th overall).

Class 5
F. Henderson/C. Wilson (Toyota Corolla)116.07 (15th overall).

Special stage times
SS1 Myherin 1 11.05 miles
1, Mikkola 12.13; 2, Alen 12.15; 3, Airikkala 12.26; 4, Brookes 12.28; 5, Taylor 12.30.
SS2 Hafren 1 17.85 miles
1, Airikkala 23.52; 2, Mikkola 23.54; 3, Alen 23.58; 4, Brookes 24.13; 5, Coleman 24.30.
SS3 Pantperthog 8.05 miles
1, Brookes 9.55; 2=Mikkola and Airikkala 9.57; 4, Alen 9.59; 5, Taylor 10.07.
SS4 Dovey 1 10.05 miles
1, Brookes 11.49; 2, Mikkola 11.53; 3, Airikkala 11.56; 4, Alen 12.01; 5, Dawson 12.02.
SS5 Dovey 2 12.05 miles
1, Mikkola 14.08; 2, Airikkala 14.12; 3, Brookes 14.17; 4, Alen 14.21; 5, Dawson 14.30.
SS6 Hafren 2 16.95 miles
1, Airikkala 22.00; 2, Brookes 22.17; 3, Alen 22.18; 4, Dawson 22.32; 5, Drummond 22.58.
SS7 Myherin 2 11.05 miles
1, Brookes 12.00; 2, Airikkala 12.11; 3, Alen 12.12; 4, Dawson 12.28; 5, Kaby 12.48.

Number of fastest times

	1	2	3	4	5
Airikkala	2	3	2	—	—
Mikkola	2	3	—	—	—
Brookes	3	1	1	2	—
Alen	—	1	3	3	—
Dawson	—	—	—	2	2
Taylor	—	—	—	—	2

Rally leaders
Stages 1-5: Mikkola; stage 6-end: Airikkala.

Motor/RAC championship positions (one remaining round):
Pentti Airikkala 73; Russell Brookes 66; Andy Dawson 62; Hannu Mikkola 43; John Taylor 38; Nigel Rockey 33; Paul Faulkner 32; Jim McRae 30; Graham Elsmore 28; Will Sparrow 21; etc.
Group One: Graham Elsmore 87; Jim McRae 83; Will Sparrow 76; Malcolm Wilson 69; Gavin Waugh 39; Pat Ryan 38; Chris Field 20; etc.

Castrol/AUTOSPORT championship positions (one remaining round):
Nigel Rockey 202; Paul Faulkner 176; Terry Kaby 150; Graham Elsmore 146; Geoff Simpson 146; Malcolm Wilson 138; Fred Henderson 100; David Stokes 76; etc.
Group One: Terry Kaby 134; Steve Smith 92; Peter Clarke 88; Charlie Wood 72; Les Barrett 56; Graham Elsmore 54; Bernard Banning 40; John Cleary 38; etc.

Leading retirements
Car 5 Bror Danielsson/Robin Turvey (Opel Kadett GTE) accident, 6 stages.
Car 9 Billy Coleman/Dave Richards (Lancia Stratos) dropped valve, 2 stages.
Car 13 David Stokes/Lyn Jenkins (RS1800) headgasket, 1 stage.
Car 14 Tatu Vatanen/Peter Bryant (RS1800) accident, no stages.
Car 20 Geoff Simpson/Alan Simpson (RS1800) gearbox primary shaft, no stages.
Car 25 Willie Rutherford/Hugo Kennedy (Mazda/Ford) clutch, 5 stages.
Car 26 Derek Evans/Terry Evans (Vauxhall Chevette) accident, 5 stages.
Car 27 David Grainger/Julia Richards (Triumph TR7) accident, 3 stages.
Car 28 Jeff Churchill/Roger Evans (RS1600) engine, 1 stage.
Car 31 Bernard Banning/Ed Morgan (Triumph Dolomite Sprint) wheel studs, 5 stages.
Car 33 Richard Iliffe/Rob Parrott (RS1600) burnt exhaust valves, 2 stages.
Car 34 Allan Arneil/David McHarg (Vauxhall Magnum) accident, no stages.
Car 38 Peter Clarke/R. Scott (RS2000) excluded, 7 stages.

Notes on the cars

(*see also* **Special Stage**)

Russell Brookes's RS1800 was without its BDG cylinder head, L1 camshafts etc which appeared for the Manx. In fact it was little changed from the Lindisfarne save the rear brake calipers which had been re-positioned higher on the disc and fitted with skid plates. Russell's car must surely be the lightest rally RS1800 ever built these days—its dry weight is predicted to be in the region of just under 900 kilos!

The team suffered a pre-event drama when on the Friday afternoon the driver discovered that the throttle pedal was not working correctly. Closer inspection revealed that the throttle spindle had sheared at the point where a square-shaped bush takes the spindle into the pedal box itself. Paul Ridgeway searched in vain for a replacement unit before embarking on the laborious, tricky and fiddly job of brazing the spindle and adding washers to sort out the problem. He was most relieved that the car finished the event. A similar failure accounted for Roger Clark's retirement from the Ulster Rally last year.

Andy Dawson has recently taken to running a 5.8 differential ratio rather than the 5.1 currently employed by most Ford runners. He professes to find the ratio almost ideal in conjunction with the extended rev range offered by his BDG motor, race cams etc. The tachometer telltale read well over 10,000rpm at the end of the day, apparently with no ill effects. . . .

John Taylor was using the 2047cc engine with which he was so pleased on the Lindisfarne. Without having the top end power of his alternative big valve unit, this engine gives appreciably better torque throughout the range. He was using a five speed gearbox but was testing yet another new clutch "with more springs in it" prior to the settlement of an RAC Rally specification.

Nigel Rockey broke the head off a valve at the recent Castrol test day (not a headgasket) and when the engine was stripped it was found to urgently require a set of pistons, cylinderhead, and valves which Nigel acquired from Cosworth, and which were built up by Mike Phillips in time for the event. He never suffered a moment's trouble all day.

Paul Faulkner damaged his block on the Lindisfarne, which cracked between numbers two and three cylinders. Rather than spend excess money however, a block was purchased from Tony Drummond (who seemingly had the only one available in the country!) and the engine was successfully rebuilt by Bill Hibbs, Paul's regular crew chief who has been responsible for many of the 'home made' parts (eg: wheel studs etc) which have appeared with success on the car this year.

David Stokes recently purchased a new block and cylinder head through AVO which was built-up as usual by Frank Pierson in readiness for the J. C. Van Hire Stages, which he won with ease. However, a slight leakage after this event persuaded David to return the unit to Frank where the 'head was skimmed and a new gasket fitted for added security. The car had been extensively reprepared in other ways, but the headgasket failed again after just one stage—unlucky again.

Vauxhall/DTV: brought their usual cars for Pentti Airikkala and Chris Sclater. Pentti now likes to test the cars prior to each event so the team had been up in North Wales experimenting with alternative springs etc the previous day. Airikkala used A2s throughout, while Sclater made what he reckoned to be a mistake by specifying M&S at the start. Airikkala's car uses the lower forest ratio crownwheel and pinion, while Chris still makes do with the higher gearing. It seems that the cars are especially sensitive to weight over the rear wheels—a feature of which the team have been aware since they began carrying two spare tyres and full tanks (July). The problems are still not entirely sorted and supply problems with springs etc still exist, but they can't be *that* serious.

Team Toyota Europe brought two cars—the Corolla 2-litre for Mikkola, unchanged from the Lindisfarne save for a new engine (an oil way blockage accounted for the main bearings on that event). The car runs without a Panhard Rod these days—just four forward links; with the leaf springs providing the lateral location. Per Inge Walfridsson drove Hannu's Burmah-winning car which he seemed to like, although this was not reflected in the stage times. Despite a number of punctures, Per and John Jensen suffered no failures, and the driver was rather disillusioned at the finish. It has however been a long lay-off from rallying for him. More practice could bring back the times. Both cars were running the 4.9 differential ratio 'for safety' rather than the 5.4 unit which has caused failures in the past. This meant that they were seriously overgeared on M&S, although with A2s the situation was rather more favourable. Hannu remarked that with M&S fitted, his Corolla could manage 60mph in first gear—not entirely ideal! He used A2s throughout, while Walfridsson swopped from M&S to A2 for the final two stages.

Since he has not even got as far as Kielder forest this year, despite two recent visits there for national rallies; Hannu is also keen to try his RAC spec Celica (with softer springs etc) on the Border Rally this weekend. If Peugeot release him from his commitment in Corsica, he will be in the northeast at the weekend. It will also give Markku Alen something else to do!

Tyres

The OlioFiat service crew, under the jurisdiction of Egidio Fois, brought with them little in terms of alternative parts to try on the car—these will be available for the Border Rally in Kielder this weekend. The appearance of Alen in the old car (said to be one of around 50 competition cars in circulation at the Abarth works!) was primarily to allow him the practice in Wales, and to determine the basic car's competitiveness on the latest rough road settings.

However, Pirelli wished to try a new compound (a soft though not especially resilient type) on their old-style MS35 carcass. Thus Alen drove on these tyres all day (the team had brought no others) and pronounced them to be excellent. The old MS35 pattern (no relation to the P7) thus lives on with its 'sticky' new compound.

The sole problem of the day, besides a puncture whilst being caught by Brookes, was in Dovey when stones became lodged between the steering rack and the sump guard, a mere bagatelle which was dealt with instantly. It seems that the rough road suspension developed for 1000 Lakes and Canada works well in Wales. This weekend the team will discover if it also works in Kielder, an entirely different proposition altogether. Markku was highly impressed with the rally, remarking that he couldn't remember ever having "such good practice."

Goodyear also had something new to try, Harry Gee bringing along a number of very 'sticky' F1 compound forest racers for Bror Danielsson to try. The driver pronounced them excellent but it seems that the tread (of 7 or 8mm) was far too fragile and thin, and the tyres punctured through the tread itself rather than merely the sidewall. Bror suffered four punctures in two stages before they were withdrawn from service. Nevertheless they were apparently superb (when inflated) and according to the driver, greatly increased steering response and adhesion. We confidently expect more experiments in this direction from Goodyear shortly.

Dunlop brought along a pair of M&S rears in the traditional pattern but with a revised compound that was said to be more resilient in order to give better wearing qualities. They also possessed a pair of very special A2 rears which they were not anxious to discuss. These tyres were designed with indented treads to give an almost M&S-like edge at the shoulder. They were tried briefly on Russell's car during the afternoon. A certain Finn in the Vauxhall camp was not amused!

Motorfair

JOHN BOLSTER describes the fun to be had at Earls Court

Monaco in London

When is a Motor Show not a Motor Show? The answer, evidently, is when it's a Motorfair. The SMM&T, representing the motor industry, have decided not to stage an 'official' show this year, a decision which is binding on their member companies. However, there's nothing to stop the cars from being exhibited by the agents, distributors, or dealers, call them what you will (and some of us do!).

This is the loophole through which Tommy Sopwith and his merry men are organising Motorfair. It has turned out that most of the manufacturers and concessionaires were secretly regretting the absence of a show in 1977 and they are backing their dealers to the hilt, unofficially of course. The result is an exhibition that's just as important as any that have gone before, with plenty of new models on the stands and, above all, thousands of cars being sold, which is the object of the exercise. In this connection, Motorfair has a realistic approach, for secondhand cars are also on show; if you buy one out of the shop window, the dealer has another one offstage to replace it.

Competition cars are well represented, including some incomparably perfect single-seaters from Tom Wheatcroft's Donington collection. At this time of year, nostalgia is in the air, building up to the climax of the Brighton Run. The organisers are giving full rein to this sentiment and the various auction sales will include one for the *crème de la crème* of historic cars, at which astronomical prices are likely to be realised. Lord Montagu's National Motor Museum is putting on a splendid display, including the actual restoration by craftsmen of a veteran car, right there before your very eyes.

Conventional motor shows have been going on for three-quarters of a century and perhaps we are becoming bored with them. The organisers of Motorfair are, therefore, arranging many diversions and the whole lavish presentation inspires a cheerful atmosphere. The centrepiece and the decor are arranged to give the impression that the event is taking place in Monte Carlo. In this it is brilliantly successful, the reproductions of the well-known landmarks being extraordinarily accurate. For the Press day, Rosie, who presides at 'Rosie's Bar', was being flown in by BMW to serve drinks to many of her old friends—a nice gesture.

The biggest display is being put on by the Leyland dealers, innumerable Minis standing on ramps which stretch right up to the first floor. The new six-cylinder, overhead-camshaft Rovers are making their first public appearance and all the other British Leyland models, from the 12-cylinder Jaguar XJS to the Morris Marina, are shown in abundant profusion.

BMW are taking the opportunity to present their new 2-litre and 2.3-litre six-cylinder engines. The smaller version is a carburetter unit and the larger one has Bosch fuel injection; road impressions of these cars will be featured in AUTOSPORT very shortly. Grange Motors have no fewer than 10 Rolls-Royces on their stand and many people will be seeing the new models, with rack and pinion steering, for the first time. The latest steering and suspension modifications add greatly to the pleasure of driving and though a chauffeur-driven limousine is on view, most Rolls-Royces are handled by their owners these days.

Every type of Ferrari can be examined, from the delightful mid-engined 308 GTB to the big V12 400, with automatic transmission. The Porsche agents show the much-loved 911 series as well as the front-engined 924, but the V8 928 has not yet come to England.

Without doubt, the most spectacular exhibit is the Panther 6, which has been built in the greatest secrecy for presentation at Motorfair. It's an open two/three seater some 16 feet long, mid-engined and with six wheels arranged as in the Tyrrell Formula 1 car. All the wheels are independently sprung and the motive power comes from a twin-turbocharged Cadillac engine of 8.2 litres capacity. This is far from being merely a dragster, for its luxurious appointments include an enormous air-conditioning plant and the construction and finish are superb. In addition to the generous luggage space, proper spare wheels of both sizes are stowed accessibly in the tail. It has a claimed 200mph potential, though few indeed of its future owners are likely to try driving at such

The focal point of Motorfair is this magnificent reproduction of the famous buildings in Monte Carlo.



speeds. No price was quoted when I made my sneak preview of the show, but if you have to ask you can't afford it! Returning to earth, it's interesting that the Vauxhall dealers have the Panther Lima on their stand, which might mean all sorts of exciting things, or nothing at all.

Although some cars from the past are attractive to modern eyes, there were periods that are best forgotten. The Canadian firm which produces the Viscount Renaissance have chosen to perpetuate the style of the 1930s, and it doesn't come off. The body is one of those drophead coupés with completely blind rear quarters and a windscreen like the slot of a letterbox, large chromium-plated hood irons projecting into the airstream. Twin trumpet horns cleave the air ahead of the vee radiator, but need I go on?

The electric car is just round the corner, as soon as some clever fellow invents a light and inexpensive accumulator. A chassis shown by Electraction is weighed down by a dozen large lead-acid batteries, unfortunately, but it is also exhibited complete with a body style called 'Rickshaw', which is a fully open four-seater with independent hoods front and rear. However, the electric car, in its present form, gives no pollution, no noise, and no fun.

It's nice to see the Matra Bagheera S on the Chrysler distributors' stand. This sporting little machine is no ball of fire, but its three seats and mid-engined configuration may appeal to the younger generation. The new Sunbeam, which I tried in Scotland, is a very important car because it may save Chrysler's British factories from a grim future.

A rather different Sunbeam, incidentally, is the 12-cylinder car with which Sir Malcolm Campbell first exceeded 150mph. It's shown on the stand of Hertz Car Sales, along with the Bluebird turbine car, driven by Donald Campbell at 400mph.

Let us return to sports cars and the tough-looking Morgans proudly displayed by Morris Stapleton Motors. Japanese cars are well represented, including a Mazda rally car, based on the Hatchback, which is fitted with all the special parts that are offered at most competitive prices. The engine tuning modifications have been developed in Harry Weslake's workshops and these cars will be eligible in 1978 for a Mazda-sponsored championship. Toyota are not offering their 230bhp rally cars, as driven by Hannu Mikkola and Ove Andersson, but the production Celica is an attractive sports coupé. Datsun are again selling our old friend the 260Z, and the Honda range has recently undergone some useful improvements.

Both General Motors and Ford have some American offerings, in addition to their more familiar merchandise, but legislation has killed the big V8 'muscle cars'. The Ford showpiece is a customised Cortina in 'Starsky and Hutch' style, whatever that may mean. It carries most of the tune-up goodies that Ford dealers can fit, including a neat rubber rear spoiler.

All the cut-price utility cars from the Eastern Bloc are very much in evidence and they are far better made and finished than their predecessors. The French manufacturers—or should I say their dealers—are present in force, notably Renault, Citroen, and Peugeot. It's nice to see exotica like De Tomaso and Maserati, while the Lancia agents have a fine display and Fiat are doing well with their sporting X 1/9, only Alfa Romeo being unrepresented. Volkswagen have their very attractive Scirocco, BMW and Porsche have already been mentioned, but I couldn't find any Mercedes-Benz during my somewhat hurried preview. Perhaps one of the most important cars at Motorfair is the turbo-charged Saab, with which I was enormously impressed when I drove it in prototype form. Volvo are again concentrating on strong cars, full of safety features.

So much for production cars and apologies for omissions. Upstairs, there are competition cars galore to gladden the heart of the enthusiast, but I have only enough space to mention a few outstanding exhibits.

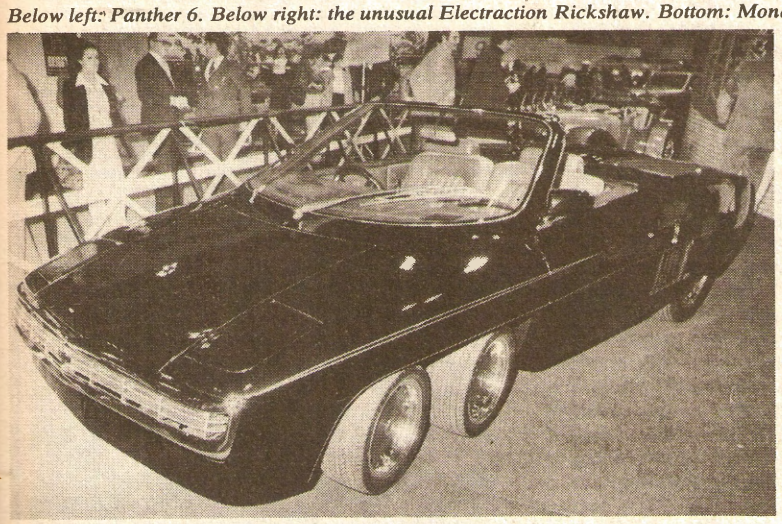
As the theme of Motorfair is Monte Carlo, a special section is devoted to Monaco Grand Prix winners, which is only possible because Tom Wheatcroft has collected so many at Donington. The Coopers which Jack Brabham and Bruce McLaren used look curiously small nowadays, as does the rather ugly but so effective Lotus of Stirling Moss. Somehow, Graham Hill's BRM has a more modern look about it, and it's instructive to refresh one's memory by examining the Repco engine that Jack Brabham and Denny Hulme used—remember poor Jack's disaster on the last corner of the last lap?

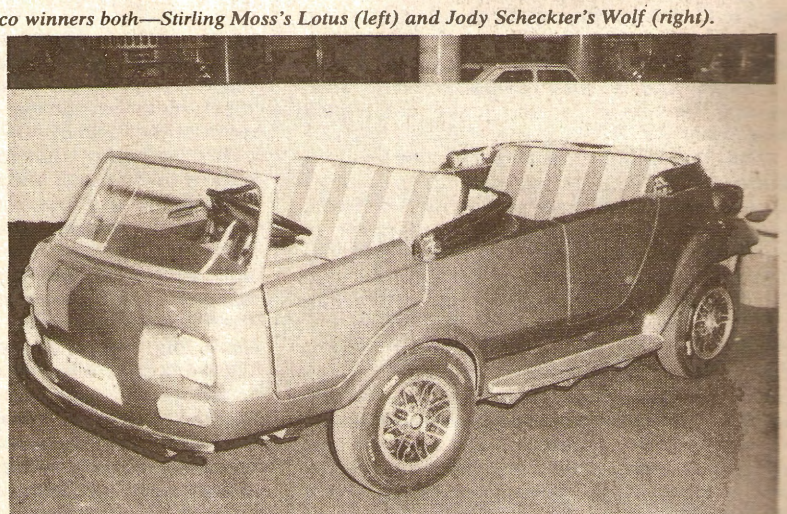
Of course, Jackie Stewart's Tyrrell has an honoured place and among Formula 1 cars of the front-engined era one can study the four-cylinder BRM and the never-to-be forgotten Vanwall. In addition, there are cars of all categories, but each one must at least be a class winner to be worthy of a place.

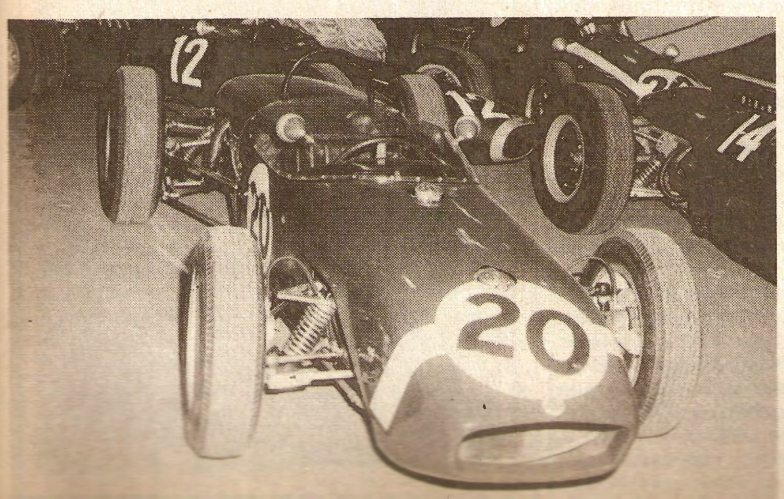
Even the space devoted to the National Motor Museum contains a racing car, though it's naturally from a much earlier era. The Itala with which Cagno won the 1907 Coppa Velocita is an awe-inspiring sight, with nearly 15 litres in its four huge cylinders—talk about bloody great flower pots going up and down! The other Beaulieu exhibits include the unbelievably crude Pennington and the 1899 Daimler in which good King Teddy rode.

This story was written while Motorfair resounded to the hammering of carpenters and some cars had to be glimpsed under dust sheets. In a few short hours, I have no doubt that a miracle took place, and by the time that these words appear in print even the paint will have dried. Go along to Earls Court if you can, for this is a happy show, and whether you want to buy a car or merely have fun, it's worth the trip and so much cheaper than visiting that other Monte Carlo. ■

Below left: Panther 6. Below right: the unusual Electraction Rickshaw. Bottom: Monaco winners both—Stirling Moss's Lotus (left) and Jody Scheckter's Wolf (right).









by John Bolster

Rover's new sixes

Continuing their policy of rationalisation, Leyland have replaced the 4-cylinder Rovers and the 6-cylinder Triumphs with a smaller-engined version of the Rover 3500. Instead of the light-alloy V8, a new 6-cylinder unit is fitted which has two alternative capacities, achieved by changing the throw of the crankshaft. The rest of the car follows 3500 practice, the two varieties being called the Rover 2600 and 2300.

A chassis description would be superfluous but the new engine is of great technical interest. As the 3500 was designed *ab initio* with sufficient under-bonnet space for an in-line six, the many advantages of this configuration can be enjoyed. The cast iron cylinder block provides water spaces between the bores and is carried well down below the level of the main bearings for maximum rigidity. Following modern racing practice, considerable attention has been paid to the reduction of friction and oil drag, so four main bearings are found where seven would formerly have been expected. The extremely rigid crankshaft is of forged steel, with induction-hardened journals, and single-hole oblique oilways avoid those nooks and crannies into which dirt may be centrifuged, both initially and over the years.

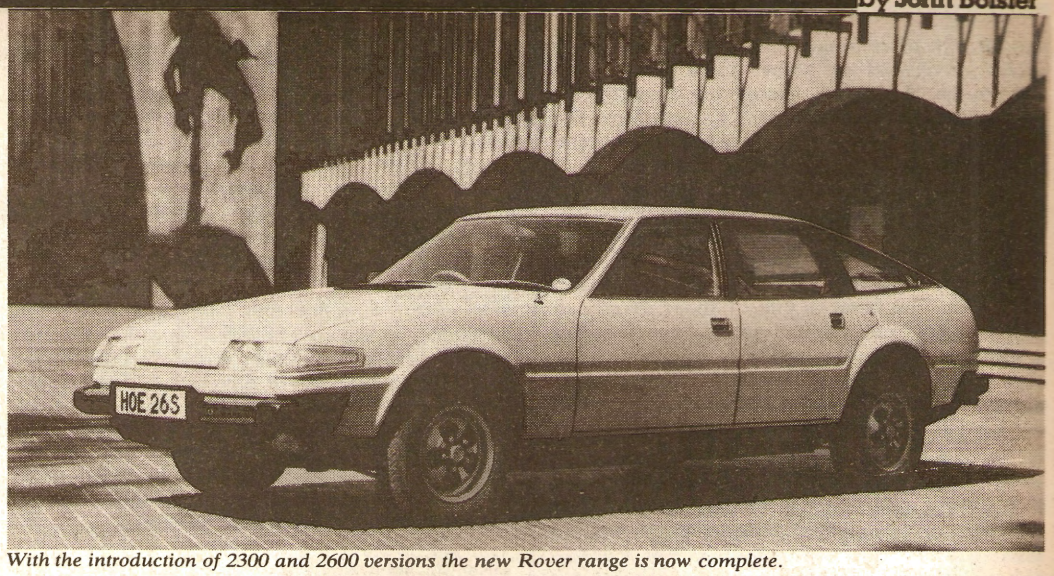
The oil is supplied from a multi-lobe eccentric pump, driven off the front of the crankshaft without the intervention of the usual power-wasting skew gears, and the fan pulley incorporates a torsional damper. All the components are common to both sizes of engine, except the crankshaft, as already mentioned, and the pistons. Those of the 2300 are of the Hepworth and Grandage solid skirt w-slot type, while the more powerful 2600 has Mahle pistons with integral steel bands in their solid skirts, as used in the Dolomite Sprint. Both types of piston have two compression rings and one scraper, and floating gudgeon pins, while leaded-bronze bearings with a lead indium overlay, steel-backed, are used for the main and big-end bearings.

The aluminium cross-flow cylinder head has symmetrical bolt spacings and sits on a steel-cored, composite-faced gasket, this construction ensuring that the head need never be pulled down again after the initial assembly. There are two inclined valves per cylinder, at an included angle of 40 degrees, the combustion chambers being formed partly in the pent-roof head and partly in the dished piston crowns. Operation of the valves is on the Dolomite Sprint principle, a single cam sufficing for both valves. The inlet valves are commanded directly through bucket tappets and the exhausts have rockers to move them, the drive for the cast iron overhead camshaft being by toothed belt. Skew gears drive a standard Lucas distributor from the front of the camshaft and though the engineering purist may regret this solution, the more attractive direct drive would have called for a special distributor, of which the cost could not be justified.

Twin SU HS6 carburetters are mounted on an aluminium manifold, which has been designed to take advantage of ram effect. The exhaust system makes use of two long, separate down-pipes, an essential design feature for an in-line six. The manifold is clamped by twin bolts for each port, which has made the elimination of any form of gasket practicable and a viscous-drive cooling fan is employed. Power output is 123bhp for the 2300 and 136bhp for the 2600, which may be compared with 155bhp for the V8 pushrod engine.

The 5-speed manual gearbox of the 3500 is found on the 2600 and may be obtained at extra cost on the 2300, which normally has a 4-speed box consisting of the 5-speed minus its rear extension housing. The Borg-Warner 65 automatic transmission is applicable to all Rover engines. For cars with manual gearboxes, whether 4-speed or 5-speed, the rear axle ratio is 3.45 to 1, compared with 3.08 to 1 for the V8. This gives 25mph per 1000rpm on fifth, while the 3.08 gear provides a fifth speed of 28.8mph per 1000rpm. There is one exception to the standardisation of the 3.45 to 1 axle on the 6-cylinder cars, the 2600 automatic sharing the 3.08 to 1 gearing with the 3500 V8.

Plain rack and pinion steering is standard on the sixes but the high-geared, power-assisted set-up of the 3500 is an optional extra. The 2600 shares the self-levelling rear dampers of that car, a feature which is absent from the 2300, which also has somewhat simplified equipment, the omission of the rev-counter being at once noticeable.



With the introduction of 2300 and 2600 versions the new Rover range is now complete.

DRIVING IMPRESSIONS

I was able to try the new 6-cylinder Rovers in the Border country, driving from Newcastle up into Scotland and back again by a circuitous route. I handled both the 2300 and the 2600, with 4-speed and 5-speed manual gearboxes respectively, which would be standard equipment; however, the two cars shared an optional extra in the form of power-assisted steering.

It's interesting that the 2300 and 2600 differ greatly in character and performance. The 2600 is a lively, eager car, instantly responsive to the accelerator; indeed, it feels nippier than the 3500. The 2300, on the other hand, has noticeably less torque and appreciates a sympathetic hand on the gearlever. One can remain in fourth of fifth gears for most of the day on the 2600, but second is there to be used on the 2300. It's quite likely that the larger-engined car could prove the more economical on some journeys, because it demands less gearchanging. Claimed performance figures are 114mph for the 2300 and 119mph for the 2600, with 0-60mph times of 11.5s and 10.7s respectively.

A great advantage of the in-line six is the absence of those secondary vibrations that cause body drumming in four-cylinder cars. The Rovers both share this virtue and they are mechanically very quiet indeed. However, the 2600 was noisier than I expected when accelerating hard, the sound probably coming from the exhaust. Fifth is a real cruising overdrive, the direct fourth giving the higher maximum speed, and I think one would generally be perfectly happy with the standard four-speed box of the 2300, only missing the cruising gear on long stretches of motorway.

The 2300 was a well-balanced car, handling well on winding roads, but I found the steering of the 2600 rather too light and insensitive, which discouraged me from driving it at its limit. The only differences I could discover were that the two cars had tyres of dissimilar makes and, of course, the 2600 had self-levelling rear dampers. Both these cars rode better than the 3500 which I road tested a while ago, but that was shod with run-flat tyres. The new sixes carried me in comfort over all sorts of road surfaces and I was rarely conscious that they had live rear axles. I had no opportunity to drive them on wet or greasy roads, but I think I might have asked for a little less power assistance to the steering under those conditions.

As for the new six-cylinder engines, they certainly demonstrate the theoretical advantages of their type. They are both delightfully smooth and the 2600 is a real ball of fire—I'm willing to bet that when I have one for a full road test, I shall be able to knock spots off the makers' claimed performance figures. What an ideal unit it would make for a light sports car! Well, a feller can dream, can't he?

Specification and performance data

Cars tested: Rover 2300 and 2600.

Engines: Six cylinders 81x76mm (2350cc); 123bhp at 5000rpm; 81x84mm (2597cc); 136bhp at 5000rpm; compression ratio 9.25 to. 1; belt-driven overhead camshaft; twin SU HS6 carburetters.

Transmission: Single dry plate clutch. **2300**—Four-speed synchromesh gearbox; ratios—1.0, 1.396, 2.087 and 3.321 to 1. **2600 (optional on 2300)**—Five-speed synchromesh gearbox, ratios as above plus fifth 0.833 to 1. **Optional 2300 and 2600**—Borg-Warner 65 automatic, ratios—1.0, 1.45 and 2.39 to 1. Hypoid rear axle, ratio 3.45 to 1, except **2600 auto**—3.08 to 1.

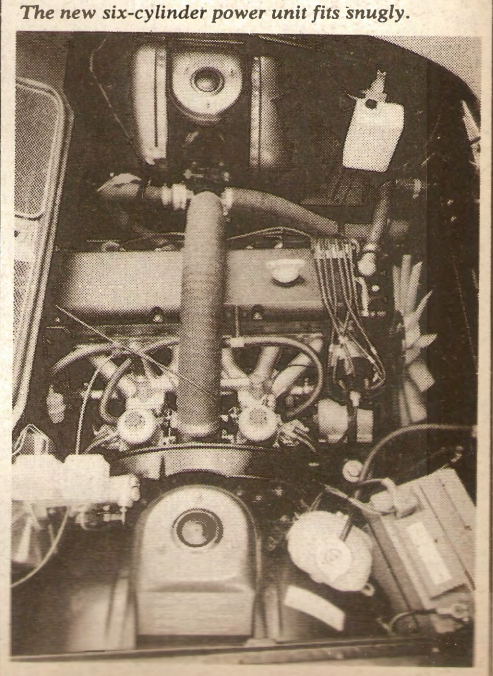
Chassis: Combined steel body and chassis; MacPherson independent front suspension with anti-roll bar; rack and pinion steering with optional power assistance; live rear axle on torque tube; radius arms; and Watts linkage. **2600** Borge self-levelling dampers; servo-assisted dual-circuit disc/drum brakes with rear control valve; bolt-on steel wheels, fitted 175HR14 tyres. **2600**—Optional light-alloy wheels, fitted 195/70HR14 tyres.

Dimensions: Wheelbase, 9ft 2.8in; track, 4ft 11.1in; overall length, 15ft 5in; width, 5ft 11.6in; weight, 25cwt (approx).

Performance: **2300**—114mph; 0-60mph, 11.5s. **2600**—119mph; 0-60mph, 10.7s.

Fuel consumption: Touring average, both models (five-speed), 26mpg; 2300 (four-speed), 25.4mpg (Maker's figures).

The new six-cylinder power unit fits snugly.



On the wrong track

Having a keen interest in the future of long-distance sports car racing, I was most interested to read Robert Fearnall's article 'Wanted: A Dictator' (October 6). While I would tend to support his organisational proposals, I think that his conclusions on the type of car to be raced are hopelessly misguided.

To me, the long-distance sports car championship (or the World Championship of Makes) should, with Formula 1, represent the peak of motor racing, and I cannot see how Group 2 or even Group 5 can measure up to that. The cars racing in this championship should be the last word in automobile engineering, fostering technical advance and improving the breed.

It is not true to say that Group 6 is only of interest to Alfa Romeo, as in this season alone we have also seen entries from Porsche and Renault, sufficient foundation for a good series if they could have been persuaded to turn out every time. If the G5/G6 races had been merged, I am sure Porsche would have left G5 to their customers and run the 936 against the Alfas.

Fearnall seems to ignore the rôle of Le Mans, as any worthwhile series has got to have Le Mans as its centrepiece and therefore must follow its lead on regulations.

It seems quite clear to me that to assume its rightful place in the motor racing calendar the World Championsip of Makes should be for G6 or prototype sports cars, preferably without the 3-litre limit. Who knows, we might even see great big Porsches and Ferraris battling it out with Fords and even perhaps Jaguars.

CROWBOROUGH, SUSSEX — A. R. PARKER

A plot. . .or not?

There was no team of Clubmans Formula cars in the 750 MC 6 Hour Relay 'Clubmans' classic.

No acceptable answer has yet been provided as to why the holders of the Scratch Award in this event for the past few years were refused an entry. However, the following facts are worthy of consideration:

1. The intention of the Clubmans Register to enter a team in the 6 Hour Relay was expressed in the April, June and September issues of the *Clubmans Register News* magazine. The Secretary of the 750 MC is a recipient of the magazine.
2. It was reported in *Motoring News* back in spring that the Clubmans Register was intending to run a team in the 6 Hour Relay on a charity sponsorship basis. The idea was in fact put forward by a staff member of *Motoring News*. The concept was also reported in AUTOSPORT. The organisers of the 6 Hour Relay were aware of these proposals.
3. By a letter to the Secretary of the 750 MC of April 16, the Clubmans Register requested two *sets* of regulations for the purpose of entering one definitely, and possibly more, six-car teams in the 6 Hour Relay. I was subsequently referred to Mr Brian Cocks, the organiser of the event for 1977.
4. By a letter to Mr Brian Cocks of May 10, three *sets* of regulations were requested for the stated reason that the Register wished to enter at least one six-car Clubmans team, possibly two or three teams. Comment was also requested to the *Motoring News* idea of charity sponsorship. No comment was made and eventually three *individual* entry forms were received.
5. The closing date for entries was September 20. By letter to Brian Cocks of September 14, subsequent to a telephone dialogue, the Clubmans Register informed the organisers again that it wished to enter a team in the 6 Hour Relay and would do so as soon as the remaining entry forms came to hand. A cheque for £75 was also sent with details of the make-up of the team. The cheque, according to Brian Cocks, has been banked. In normal legal terms, the acceptance and banking of a cheque constitutes fulfilment of basic contractual terms. Upon receipt of the remaining forms, the entry was completed by post on September 18, two days before the date for close of entries.
6. At no time was the Register informed of the change in date and venue of the 6 Hour Relay by the organisers.
7. The Additional supplementary Regulations for the event state that:

16a To make the event more intelligible to the public, *preference may be given to teams consisting of cars of the same make or type, and engine capacity*. Further preference will be given to teams with a full number (6) of cars. For Class Award purposes, teams which are accepted which fall into more than 1 class will be placed in the highest appropriate class. After practice teams may be re-classified provided Team Managers personally notify the Secretary of Meeting of definite non-starters by 11am on race day.

b Experience has shown that individuals, and Club Secretaries, often have difficulty in collecting a full team because they are working in a limited field, whereas the organisers, having entry forms in front of them, can see the overall picture. Accordingly *they reserve the right to determine the final formation of teams, bearing in mind the requirements listed above as well as the wishes of the entrants.*

16b Single entries may be submitted and the organisers will attempt to fit them into teams. A separate entry form must be submitted for each driver, but they may be submitted through a Team Manager.

c Prospective entrants trying to form a team are asked to notify the Secretary of the Meeting at the outset to avoid duplication of effort.

The six-car Clubmans 'A' Class team comprising Geoff Friswell, Tim Gath, Duncan Bain, Paul Gibson, Jim Kavanagh and myself was refused an entry. Yet a three-car Porsche team, hardly 'Clubmans' status cars, was seen to be acceptable. In the light of regulation 16 above, other teams should also have been less acceptable than the Clubmans Formula team.

Perhaps Mr Cocks will in due course dispel as pure conjecture those malicious paddock rumours which suggest that the Clubmans team was left out in the cold as a different winner of the Scratch Award was wanted. Or perhaps the whole affair was just a Brian Cock-up!

STUART GLASS,
General Secretary,
LONDON SW6 — *The Clubmans Register*

The need for rules

Having sponsored Demon Tweeks Racing Team for the past two years in Production Saloon Car racing with, I might say, a great feeling of success, we have found all the people concerned very friendly and of great assistance, especially people like Syd Offord, Jock Sinclair and John Wickham of the the BARC and Peter Browning and Don Truman of the BRSCC, who organise the meetings where Production Saloon Car racing takes place.

We also ran, on Cup Final Day, a Manchester Liners/Demon Tweeks Race Day at Oulton Park, attracting into the circuit over 600 extra people to spectate, therefore bringing something to the sport instead of just taking out of it. A number of these people were, of course, customers of Manchester Liners, Manchester Liners Overseas Agents, Forwarding Agents, etc. These people went away having thoroughly enjoyed themselves (never having been to a race meeting before) and swearing to be back to watch again. We also found it an ingenious way of entertaining clients.

We now come to the part that upsets me somewhat as a sponsor, although highly delighted with the advertising we are receiving from Production Saloon Car racing. We started off by bringing our Opel Commodore and our Mazda RX3 up to the rules and regulations as laid down by the RAC as per the *Autocar Buyers Guide*, and everything was running smoothly when the RAC suddenly decided to introduce Specification Sheets to enable the specification of vehicles to be checked more easily, namely ride height, cambers, weights, etc, etc.

What we found extremely strange was that only certain cars had Specification Sheets, ie, the BMW, Opel Commodore, Mazda RX3, etc. A number of others alongside on the grid, for some unknown reason, were still running to the 1976 *Autocar Buyers Guide*, ie, Ford Capri, Colt Lancer, Lada, etc.

Is it not possible to introduce a set of rules and regulations for 1978 before the end of this current season?

We need a list of eligible cars for Production Saloon Car racing (and if the car is not in this list it cannot race in 1978), and we also need Specification Sheets for all cars which are eligible. Perhaps we should have a re-think about the acceptability of any tyre providing it is in the RAC Blue Book, as long as it fits safely onto the original rim to the agreed safety standards of the major tyre companies. This would cut out various small tyre arguments.

I have found as a spectator that it is obvious that some cars which should not have limited slip differentials are running with them in. This is obvious at corners like the Mallory Hairpin. Can we not have a more positive way of checking these, rather than just jacking one wheel off the ground and letting the clutch in at 3000 rpm? We all know the alterations that can be done to diffs to help traction on tight corners, and yet these still appear, in this simple test, normal. There is only one way to check: seal and strip.

I write this letter in an attempt to clear the air and perhaps get some action, so that we do not get ourselves involved in too many arguments in 1978. Specification Sheets are fine providing they are used for all cars and are properly completed, so let's use them but for all the cars, not some of them.

MANCHESTER — J. R. KILLICK,
Executive Manager, Sales and Marketing,
Manchester Liners Limited

A fine joke

A $2,000 fine on James Hunt for striking a marshal is a joke.

It appears that now the World Champion (sic) can sink to the yobbish depths that has besotted professional footballers, and receive scant retribution.

Nothing short of a six-month ban would deter other potential pugilists from perpetrating similar misdemeanours.

Whatever happened to British sportsmanship?

LONDON SE26 — K. M. HOLLAMBY

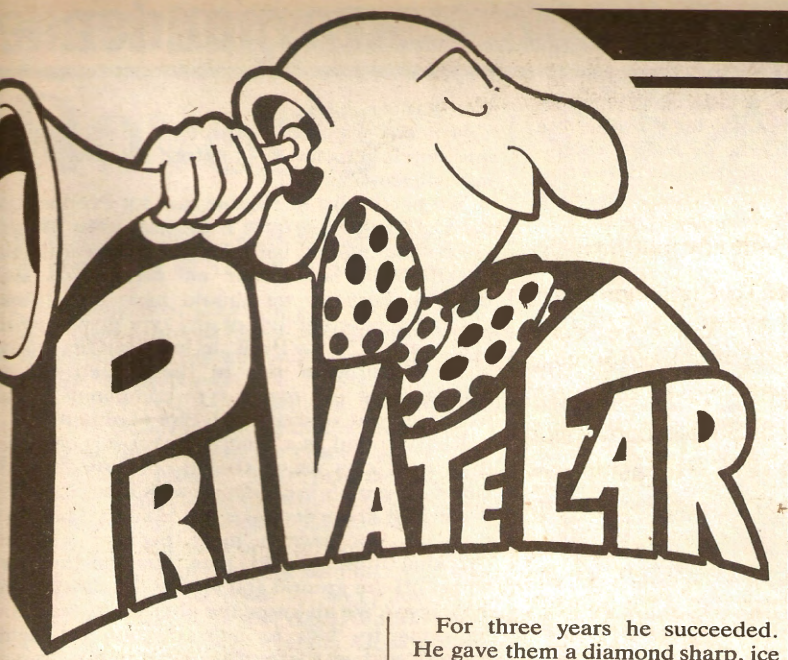
Thanks, everyone

On behalf of everyone who was at Donington Park on Sunday I would like to thank John Wickham, the BARC staff and marshals and all competitors for their patience and perseverance during the frustrating foggy morning and then for ultimately producing a superb race meeting.

DONINGTON PARK — IAN PHILLIPS

Then as now?

Twenty-five years ago this week (AUTOSPORT, October 17, 1952) over 60,000 people turned up at the Scottish circuit of Charterhall to witness the V16 BRM team in action. However, they were beaten by Bob Gerard's veteran ERA . . . . An Editorial expressed the wish that post-race competitor animosity would cease forthwith: "There have been too many unpleasant scenes during which drivers have made all sorts of accusations against each other. Formula 3 racing, in particular, appears to have produced some ill-feeling and the conduct of a few drivers does not reflect to their credit . . . . A Morris Minor completed 10,000 miles non-stop at Goodwood at over 40mph . . . . The correspondence pages included pleas to have bookies ejected from race circuits.



by Nick Brittan

The only choice

Was Niki Lauda right to withdraw from the Canadian Grand Prix?

There are those who say no. There are those who say that he had an obligation to his fans, to the organisers and to Ferrari.

But in my opinion what he did was the right thing. The right thing for him, and at the end of the day he is there to make decisions which protect *his* well-being and *himself*.

It was a bold decision, a measured one, and one which I believe only he among all drivers had the courage to make.

Twice in three years he has given Ferrari something which neither they nor any of their employees have been able to attain in the past twelve years. The title of World Champion.

In doing so, he has suffered the whims and pressures that only the Ferrari team can create. In doing so he very nearly sacrificed his life.

And how did they reward him? They continued to produce and create those pressures. They sacked Ermanno Coughi, the man who has personally prepared his car for three years, on the spot at Watkins Glen. Then, with one key man short on the team, they elected to stretch their resources by entering a third car for Villeneuve in Canada.

With resources stretched and standards of preparation questionable at a circuit which patently was not up to the normal standards of safety, Lauda took a measured decision.

The question he must have asked himself was not a difficult one to phrase, or for us to understand. Why, when he had already achieved what had been asked of him, should he expose himself to additional and unwarranted risk?

To my mind Ferrari have put what may be the final nail in the coffin of their credibility. In behaving as they have done, they have proved to the watching world that they are the emotional, irrational and unstable team that Lauda worked so hard to reform.

For three years he succeeded. He gave them a diamond sharp, ice cool image. His efforts made Ferrari World Champions.

Now, without Lauda's guiding influence, we see Ferrari as they really are. It will take a strong man to return them to the pinnacle that Lauda put them on. A strong man or a magic car. At the moment they have neither.

Thumping good bet

Mr Willian Hickey of the *Daily Express* advises me that James Hunt wagered £500 back in April on Niki winning the world title. At odds of 5-1.

His brother Peter, manager of the family fortunes, assures me that this is not the case: "Big money bets are not James's style. A fiver maybe, but not £500."

Whatever James's winnings may be, he will need all of them (and maybe some more) to pay the fine imposed on him by the Canadians.

It would seem that after he had tangled with his team-mate Jochen Mass and crumpled his McLaren into the armco while contesting the lead with Andretti, he was not best pleased. Clambering from the wreck, hat in hand, he made to cross the circuit to return to the pits. A trackside marshal, obviously no student of psychology, sought to restrain him. James, in the words of John Watson, "chinned him".

The fine imposed was the dollar equivalent of around £1100.

James is a very determined man who, in print, admits to feeling very 'punchy' when he gets out of his car. And the Hunt when bent on a mission is not a man to be denied. Stopping Hunt doing what he has a mind to is a bit like asking a plummeting Olympic diver to return to the springboard.

I'm sure James regrets letting loose his fist on the marshal. And by now I'm sure the marshal concerned regrets his action, too.

A rough meting out of justice from the organisers? Maybe. But it still comes back to the fact that Hunt equals headlines whatever he's doing. The morning news on my radio carried news of the Hunt fine before it told me who had won the race.

Official undermining

The Hugh Janus Award for October goes collectively to the panel of the Stewards of the RAC who sat to hear the appeal of Stephen South.

South, earlier in the year, had been caught with an illegal rear wing in Formula Three. The Tribunal of the Motor Sport Division passed judgement on South, and decreed that he should forfeit his championship points.

The Stewards at the appeal in their divine wisdom decided that the wing was illegal but the penalty too harsh. So they annulled the penalty, and South goes virtually scot-free.

And with that momentous decision the Men of Justice have totally undermined what little authority Belgrave Square ever had in their uphill battle to govern the sport. They have created a precedent case, thus removing what Belgrave Square believed was the ultimate deterrent in keeping the sport clean.

Which one of you gentlemen will step through the crumbling ruins of Pall Mall to receive the award?

Bold move abroad

I am thrilled and flattered to have been honoured by the University of Bodoni on the tiny Indian Ocean island of San Serrife, who have conferred upon me an Honorary Doctorate of Literature.

With it comes the invitation from the Island's Governor, Sir Pica Bold, to sit for four months as their Resident Emeritus Professor of English. An opportunity that not even I can resist. How handsome I will look sun-bronzed in my cap and gown on the beaches and disporting myself on the yacht which has been placed at my disposal.

All of which is by way of explaining why there will be no more *Private Ear* again until the Spring returns to our shores.

So I take this opportunity to issue a few kindly chosen words of advice and to express some heartfelt hopes in this last column for some months.

I do so hope that Lou Stanley will continue to take the Reality pills that I had prescribed for him by my family physician. And also that those who have no alternative but to engage in social intercourse with him use the aerosol Bullshit Repellant that I have provided. I have also asked the Royal Mint to refrain from striking any more gold medals until I return.

Jackie Oliver has promised that he will continue with the Dale Carnegie correspondence course that I was able to arrange for him; the How to Win Friends and Influence People one. So valuable to a man in his position.

I have spoken with the Monopolies Commission and they have agreed not to consider any takeovers by Bernie Ecclestone until Springtime when I return. With the F1CA, the GPDA and the CSI under his control the Commission felt this was enough for the time being. Word has been going the rounds in the City that he was behind bids for BUPA, NASA, the CIA and the GPO.

I do hope that Walt Disney goes ahead with his plan to make the documentary of Ferrari's 1978 season using Frank Spencer playing the part of Team Manager, Woody Allen as both drivers and Alf Garnett as Ferrari. Closer it will be to reality than *Grand Prix* or *Le Mans*, the previous Hollywood box office flops.

Not more than six wheels on the new 1978 Tyrrell; promise, Ken!

For James . . . a word of advice. If you'd worn boxing gloves like I'd told you, it would have been Queensbury Rules and they would not have been able to fine you.

In my absence will someone please organise a fund to raise enough money to buy the incredible Fred Stecher his first pair of long trousers? Most kids of his age are into them by now; normally. But America is a strange place.

Wylton. Wylton Dickson; are you there? Did you ever make it to Sydney? I never got the postcard you promised me. Before you organise another trans-continental epic take a year off. Better still, now that we've gone decimal, try a decade.

In Memoriam. Indylantic. No revivals while I'm gone. Promise.

Formula 5000. Ill-conceived, unloved, underfinanced and unspectacular. The public health authorities should be ashamed of themselves. It's been dead for three years and it's only just about to be buried. No requiem. And, again, no revivals.

Lest we all forget, will someone please compile a dictionary of those famous Brett Lungerisms that have us all in hysterics? It's things like "My forward mobility was interrupted . . ." that need to be catalogued. What does it mean? Oh, that's Brett's way of telling you he had a shunt.

A word to Colin Chapman. If Ronnie does join you next year, do please keep him on the straight and narrow. Or at least keep him driving in straight lines up the straights.

Beware, the Season of Awards approaches. There will be awards for this and awards for that—the Don, the Grovewood, Tarmac, Moët, Aurora, the Bloggins Award for the fastest left-handed driver around right-hand bends at Cadwell. Readers, I crave your assistance in setting up a Watch Committee to monitor these awards and to select from them all the doziest of the lot. When I return, we will present The Hugh Janus Award to the perpetrator of the most meaningless and least important award.

Ah, already a telegram of congratulation on my new appointment. From AUTOSPORT's lawyers. They say they will make good use of my four-month absence. ■

edited by Robin Bradford

National rethink at MCD

A radical revision of national motor racing at MCD circuits was announced this week by Motor Circuit Developments and the BRSCC. A ten-point plan has been devised in an attempt to reduce the increasing monotony of what MCD refer to as "repeat-content" championship meetings.

Their announcement is accompanied by the unusually early publication of the annual MCD fixture book—covering race meetings at Brands Hatch, Mallory Park, Oulton Park and Snetterton—which is now available from Brands or from stand 111 at Motorfair.

The idea is to give each race meeting an individual character and to avoid, where possible, repetition of meetings at any circuit. A quick glance through the fixture book, certainly, is enough to prove that the meeting titles have changed and that each circuit's annual programme features only one or two similar events.

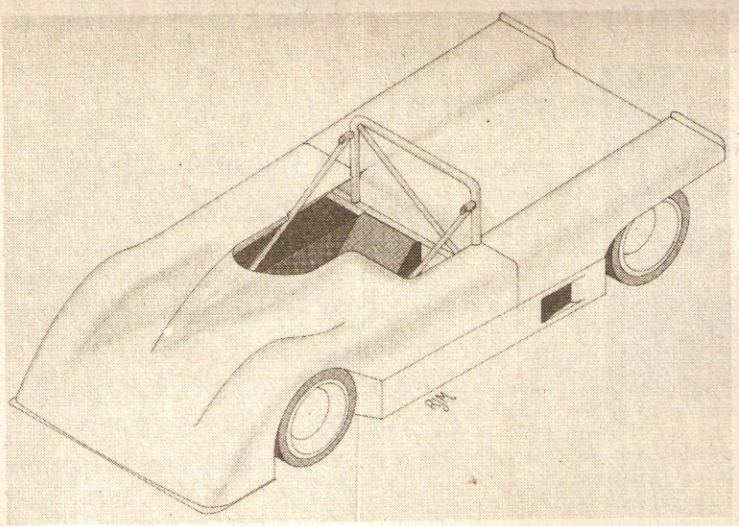
The MCD/BRSCC ten-point plan is this:

- there will be fewer rounds in every national championship
- each championship will feature double-money (but *not* double points) longer-distance "Superounds"
- some of those Superounds will involve refuelling pit stops
- certain rounds of sports and saloon car championships will be mandatory co-driver races
- there will be separate sports and saloon car festivals at most circuits
- some circuits will have Summer Rallycross events
- Historic Car Meetings will be expanded to include Classic Saloons and Thoroughbred Sports Cars
- Brands Hatch is to stage a Tony Lanfranchi benefit meeting
- Snetterton will run a night-race finale to the British Saloon Car Championship
- all MCD tracks will have an end-of-season "King of the Circuit" meeting.

What needs to be emphasised at present is that this is a broad plan, with very commendable and far-reaching aims. The details are, as yet, not finalised and many more announcements can be expected from Brands Hatch during the winter months. Further consultation is planned with competitors but, even as the plans stand now, they must help improve the appeal of the sport to spectators.

Busy time for Sleeman

Having already won the Marchant & Cox-sponsored Lydden Hill Formula Ford Championship, Kent-domiciled Canadian Paul Sleeman has been having a busy time of late. He took his Vickerys Fine Arts Crosslé 25F to a fine win in the *Kent Messenger* round at Brands on October 9, and last weekend took over Mike Thompson's 1978-model Rostron FF car for the BARC qualifier. Unfortunately he received a hefty knock up the back on the first lap which deranged the right hand rear corner and burst the tyre forcing immediate retirement. Next weekend, again at the undulating Kent circuit, Paul takes over Thompson's FF2000 Reynard for the final round of the Lord's Taverners series, his first taste of the formula.



John Robinson Racing Services, who have for many years built a range of space frame Escorts for special and super saloon applications, are building a new Sports 2000 car for the 1978 season. The chassis is designed by John Morris with low-drag bodywork by Barry Shepherd which should, by virtue of its small frontal area, give very good straight line speed characteristics. The car should be priced competitively in the Sports 2000 market and several people have already shown interest. Robinson is currently engaged in building two of the famous Escorts, one for Mattie MacNamara in Ireland and another for export to Iran.

Webb's Lola

John 'Monsieur Rochas' Webb forsook his usual Sports 2000 Tiga SC77 last Sunday in the penultimate round of the Sodastream Championship and instead drove Ted Toleman's Lola T490, "just to see what it was like." John was out of luck, however, as the morning fog meant that practice had to be shortened to just ten minutes, which is hardly time to learn much. Nevertheless, John qualified the car on the front row of the grid. At the start, though, the HT lead fell off and he got only as far as the Craner Curves before he had to get out of the car and plug the lead back in! John finally returned to the race, by now, of course, well out of contention, but then suffered the breakage of a primary exhaust pipe which, after detaching itself from the engine, bashed itself against the tip radius arm and bent it badly. All in all, then, he didn't have such a useful day!

Roe's hassles

Michael Roe was an unfortunate non-starter in the final round of the Brush Fusegear FF1600 championship at Silverstone a fortnight ago. His non-arrival was due to a broken gearbox in his Transit transporter on the way back from a three week stay in his own country where, entered by Derek McMahon, he led the FF race at Phoenix Park on September 18 only to blow up his engine while leading. A busy week's work saw his friend Tim Hassall's engine installed in time for him to win both the heat and the final of the Mondello Park FF1600 event the following weekend. Ironically, Roe's third place in the Brush Fusegear series was safe due to the demise of fellow countryman Bernard Dévaney's Hawke in the final round. Michael will now concentrate on the FF Festival at Brands next month and on finding sponsorship for F3 in 1978.

Irish Atlantic moves

Formula Ford and saloon racer Joey Greenan is taking the plunge and going Irish Atlantic next year, having just bought the Vista Chevron B29 from Derek Shortall, this being a former Patsy McGarrity car. Big Tom O'Leary has sold the Brabham BT40 which he has campaigned over the past two seasons, and has bought the John Pollock Chevron B29 from Gerry Kinnane, the car previously raced by Jeremy Rossiter. Gerry has taken in the BT40 as part-exchange, and hopefully this car will stay in Ireland. Kinnane will probably put Pollock in another car next year, as well as Des Donnelly in the Modus M3.

Cars for sale include Eddie Jordan's March 74B and the Chevron B20 campaigned by Richard Parsons, and both are expected to be out in more modern replacements. Another Atlantic candidate is saloon man David Hall who is selling his demon Imp and definitely going Atlantic in '78—"if I don't do it now, I never will" says Hall. Hall's main rival for Dunlop Sexton Trophy honours this season is Derek Shortall, who has retired rather suddenly from Atlantic and taken up prodsaloon racing with an Audi 80GTE—"too expensive" is his reason for getting out of Atlantic after two good Mondello wins and several hillclimb records this season!

The Crosslé Atlantic car raced by Jay Pollock, and winner of the Texaco Leinster Trophy in '75 and second to Tony Trimmer's Lola at Phoenix Park last year, has not appeared at all this season and lies under dust covers at the Crosslé car Company's Hollywood premises. This is more or less a one-off, Crosslé concentrating on the 32F production model for Formula Ford.

- Irish Formula Vee driver Shay Lawless recently discovered a new use for a well-known Irish beverage, so our contact Brendan Lynch tells us: on his way home from Mondello, his clutch started to play up and hydraulic fluid was not part of Shay's emergency kit. However, to cater for a different kind of emergency, he had a few bottles of the stuff that's good for you and he shared the contents of a bottle with the clutch reservoir. Both car and driver made it safely back to Dublin although the Merc is supposed to have had a hangover on Monday morning!

Taylor for FF2000

Ian Taylor vacates the F3 Unipart March-Triumph this weekend in favour of the new works-run Exide-sponsored Dulon FF2000 car which he drives in the Lord's Taverners FF2000 round at Brands on Sunday. Also on the entry list are Mike Ford, the TDC-sponsored driver from Rayleigh, who has another outing in his new Crosslé 33F (having run it at Brands last weekend for the first time) and Stanley Dickens who drives a Scorpion-entered Hawke. Who is Stanley Dickens, we hear you say? Well, Stan has raced extensively in Sweden this year campaigning the works Image chassis which Frank Bayes used over here in the early part of the season, and very successful he is too!

Sealing at Brands

The engine in Tony Hill's Tyreservices Great Britain Triumph Dolomite Sprint has been sealed following the race at Brands on Sunday and will be properly checked by the RAC at a future date. Tony has enjoyed considerable success with the car this season, winning the ICS Production Saloon Car Championship and also being in with a strong chance of securing the Britax Production Saloon Car Championship. The car is prepared by Roger Dowson of Downie Racing and Tony informs us that the engine has not required any major work all season: "it's oil and plugs, that's all for the whole season." We hear that Derrick Brunt's British Radio Production Saloon Championship-winning Manitou LE BMW Si has also been sealed for inspection.

Progress at Tiga

Tiga Racing Cars are hard at work on the development of their various 1978 Ford-powered chassis. The new Formula Ford 1600/2000 chassis will feature new bodywork, a 1in longer wheelbase and new suspension, and the oil tank will be relocated in front of the engine. The Sports 2000 chassis will run with the same front section as the 1977 model, but will have a new tail and a wider track. To avoid lateral chassis damage, the monocoque will be narrower, and the radiator ducting will be accommodated in glassfibre panels running down each side of the car.

Tiga have built 45 complete cars since delivering their first chassis in April 1976, about 30 of them for export to the USA.

- Club Lotus has issued a general invitation to owners of all 1600cc Lotus twin-cam powered cars to be present at Donington Park on October 30 (the European F2 meeting) where a special car park will be set up including a Lotus jumble and several firms specialising in Lotus preparation will be in attendance.

- Awards in this year's *The Journal* ANECCC Autocross Championship, including over £1,000 prize money, will be presented at West Wideopen Social Club near Newcastle on October 26.

Conspirator Magnum

David Taylor, one of Manitou-LE's BMW prodsaloon drivers was without his usual mount at Brands for the final British Radio round on Sunday, as it had taken some time to extract it from the barriers at Oulton Park the previous week. He did appear, however, in Graham Geldeard's Vauxhall Magnum for which he owes thanks to Vantage Garages for the loan of the car and to Manitou-LE for entering it.

However, for the information of his many fans who will have been surprised to see the usually rapid David dicing tooth and nail for last place, he has asked us to point out that this resulted from a plot among the other Vauxhall drivers who, it seems, may have tampered with his fuel injection, resulting in the Magnum running on only five cylinders!

Messers together

Keith Messer, the talented low-cost formula designer from Basingstoke, is taking his superb Messer 3 F1300 car to Snetterton this weekend where he should be joined on the grid by Sittingbourne's Philip Brown in the equally amazing Messer 2B which was campaigned so successfully by Jim Ravenscroft and its designer over the previous two seasons. If the necessary finance could be found it would be extremely gratifying to see the latest Messer converted to Sports 2000 trim for which it is eminently suitable as the car is perhaps too well designed for the 1300 formula.

Friz goes hustling

Geoff Friswell takes over Richard Groombridge's smart SKF-supported Hollowbar Hustler-Hart for this weekend's final round of the steel company's championship. Friswell, of course, is probably the most successful clubmans driver ever, having campaigned Mallocks for several years before a sadly underfinanced season of Formula Atlantic racing temporarily put him out of racing. More recently, after two seasons in FF2000 with a pair of troublesome Hawke chassis and a brief foray into Group 8 with an old March, he has returned once again to the supersports fields with far greater success.

● The Donington Collection will be contributing nine exhibits to the Earls Court Motorfair including Jack Brabham's 1959 Cooper-Climax T51, the Stirling Moss/Rob Walker Lotus-Climax 18, the Bruce McLaren Cooper-Climax T60, the BRM P67 as campaigned by Graham Hill and Jackie Stewart and Denny Hulme's Brabham-Repco BT20. All these cars will feature on the Monte Carlo centrepiece while the Donington Collection's own stand will include Jackie Stewart's 1973 World Championship-winning Tyrrell 006 and one of their superb BRM P25s. Fixture lists for the 1978 season will be available as will a range of Donington souvenirs.

Briefly . . .

● Chris Alford had hoped to put in a strong challenge for the lead of the Sodastream Sports 2000 race last Sunday but his pace was slowed considerably by a broken throttle return spring which meant that the had either no throttle or full throttle. His fourth place, therefore, can be considered a good performance. "I'll beat them all next week, though!"

● Lord Hesketh will be at the Jennie Lee Theatre, Leisure Centre, Princes Way, Bletchley on Wednesday, November 2, at 8pm where he will give a talk on motor racing in the late 70s. Tickets are available from the Directorate of Recreation, Market Square, Stony Stratford.

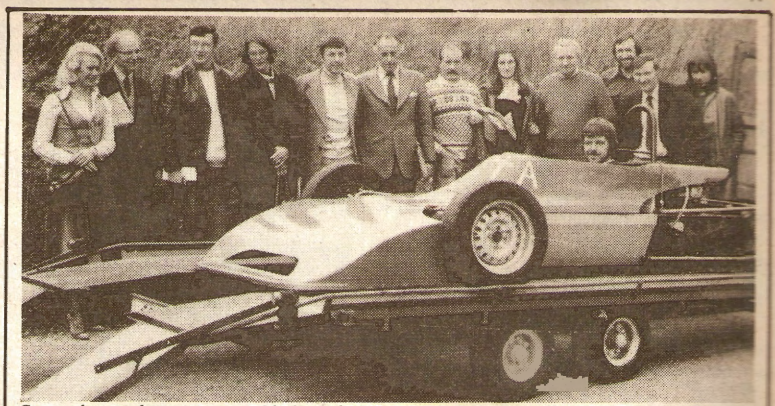
● Richard Wills's works Delta FF2000 was out for the first time at Brands Hatch with Nelson power over the weekend. Prior to this the Beaconsfield driver had used a Holbay engine although team-mate Bruce Coate-Bond has used a Sam Nelson unit for his recent outings.

● The MAC are still short of entries for their race meeting at Silverstone on Saturday, October 29. There were worries that the meeting would have to be cancelled due to the track resurfacing operations but it is now definitely on. Anyone wishing to enter in a Mini 7, Mini 1000, special saloon, FF1600, modsports, prodsports or classic saloon should contact Steve Perry, Midland AC, The Old Town Hall, 31 St Andrews Street, Droitwich WR9 8DY.

● Next Sunday sees the final round of the SodaStream Sport 2000 series in which Divina Galica has to win with John Cooper finishing lower than eighth in order that she may win the title. An unlikely occurrence but you never know. The battle for third place is even more exciting with either of Chris Alford, Rod Gretton, John Webb or John Brindley being capable of taking the place.

● Bill Moffatt the former production car trial champion, who campaigned very successfully with an Imp and a Ginetta, may be making a comeback. He was spectating at the Owen PCT in the Midlands last Sunday and is reported to be looking for a suitable vehicle for next year's series.

● This year's *Kent Messenger* FF1600 champion, Tony Halliwell, has purchased the ex-Daniel Puerta Crosslé 33F with which he intends to undertake a full season of FF2000 in 1978. Tony will once again be backed by the enthusiastic Enfield-based Fairview Estates concern who supported him this year.



Several months ago we published details of the first Alta gathering which finally happened in Wallington on October 2. Many enthusiasts turned up and our photo shows, from left to right: Gill Fenwick, Cyril Posthumus, Paul and Sue Fretwell(Alta 1100cc owners), Tony Trangmar who worked for Alta, Peter Merritt (HWM-Alta owner), A. N. Other, Pammi, John Taylor (brother of Geoffrey), Tony Rivers who owns the FF2000 Alta seen in the foreground with Mike Taylor aboard, Keith Eaves (Alta 1100 Le Mans owner) and Kay. The car is as yet incomplete but should be ready for testing soon.

● Hagley & District LCC are organising their Worcestershire Production Car Trial at the Live & Let Live Inn, Neen Sollars, near Bewdley on October 30. It is a qualifying round of the RAC Duckhams PCT Championship and starts at 10.30am.

● Bath MC are promoting their Jubilee Rally on the night of October 29/30 starting from The Sportsman, Bath City Football Ground, Twerton, Bath at 10pm. Entries are still available for the 170-mile event from Mrs Sara Menhenitt, 176 Charlton Mead Drive, Westbury on Trym, Bristol. Tel: Bristol 501726.

● The Tunbridge Wells Centre of the 750 MC will promote a restricted Sporting Trial on November 13 at Boxley Hill. The start will be at Boxley Hill, Harp Farm, Boxley, near Maidstone with the first test at 11am. Regs are available now from Grahame Fullalove, 'Woodcotes,' Camer Park, Meopham, Kent. Tel: Meopham 812719.

● The BARC is represented at Motorfair (Earls Court, October 19-30) on gallery stand 111B where they are helping to promote British motor sport through a display of racing machinery. They will also be selling tickets for the "Gone in 60 Seconds Raceday" at Thruxton on November 12, and season passes for their home circuit for 1978 including the usual Easter Monday European F2 round.

● The BRSCC are keen to attract further entries for their Formula Ford Festival at Brands on November 5/6. Any last-minute offers—as entries close tomorrow (Friday)—should contact Jane Partington on 0474-874445.

● Bristol modsports driver Ian Hall has still not got over his abysmal run of illfortune for at Donington Park last Sunday "the cockpit filled up with smoke so I switched off." Ian suspected a broken piston, merely the latest in a long run of failures in his hitherto reliable Mini-Jem. "We'll show them all next season," he promised.

● Peter Argetsinger had his first drive in a FF2000 car at Brands Hatch last weekend when he drove Tom Barnes's DMS-backed Dulon in the BAF championship round. Peter did not get on too well, however, the American spinning three times in nine laps before he retired the car. None the less he would like to take part in the formula next year, finance permitting.

● Oops, sorry dept: in our story last week on the continued sponsorship by Leyland Cars of the Mini series, we intimated that £6000 prize money was available for the individual rounds. A somewhat panic-stricken Leyland PR man pointed out that this was, in fact, the *total* prize fund for *this* season and that details for next year will be announced as soon as possible.

● Interesting to see Phil Lloyd returning to Formula 1300 at Snetterton this coming Sunday where he pilots his friend Charlie Allen's Mallock in the Atas Photography championship round. Phil has assisted Allen this year in between his own FF2000 season and the offer of a drive is a thank you to Lloyd for his expertise. Phil's girlfriend, Jane Hartop, is also having a go in the Templar Tillers 750F ladies' race although her mount is, as yet, undecided.



The impressive Bose Hi-Fi rallycross team now heads the entry for the Castrol International Rallycross meeting to be held at Lydden on Saturday, November 5. Led by the 1975 European Champion Cees Teurlings and Dick Riefel (Porsches) the team is ably backed up by the VW Golfs of Will Teurlings and Niek Merks. The varied entry includes BMWs, a Peugeot 504, several potent Beetles, a Mazda, a 240Z Datsun and, of course, loads of Escorts including Ed van Schie's Eumig-entered car with which he won the Dutch Championship last year. Teurlings's Porsche must start as favourite but the British boys, John Welch, Ron Douglas, John Smith and Trevor Reeves will be looking for a victory on home soil.

A Porsche benefit

The 27th annual Holland Birkett Six Hour Relay race once more left its spiritual home of Silverstone (having visited Thruxton a couple of years ago), the last minute change of venue to Donington proving very popular with the drivers. Even more so with nearly five hours of rain on October 8, the advanced Redland track surface coping well with the flood. Brian Cocks's superb 750MC team were as efficient as ever, a similar performance netting, almost inevitably, the Porsche Superstars team the scratch race by six laps after trailing the Exotics for four hours. The handicap award was more hotly contested with John Newman's Team Allen Crankshaft chasing Tony Mantle's Historic Lotus Register and beating them in a tense final hour.

From a damp start Charles Ivey's Porsche Carrera leapt into the lead with no credit laps while the Exotics' Porsche Carrera of Brian Classic/Mike Fisher spun down to last at Red Gate. But at the end of the first 90mins the Exotics had powered themselves into a one lap lead from Leo Millington's Porsche Superstars which had John Cooper sharing the driving with Charles Ivey in the latter's Le Mans Porsche. The Porsche 911 Team was back in third place, three laps adrift of the Superstars, with Adrian Yates-Smith's 911S starting and then handing the velcro strip to a spectacular Josh Sadler (911SC). After a long stint by Robin Hamilton the AMOC had hauled themselves into fourth, two laps behind the Porsches, with Team Superstat, the Classic Sports Cars, the Jaguar Drivers Club, the Allen Crankshaft Team, and the Historic Lotus Register all on 55 laps in fifth place.

The last two teams were also starting in earnest their battle on handicap having already ousted the Alvis Owners Club (on 83 credit laps) with Roger Friend's Lotus Elite performing herculean tasks at the start with help from Uncle Bill's 11 and Chris Draper's 11. But with Peter Baldwin going superbly in a road going Mini 1275, the Allen Crankshaft Team had already taken a quarter of a lap off the Lotus Register.

Following as short dry spell the rain settled in for good and up until the third hour Peter Evans's Exotics led despite Fisher having to come in because of an oil problem in the injection pump and a sticking brake pedal. John Beasley's McLaren M1 put in a quick stint before pitting with a nasty oil leak while Martin Morris's Alfa Romeo 33-33TT had to tip-toe round in the rain before handing back to Fisher. Still a lap behind Tony Wingrove's Superstars Carrera handed over to Peter Lovett's Porsche 910 and then Charles Ivey again who began to reel in the Exotics in the wet. The Porsche team had now fallen six laps behind in third despite good work by Mark Niblett's Carrera, Yates-Smith (again), and Paul Edwards's Carrera.

The Modified MGCC Team under the guidance of Barry Sidery-Smith had leapt to fourth by the fourth hour, three laps behind the 911 Team, with Malcolm Beer's V8 recovering from an indifferent start before handing over to Tim Goss's V8 which tore through the field. A short spell by Bob Luff's B, then Goss and then Bernard Bowler (B) demoted the AMOC to fifth place with the Jaguar Drivers Club recovering back into seventh a lap behind the Classic Sports Cars who were given a good start by John Jarvis in Brian Cocks's Lotus 23 with Michael Evans (Lotus 23B) and Reg Skeels (Merlyn Mk6A) doing short stints with the latter being towed in. But Tony Steeles's Elan had a good long stint in the wet before handing back to Jarvis.

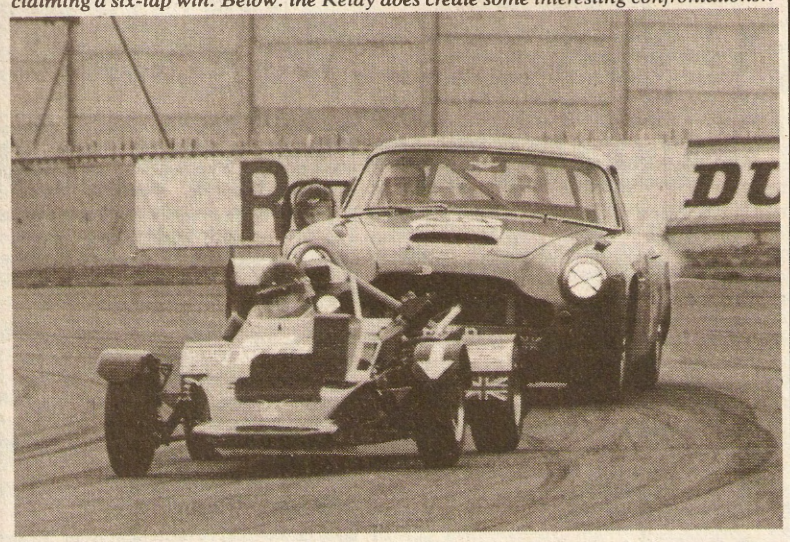
After leading the handicap in the second hour, the ACT had dropped behind the Lotuses in the rain with Draper continuing a good spell and being complemented by Mike Wheatley's Mk1 Lotus Cortina which coped well despite spins in the wet. The ACT had hit trouble with Geoff Thomas's VW Golf putting in a short stint before handing over to a press-on Jeremy Walton (Fiat X1/9) and then Baldwin again. But his Mini blew a head gasket so Peter Kitchen's Alfa Sud appeared but he also ran into head gasket problems leaving Thomas in charge of the Team's fortunes. The Morgan Anglemog team maintained a strong third place on handicap with Dave Saunter's 4/4 doing the bulk of the work with help from Mary Lindsay (Plus 8) and Bob Chaplin (4/4).

Just after the fourth hour the Ivey Porsche had splashed past the Exotics' Chevron B8 at Red Gate to take the lead that John Cooper, in superb form, was to extend to the end with a little help from Peter Lovett's Porsche 910. Despite some hard work from the Classic/Fisher Porsche, the Exotics were outgunned in the driving department with the Alfa not liking the conditions while the Chevron was outpowered. David Long's Porsche Club GB 911 Team were pleased with third, having held that position throughout, an unfair handicap for these road going Porsches not helping Edwards, Yates-Smith, Niblett and John Locke, with Josh Sadler proving most entertaining despite a slight off course excursion. Goss's prowess in the much modified Neville MGB GT V8 kept the MGCC Team fourth, Goss capturing the commentator's award, with the Classic Sports Cars demoting the AMOC after another fine spell by Jarvis. Richard Williams's Team Superstats Aston Martin DB4s recaptured seventh from the Jaguars after Preece damaged his car with Ian Moss and Preece doing most of the driving.

All eyes were focused on the titanic struggle for handicap honours for the entire six hours. With the ACT taking the lead in the last half hour after Wheatley's Lotus Cortina had its dynamo fall off, the subsequent change over lost them time and then Friend's Elite had trouble with boiling brakes after a long spell because the 11s did not like the wet. As some recompence the Historic Lotus Register won the Chapman Cup. For the victorious Allen Crankshaft Team Thomas's Golf plugged round as Messrs Walton, Kitchen and Baldwin eagerly greeted the chequered flag after a dour struggle in less than ideal conditions. Remarkably the Alvis Owners Club had hauled themselves back into third by the fifth hour having lost W. H. Symons's Speed 25 at Red Gate. Sterling work by Peter Woodley's 4.3 in the wet and then a good spell from C. J. Bird's Silver Eagle pushed the Team in front of the Morgans with the Classics losing ground in the last hour.

COLIN MASTERMAN





Above: Porsche power told at the Six Hour Relay, the Porsche superstars team claiming a six-lap win. Below: the Relay does create some interesting confrontations!!

Holland Birkett Six Hour Relay Race Scratch award: 1, The Porsche Superstars, 232 laps; 2, The Exotics, 226 laps; 3, Porsche 911 Team, 218 laps; 4, Modified MGCC Team, 213 laps; 5, Classic Sports Cars, 208 laps; 6, Aston Martin Owners Club, 208 laps.

The Six Hour Handicap Challenge: 1, The Allen Crankshaft Team, 260 laps; 2, Historic Lotus Register, 260 laps; 3, Alvis Owners Club, 257 laps; 4, Morgan Team Anglemog, 254 laps; 5, Chiltern Hundreds, 253 laps; 6, Modified MGCC Team, 252 laps.

Class winners on general classification: Class A—MGCC Road Midgets; Class B—Porsche 911 Team; Class C—Right Size F1300; Class D—The Exotics; Class E—Classic Sports Cars.

Series now wide open

With RAC Championship leader Roger Bricknell suffering a rare defeat—he went down to a brilliant performance by Steve Courts—the championship is still far from settled after last Sunday's Owen Motoring Club's Duckhams Trial at Tatenhill, near Burton-on-Trent.

Having hurried back from the Castrol '77 Rally in Wales the previous day where they finished 48th overall in a Peugeot, Mike Hinde and Mike Stephens were the main contenders for outright victory throughout the 36 sections and the Mexico of Stephens finally took the day by a narrow margin and also had the lowest total of 17 marks dropped.

Stephens, of course, was contesting Class IV as usual and, although he paralysed the opposition, Nigel Hugo put in a stirring performance in his Steyr-Puch to take the class from Dave Carr (Imp) who might have been closer but for breaking a driveshaft on the second section in the morning. Hinde (Elan) made little of the sections and dropped only 20 marks, three more than Stephens, and left Andrew Lees in the ex-Brian Betteridge Sprite, a long way behind but he did well for Jim Loveday was 16 marks away in third.

In the Mini class Barry Parker again handsomely defeated Geoff Spencer, this time by 23 marks with Ray Warrington third and Courts (Skoda) beat Bricknell by 14 marks, the West Countryman seemingly not very happy with greasy grass. Phil Shaw surprised many by taking third in his Mexico only eight marks behind Bricknell.

Overall: M. Stephens (Mexico), 17 marks lost.
Class winners: B. Parker (Mini), 51 marks; S. Courts (Skoda), 78 marks; M. Hinde (Elan), 20 marks; N. Hugo (Steyr-Puch), 96 marks; M. Hazlewood (Dellow), 61 marks. **Novice:** Bob Norton (Mini), 129 marks. **Team:** Coventry & Warwickshire.

Harris on home ground

A second run time of 85.8s was good enough to give club vice-chairman and RAC Sprint Champion Dave Harris BTD at the Bristol MC & LCC's sprint at RAF Wroughton, near Swindon, last Sunday. 86 cars turned up for a foggy practice but found fine conditions for sprinting.

The first class was a terrific scrap between Harry Marshall and Derek Boddy in a Mini GT v Heerey GTM confrontation with Marshall the better by 0.1sec and this turned out to be the most closely contested class of all.

David Franklin left his big beast at home and turned out in his MGB GT V8 only to be blown off by the Lotus 7 of Robert Bridges by almost a second and the battle of the Cooper S machines went to G. Button over Mark Williams by slightly more than 1sec. Best of the modsports was Don Statton's Clan Crusader who headed Brian Halladay's Davrian Imp again by 1sec and Alan (Terrapin) Staniforth was seen off handsomely by the Terrapin of David Gould by more than 3secs.

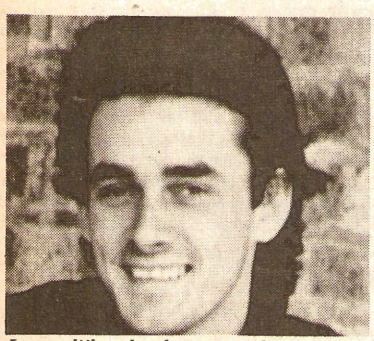
The up to 1600cc single seaters went to David Dudley's March 708 by more than 1sec from Martin Steele in his Lyncar 003 and Terry Smith was second BTD in 87.1 in taking the last class in his Brabham BT 35X.

BTD: D. Harris (McRae), 85.8s.
Class winners: H. Marshall (Mini GT), 128.6s; R. Bridges (Lotus 7), 116.7s; R. Ames (Imp), 115.3s; G. Button (Cooper S), 113.1s; B. Forth (Mini), 107.6s; D. Statton (Clan Crusader), 110.1s; M. Gates (TVR Tuscan), 108.1s; T. Westwood (Mallock U2), 96.1s; R. Fry (Mallock U2), 99.5s; D. Gould (Terrapin), 99.5s; D. Dudley (March 708), 97.2s; T. Smith (Brabham BT 35X), 87.1s.

SV series to Arie

Supporting the World Championship of Makes race at Hockenheim on October 9 was the final round of the VW Castrol European SuperVee Championship and, after the previous round at Nurburgring the weekend before, two drivers were in with a strong chance of taking the series: Arie Luyendijk, the 24-year-old Dutchman from near Eindhoven, and Axel Plankenhorn, the 25-year-old engineering student from Stuttgart. The Dutchman, in only his first full season of SuperVee, had a slender two-point lead over the German, so the battle was going to be good,

That's just what it was too. Plankenhorn was fractionally quicker in practice but the championship contenders occupied the front row ahead of Tibor Meray and Juha Varjosaari, on the second. The 15-lap race started off with a tremendous duel between the two championship men, first Axel led, and then Arie. For the first eight laps, they swapped the lead each tour. All this,



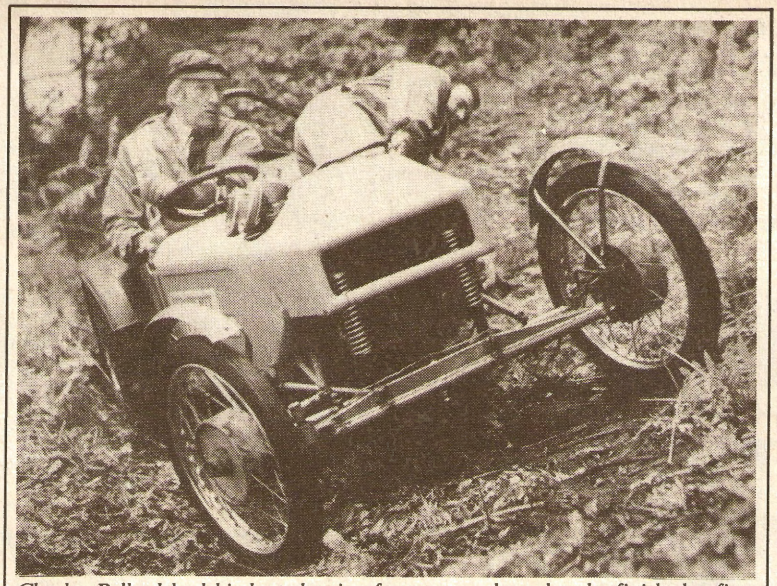
Luyendijk—the shoestring champion.

however, allowed Meray to catch them and first of all he picked off Axel, and then the Dutchmen. Luyendijk, however, latched on to the rapid Veemax of Meray and together they towed away from Plankenhorn's Lola.

In fact the German was caught by Jean Johansson of Sweden, but shortly after being overtaken, the Swede's Veemax ran out of petrol due to a leaking tank, so Plankenhorn was able to salvage third. But it was Luyendijk's championship, a series done on a shoestring with strong backing from his enthusiastic father Jaap who only gave up racing himself a few years ago due to heart trouble. Arie would dearly like to move up a class of racing next year, but fears that finance might keep him in SuperVee.

Behind the first three, Manfred Trint just won a close battle with Helmut Lenz, who in turn only just held off a determined Varjosaari who'd climbed up from 14th after being nudged off on the second lap.

● Dave Harris and Dick Wright from the promoting Sixty & Worcs MC, won the Esso Autumn Leaves Rally over a 140 mile route in Herefordshire last Saturday night. They headed an entry of 54 cars for most of the fogbound event and eventually came home in their Escort on 52m 58secs to beat runners-up Roger Moran and Steve Potter (Mexico) from Hereford by 1m 16secs. Third were Andy Taylor and Richard Handy in an RS2000 on 55:13. Tim Howard and Nigel Lloyd from Hereford came fourth in an Escort on 57:26 with clubmates George Okell and John Kiff (RS2000), fifth on 58:7. Dave and Tom Davies rounded off the top six with their RS2000 on 61:37. Top semi-experts were C. Wilson and R. Fildes who were ninth in their Clubman with 3F 58:13 and the novice award went to C. Gwyer and P. Suckling (Imp) on 7F 70:46.



Charles Pollard had his best showing for many a day when he finished a fine second to Gordon Jackson (above) in last Sunday's Pennine Trial near Brighouse. It was a richly deserved award as Charles drove really intelligently and could easily have even finished one place higher. Half-way through the final round he drew level with Jackson when the Kentish driver stopped at the nine marker on a Hill manned by the flying pickets from Rent-a-Hill. But Pollard dropped another six points, Jackson didn't . . . and that was that.

The RAC and Semperit/BTRDA qualifying event was organised by the YSCC and featured eight hills which were tackled four times, which perhaps was once too many after a late start and a long luncheon break. The hills were the familiar combination in Yorkshire of trees and a sometimes slippery combination of leaf mould and clay. The main hassle of the day as usual revolved round the Rent-a-Hill hill which towards the end was claimed by several drivers as being quite impossible. They were well and truly silenced by Jack Pearce who returned to the hill after the event was over and cleaned it—twice!

Retirements were very thick on the ground for a change. Newcomer Roy Lane (yes it is that Roy Lane) had a differential fail on his new car which he calls a Techcraft but everyone else calls the ex-Neil Bedford Facksimile. Richard Rimes got oil in his brakes, Neil Bedford's newer Facksimile failed as did the cars of Lol Hurt (propshaft) and Peter Dibble (steering arm). Ivor Portlock also disappeared from the scene in the afternoon with problems probably associated with his exceedingly early arrival at the venue in the morning.

So what happened to those who did finish? Tony Harrison, still riding on Cloud Nine after his win last week, floated round to finish third ahead of a subdued Julian Fack. Dennis Allen was fifth beating Jack Pearce, who had one of those days which affect Trials drivers from time to time when they just cannot come to terms with one particular Hill. In his case it cost 18 unnecessary points and second place. Richard Allen had his best score for a while as he ended seventh in front of a grand show from Tom Stevenson.

So, in the RAC Championship, it is even closer with Fack and Pearce failing to improve on their scores. The positions are Fack 143, Jackson 140 and Pearce 140. All the drivers mentioned now have to finish second or better in the remaining events in order to better their scores. This is a result of the strange scoring of the Championship where with 24 qualifying events, drivers can only count their best 10 scores.

1, Gordon Jackson/Tony le Gras (Ibex), 26 pts; 2, Charles Pollard/Margaret Pollard (Kincraft), 32; 3, Tony Harrison/Peggy Harrison (Kincraft), 37; 4, Julian Fack/Meg Marion (Impunity), 41; 5, Dennis Allen/Joyce Allen (Kincraft), 43; 6, Jack Pearce/Brenda Pearce (Kincraft), 48.

Irish trialling starts

After a colossal electric storm on Friday night 20 cars assembled for the first of the Sporting Trials Car Club's events in Northern Ireland. Each car has two drivers, both taking turns at the tests, which means that only four tests are used for the entire afternoon's sport, making trials easier to set, in a country where the terrain limits the number of sites.

The ground was very wet and early numbers had a slight advantage on hills 3 and 4 but not so on the tight very slippery tests 1 and 2.

Nelson Todd and his father, Wilbert, were debuting their version of the Concorde chassis using a Honda engine, the entire weight being considerably less the 7cwt. Theirs was best placed of the four new Concordes competing.

In the smaller engined class a battle was developing between David McQuaid and Mervyn Johnston with Derek Wallace always in close attendance.

By the end of the second lap of the tests, a quick scan of the score sheet showed Drew Wylie leading (34 marks lost) and Nelson and Wilbert both equal with 38 marks lost. The afternoon was not uneventful up to this, with the club secretary breaking his front suspension, and Michael Martin, constructor of the Concorde, demolishing a 25ft tree in his exuberance to try to score better than a nine! Meanwhile, with one more lap to go, Wylie's car was sounding very sick, with a suspect coil. A suitable replacement couldn't be found and with a final round score of 12 points to Todd's 12 the end had come.

McQuaid maintained his lead over the rest of the small car class to finish first. Concordes filled six of the first nine places with Dingo and Facksimile splitting the group.

Our thanks to the landowners—the Pepper family, to Alan Biggar who set the course, and to all the marshals, observers, etc, who made the event possible.

Cars over 1200cc and/or chassis post 1974: 1, Nelson Todd (1.3 Honcord), 43 marks lost; 2, Drew Wylie (1.5 Dingo), 46; 3, Wilbert Todd (1.3 Honcord), 40; 4, D. Robb (1.6 Concorde), 56; 5, M. Johnson (1.6 Concorde), 56; 6, B. Emerson (1.3 Facksimile). **Cars under 1200cc and chassis pre 1974:** 1, David McQuaid, 80 marks lost; 2, Mervyn Johnson, 81; 3, Derek Wallace, 83; 4, Ken Morrison, 85.

Briefly . . .

● Harry Horn (Mini) set BTD at the last autocross meeting in the north east last Sunday when he won the Tynemouth & Dist MC's event at Pegswood, near Morpeth with sponsorship from Opposite Lock Motor Factors. His time of 3m 44.8s left him well ahead of a poor entry and with only 28 cars turning up the event was over midway through the afternoon and a relay race was staged for spectators.

BTD: Harry Horn (Mini), 3m 44.8s.

Class winners: Alan Johnson (Mini), 4m 3.2s; Ronnie Ford (Mini), 4m 2.6s; J. Phillips (Cooper S), 3m 50.8s; Colin Stewart (Escort), 4m 10.8s; Richard Philipson (Anglia), 4m 10.0s; Reiner Stockle (Mini), 3m 57.4s; S. Brunning (RS2000), 4m 19.6s.

● With another comfortable class win Philip West won the Longton & District MC's autocross championship at the final round at Park Hall Leisure Centre, Lancashire, last Sunday. Dennis Atkinson (1300 Mini) set BTD in 100.6 leaving the rest of a field of 49 behind by almost 3secs. The only really close class was that for the rally cars where Mike Spray (Cooper) came under pressure from Mrs Lesley Cowcill (RS1800) who got within 0.4sec.

BTD: Dennis Atkinson (Mini), 100.6s.

Class winners: Philip West (Mini), 114.2s; Ian Semple (Escort), 105.7s; Brian Betteridge (VW), 104.4s; Pete Futers (Mini), 106.5s; John Clarkson (Escort), 103.2s; Mal Woodhouse (Mini), 103.2s; Howard Murray (TVR Tuscan), 105.2s; Mike Spray (Mini-Cooper), 108.9s; John Granville (Audi 80), 113.4s. **Ladies:** Mrs Lesley Cowcill (RS1800), 109.3s. **Novice:** Mike Southworth (Escort), 116.7s.

● A three way tie for the lead in the front engined rwd class was the main feature of last Sunday's Top of the Hill production car trial put on by Brent Vale MC at Long Valley, Aldershot, and which attracted 37 competitors. Sharing an Anglia Estate Paul Smith and Derek Rowe could not be separated on 107 marks and R. Cotterill later joined them on the same total in his Ford Popular. Smith eventually won the class on the greater number of cleans with Rowe and Cotterill taking the places.

Class winners: Richard Acres (Mini), 63 marks; Paul Smith (Anglia Estate), 107 marks; Malcolm Gaines (Sprite), 32 marks; Cliff Morrell (Imp), 40 marks; Alan Foster (VW), 23 marks. **Novice:** Dave Duffyn (VW), 68 marks. **Best Brent Vale:** Tony Brett (Hornet), 85 marks.

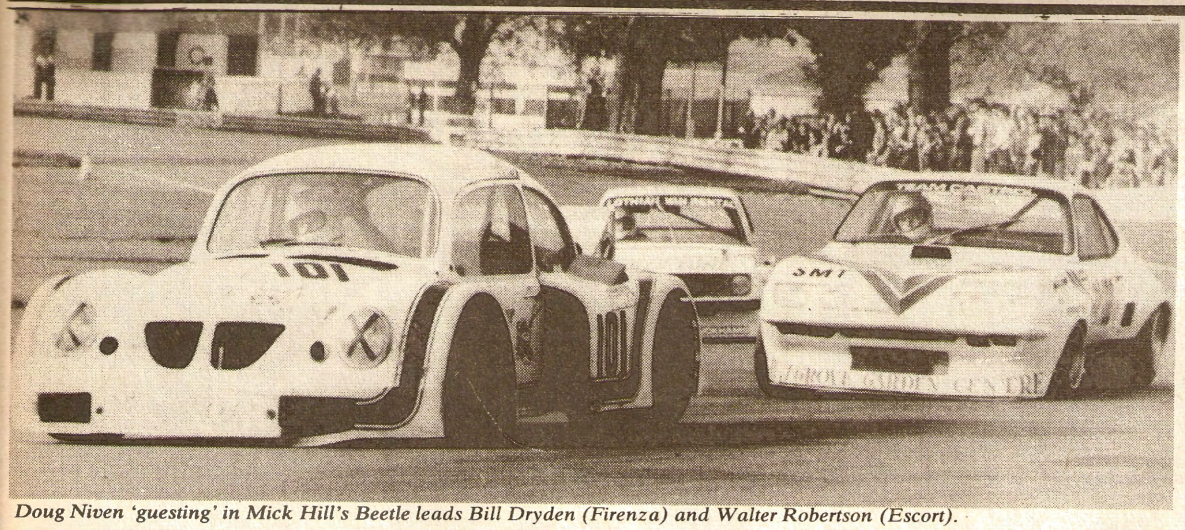
● Entering the final quarter of the Welsh Association of Motor Clubs' road rally series, there is a North/South battle for the top three awards! So far the top four have scored most of their championship points in their home areas, For the remaining three rounds of the Championship, they will have to get together.

Drivers: Dennis Pollington (N. Wales), 85 (8); Graham Parker (Pontypridd), 73 (6); Roland Young (N. Wales), 67 (6); Gwyndaf Evans (Teify Valley), 67 (5); Theo Bengry (Hereford), 62 (7).

Navigators: Dave Thomas (N. Wales), 94 (8); Peter Forrester (Potteries) 86 (8); Alan Thomas (Pontypridd), 73 (6); Martin Thomas (Teify Valley), 67 (5); Paul Watkins (Hereford) 65 (7).

● The St. Andrews and District MC held the final round of the Grampian TV-sponsored Scottish Hill Climb Championship, at Kinkell Braes on October 9th. Norrie Galbraith took BTD, notched up his 22nd class win and won the championship outright in his Clydesdale Retreads Mallock. Despite heavy rain during the timed runs the competition was close and several championship awards were in the balance until the last runs.

Final round class winners: Alistair Dey (Mini), 39.6s; Donald Laing (Mini), 37.9s (Fastest Road Car Award): J. Raeside (Escort), 39.0s; Ricky Gauld and Barrogil Angus (Imps), 34.7s; Les Williamson (Mini), 35.6s; Derek Russell (Sprite), 39.4s; Tom MacMillan (Lotus 7), 39.2s; Norrie Galbraith (Mallock), 34.18s; Jim Campbell (Brabham), 34.59s; Randal Stewart (Lotus 11), 40.2s. **Grampian Television Scottish Hill Climb Championship Final placings:** 1, Norrie Galbraith (Mallock), 87pts; 2, Jim Campbell (Brabham), 81. **Fastest Road Car Award:** Duncan Laing (Mini), 73; **Class winners:** Ian Gardener (Imp), 45; Chris Merrick (Escort), 16; Bill Lord (Escort), 61; Ricky Gauld (Stiletto), 57; John Whyte (Mini), 72; Grainger Robertson (Midget), 57; David Milne (Lotus 7), 72; Tom MacMillan (Mallock), 36; Les Jones (Vixen), 58; Jim Campbell (Brabham), 81; Brian Hopkins (Frazer Nash), 45.



Doug Niven 'guesting' in Mick Hill's Beetle leads Bill Dryden (Firenza) and Walter Robertson (Escort).

Smashing finals

The final race meeting of the Scottish season took place in balmy autumn weather at Ingliston on Sunday last, and whether it was through the weather or the chance to have a 'final fling' some drivers had thrown caution to the winds, judging by the number of incidents in practice and during racing. Frank Lockhart damaged himself and his Rover Special in practice while Duncan Hall (Hawke) attacked the infamous toilet block on the back straight. Most spectacular was the coming together and subsequent rolls by the Minis of Jimmy Pinkerton and R. Milne during the special saloon heat, which caused the race to be stopped.

Andy Barton (Sana) again proved more than a match for the local opposition, leading Bob Rollo in his rejuvenated March 75B, while Mick Hill was on hand lending his VW Beetle to Doug Niven and schooling him in its ways to such purpose as to win both heat and final of the Special Saloon event—a nice gesture, after Niven's expensive shunt at the previous meeting.

The opening event for Modsports run over 10 laps prior to lunch gave victory and a record lap to John Fyda whose Agra-prepared Elan finished comfortably ahead of John Kirk's Davrian which led the up to 1.3-litre class, this pair now sharing the Hamilton and Inches Trophy. Kenny Allen gave the S & S Rallying Clan Crusader an airing and finished in third place.

The afternoon racing commenced in front of a 7000 attendance, with the smaller special saloons led off by the Sportstune Imp of David Ogilvy, from the MacLeod Homes version of Jim McGaughey with Ian Forrest charging through the field in his Drambuie Imp. The latter snatched the lead when first McGaughey dropped to the tail of the field, then the Sportstune car had its transmission give up. This elevated Ricky Gauld in his Ricksons Unicot/Buy Wise stores Stiletto to a well earned second place while Charlie Munro swopped his Chevron seat for a drive in Jimmy Jack's Imp and overwhelmed Bill Thomson in the sick sounding ATS Imp for third place. Midfield featured a race-long duel between Duncan Fisher in his Fraser Imp and the Mini of Eric Paterson, running a lap down after an early spin.

David Philp in the Dalgleish Baillie Chevron B26/31 set his stamp on his sponsors trophy race, despite a determined drive by Laurence Jacobsen in the Cuthbertson Dairy Chevron B23 during the FF2000 event. Kenny Allen drove a confident third in his Mallock Mk17 well in advance of the fourth place battle, which was resolved in favour of the experience of John Mackie (Agra Gryphon T/C) over the forceful Jim Stevenson (Mallock Mk 17B). Reg Forrester-Smith who is now going extremely well in his Marquiss Magnum kept sixth place, despite Jim Baird storming his Chevron B23 through the field to recover from a spin out of a lefthander due no doubt to trying to recover a 10secs penalty.

The second ten-lap heat for special saloons featured the high speed trio of Niven, Bill Dryden (Firenza) and Walter Robertson (Escort) fleeing from the remainder headed by the AET Escort of David Farrer and Jim Dryden (MAE Mini) who was to be overwhelmed by the Minis of Tulloch and Stuart Cooper prior to Pinkerton and Milne cartwheeling their Minis entering the Esses—the former demolishing a hefty flagpole, fortunately resulting in only shaken drivers. Bill Dryden had meantime pitted his Toleman/SMT Firenza with ignition bothers just prior to the race being stopped after six laps.

A promising field headed by Stu Lawson in the Edinburgh Flying Services Hawke sharing the front row with the works Van Diemen of Donald MacLeod, unfortunately became a procession virtually after the opening lap, when MacLeod made the better start, but Lawson had more recent experience of the circuit and led from lap one. Gary Gibson hurled his Crosslé 32F after this pair in a fruitless chase, secure from the fourth place squabble as David Duffield (Old Court Whisky Dulon MP17) tried to outfumble Bernie Hunter as a somewhat subdued Cameron Binnie waited behind in his Royale RP21.

From the flag fall, Roderick MacPherson wrestled his Cooper Bristol to the front of the Historic Racing & Sports event, pulling out a sizeable advantage over Tony Rogers Lotus XI Le Mans, with Ron Footitt next along in the Cognac SP and being perceptibly reeled in by the United Wire Connaught ably driven by Jerry Walton. Really going racing with all the correct noises and actions was Alain de Cadenet, fighting his sliding P3 Alfa Romeo up into fifth place ahead of the Lotus XI of Randal Stewart. It was amazing that the youngest car in the event, Clifford's 1964 lightweight Elan could barely complete its warming up lap and here were the other 'old-timers' really getting tweaked-up, Ron Footitt indeed winning the Doune Cup in his 1925 AC/GN.

There was plenty of sound and fury when the *Libre* boys took to the Ingliston track—Andy Barton immediately taking charge and thundering his Sana away from the March of Bob Rollo. David Muter Lotus 69 had Iain McLaren's Chevron B35 up his exhaust. Behind, Richard Parsons eased his Chevron B20FA up on McLaren without getting an opportunity to attempt a pass; and Mike Nugent drove the ex-Dickson Modus well until he retired allowing Laurence Jacobsen (Chevron) into sixth place safely clear of Andy Smith giving his Mallock 18B an airing.

The special saloon final was a repeat of the heat except that Bill Dryden shot his Firenza from the back of the grid to third place on the opening laps, but could in no way make up the gap on Robertson and Niven twitching the VW Beetle along in front, David Farrer held fourth in the AET Escort with Jim Dryden MAE Mini showing a clear gap to the Stiletto of Ricky Gauld and the Imp of Charlie Munro. For Ian Forrest the race was a disaster, his Drambuie Imp expiring after three laps and being pushed half way round the circuit to await the chequer, this combination causing some heart-stopping when the flying leaders happened upon it at a left-hander.

The final event for production saloons was a fitting climax to the season—admittedly Ray Moore took his Commodore to the front but he was later excluded from the results, handing Andy Jeffrey the race and the Shell Championship. Everyone was intrigued by the battle behind for second place, held tenuously by the Hope Scott Dolomite Sprint of Jeffrey who was greatly pressured by the 2-litre Kadett of Graham Birrell. The latter reeled the Sprint in through the Esses but Jeffrey planted his boot well down on the back straight. Behind this Frank O'Rourke reasoned his Commodore should be backing up Moore, and got restive about the natives on front, taking the Kadett GTE of Ralph Halley after four laps and sitting on Birrell's rear quarter. However, Birrell knows his Ingliston and anyway he wanted to outdo Jeffrey, this lot had the crowd on tip-toe right to the end—neither giving up his hard won position. Oh yes, others in the race?—Vic Covey (Mazda) had Arch Cromar, Alfa Romeo 2000 GTV, to contend with, tailed by Reid in the G & M Toyota Celica with Hamish Irvine in his Dolomite Sprint not far behind.

BILL HENDERSON

results

Modified Sports Cars (10 laps):1, John Fyda (1.7 Agra Elan), 8m 41.4s, 71.12mph; 2, John Kirk (1.2 Davrian Mk 5), 8m 52.0s; 3, Ken Allen (1.2 Clan Crusader), 9m 13.0s; 4, Brian Stevenson (1.0 Davrian), 9m 29.2s; 5, Jim Hall (1.8 Lotus Europa), 9 laps; 6, Ken Shade (1.6 Lotus Seven), 9 laps. **Over 1300cc:** 1, Fyda; 2, Hall; 3, Shade. **Fastest lap:** Fyda, 51.4s, 72.16mph (record). **Up to 1300cc:** 1, Kirk; 2, Allen; 3, Stevenson. **Fastest lap:** Kirk 52.0s, 71.31mph.

Formula Ford 2000/Sports Cars (10 laps): 1, David Philp (2.0 Chevron B26/31), 8m 09.4s, 75.77mph; 2, Laurence Jacobsen (1930 Chevron B23), 8m 12.0s; 3, Ken Allen (1.6 Mallock Mk17), 8m 28.8s; 4, John Mackie (1.6 Gryphon T/C), 8m 32.8s; 5, Jim Stevenson (1.6 Mallock Mk17B), 8m 35.0s; 6, Reg Forrester-Smith (1.6 Marquiss Magnum), 8m 40.0s. **Sports:** 1, Philp; 2, Jacobsen; 3, Jim Baird (2.0 Chevron B23). **Fastest lap:** Philp, 48.0s, 77.25mph. **Clubman:** 1, Allen; 2, Mackie; 3, Stevenson. **Fastest lap:** Allen and Stevenson 49.8s, 74.46mph.

Formula Ford 1600 (10 laps): 1, Stu Lawson (Hawke-Smith DL19), 8m 55.6s, 69.23mph; 2, Donald MacLeod (Van Diemen 77), 8m 56.4s; 3, Gary Gibson (Crosslé 32F), 9m 06.0s; 4, Bernard Hunter (Van Diemen-Minister), 9m 09.4s; 5, David Duffield (Dulon-Rowland MP17), 9m 09.7s; 6, Cameron Binnie (Royale-Minister RP21), 9m 11.5s. **Fastest lap:** Lawson and MacLeod, 52.4s, 70.76mph (record).

The Sunbeam Trophy/Ross Chrysler Dodge Trophy For Special Saloons up to 1000cc (10 laps) Heat One: 1, Ian Forrest (Drambuie Imp), 9m 29.4s, 65.12mph; 2, Ricky Gauld (Sunbeam Stiletto), 9m 30.6s; 3, Charlie Munro (Imp), 9m 46.0s; 4, Bill Thomson (ATS Imp), 9m 49.8s; 5, Duncan Fisher (Fraser Imp), 9m 56.4s; 6, Jim McGaughey (Hillman Imp), 10m 00.8s. **Fastest lap:** Forrest, 55.0s, 67.42mph.

For Special Saloons over 1000cc (6 laps) Heat Two: 1, Doug Niven (5.0 VW Beetle), 5m 19.6s, 69.61mph; 2, Walter Robertson (2.2 Ford Escort), 5m 20.2s; 3, David Farrer (1.5 AET Ford Escort), 5m 41.9s; 4, J. R. Tulloch (1.3 Mini Cooper S), 5m 07.5s, (5 laps); 5, Stuart Cooper (1.3 Mini Cooper S), 5m 68.0s (5 laps); 6, R. J. Orttewell (1.3 Mini Cooper S), 4m 37.5s (4 laps). **Over 1300cc:** 1, Niven; 2, Robertson; 3, Bill Dryden (2.3 Vauxhall Firenza Ecosse). **Fastest lap:** Robertson, 51.00s, 72.71mph. **1001-1300cc:** 1, Farrer; 2, Tulloch; 3, Cooper. **Fastest lap:** Farrer; 54.2s, 68.4mph.

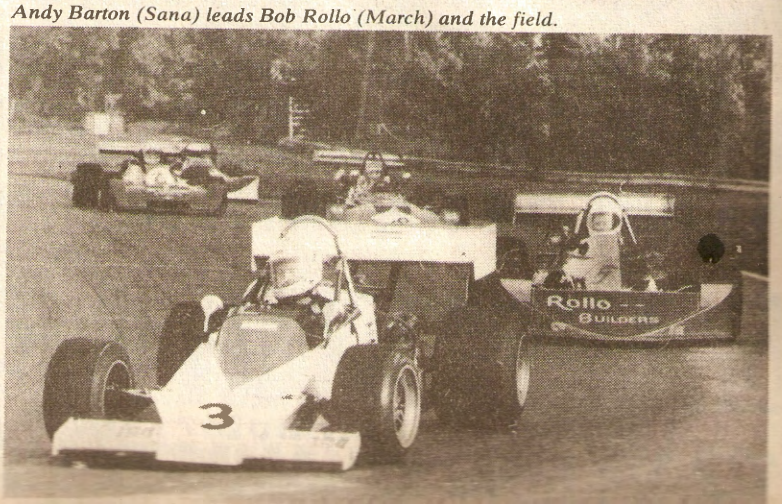
The Sunbeam Trophy Race Sponsored by Ross Chrysler Dodge Ltd.—Final (15 laps): 1, Doug Niven, 2m 51.0s, 72.14mph; 2, Walter Robertson, 12m 53.0s; 3, Bill Dryden, 13m 11.0s; 4, David Farrer, 13m 00.4s (14 laps); 5, Jim Dryden (MAE Mini), 13m 13.5s (14 laps); 6, Ricky Gauld, 13m 23.2s (14 laps). **Over 1300cc:** 1, Niven; 2, Robertson; 3, W. Dryden. **Fastest lap:** Niven, 50.1s, 74.01mph. **1001-1300cc:** 1, Farrer; 2, Dryden; 3, Stuart Cooper. **Fastest lap:** Farrer; 54.2s; 68.41mph. **Up to 1000cc:** 1, Gauld; 2, Munro; 3, McGaughey. **Fastest lap:** Gauld and Munro, 55.6s, 66.69mph.

The Burmah Trophy Race for Historic Racing and Sports Cars (10 laps): 1, Roderick MacPherson (1953 2.0 Cooper Bristol), 10m 20.3s, 59.73mph; 2, Tony Rogers (1957 1.1 Lotus XI Le Mans), 10m 27.0s; 3, Jerry Walton (1952 2.0 Connaught 'A' type), 10m 48.4s; 4, Ron Footitt (1925 2.0 AC/GN), 10m 48.8s; 5, Alain de Cadenet (1930 2.9 P3 Alfa Romeo), 10m 58.0s; 6, Randal Stewart (1957 1.1 Lotus XI), 11m 04.4s. **Post-war:** 1, MacPherson; 2, Rogers; 3, Walton. **Fastest lap:** MacPherson, 59.9s, 61.90mph. **Pre-war:** 1, Footitt; 2, de Cadenet; 3, Paddy Heron (1934 Lagonda Rapier). **Fastest lap:** Footitt, 63.1s, 58.76mph.

The Heron Race for Libre Cars (15 laps): 1, Andy Barton (2.0 Sana), 11m 49.5s, 78.39mph; 2, Bob Rollo (2.0 March 75B), 12m 00.8s; 3, David Muter (1.6 Lotus 69), 12m 06.2s; 4, Iain McLaren (2.0 Chevron B35), 12m 08.3s; 5, Richard Parsons (1.6 Chevron B20 FA), 12m 08.6s; 6, Laurence Jacobsen (2.0 Chevron B23), 12m 21.2s. **Fastest lap:** Barton, 46.3s, 80.09mph.

The Shell Race for Production Saloons (10 laps): 1, Andrew Jeffrey (2.0 Triumph Dolomite Sprint); 2, Graham Birrell (2.0 Opel Kadett); 3, F. O'Rourke (2.8 Opel Commodore GSE); 4, Ralph Halley (2.0 Opel Kadett); 5, Vic Covey (2.3 Mazda RX2 Coupe). **No results or times available.**

Andy Barton (Sana) leads Bob Rollo (March) and the field.



Dreadful conditions on Bartley

Fog, greasy roads and some very tough new roads all combined to make last Saturday night's Gardner Merchant Bartley Rally more than just a tough event; the fact that none of the top ten seeded crews finished and only three crews managed to get round the 190-mile route in North Wales without a fail speaks for itself.

The glory went to the Midlands crew of Theo Bengry (son of the well-known and respected Bill) and his navigator Paul Watkins who took their Opel Kadett round with the loss of 51m 0s and they finished well ahead of Dennis Pollington and David Thomas in their RS2000 on 52:56. The third and final crew to finish without a fail on their card were Jeff James and Bernard Hill (RS1800) on 53:14.

These three crews deserve all the credit they can accrue for the rest of the top ten finishers were having to cut out parts of the route to stay in time after various problems. In total approximately 50 of the original entry of 120 made it to the finish.

The tale of woe so far as the 'names' is concerned is best dealt with in order of starting. Bill Gwynne and Terry Thorpe retired on the first selective, just after first petrol, with a blown head gasket. They led at petrol.

John Bloxham/Richard Harper (Fiat 131) retired in the first third with serious back end problems, thought to be the axle while Ted Cowell and John McKerrell had a lot of wrong slots early on, it's reported, and disappeared quietly. The hard luck stories continue with Peter Wagstaffe who was leading the event comfortably until he slammed into a bank in the last third and retired on the spot. Mick Briant and Dave Kirkham just 'disappeared' in the middle of the event; Malcolm Byrom and Geoff Hignett retired when the steering started playing tricks in the middle third of the route and Roland Young and Pete Forrester had the gearbox go on their Escort when they were well in contention in the last part of the night.

Eighth seeded Ron Beecroft and John Millington were proceeding quite nicely until they holed the sump on their Escort, again a retirement in the middle third of the event. Peter Gerbez did not start and Steve Courtney and Peter Watts disappeared early when the alternator packed up.

Fourth place finally went to Garry Greenhalgh and John Youd (Dolomite Sprint) on 1F 78:18, with Roger Powley and Brian Goff bringing their Porsche 911S into fifth on 2F 59:44. Phil Darbyshire and Malcolm Oxborrow were sixth in their Clubman GT with 3F 04:59. The Mexico of David Thompson and Tony Timms was seventh on 4F 50:33 and S. Peel and G. Ward were eighth on 5F 69:16 in an Escort.

The last two points scoring places in his *Motoring News* qualifying round were Tony Cox and Mike Sones in an Escort on 5F 75:4 and Ken Langley/Steve Nugent (Escort), on 5F 83:23 who took the semi-expert class. The leading novices were Chris Young and Chris Hoult in an Escort on 7F 82:27.

● Leading runners in the ShellSport Gold Star scheme, which terminates on October 31, are as follows:
1, Trevor van Rooyen, 30 wins; 2, Peter Baldwin, 5; 3, Dud Moseley and John Kirk, 21; 5, John Ormewood, David Farrer and Nick Whiting, 17.
The top 12 will be invited to compete in a ShellSport Escort event at the Boxing Day Brands meeting.

England tops in autotests

England are once again champions in autotests. Their three man team of Trevor Smith, John Larkin and John Calton celebrated Silver Jubilee Year in splendid fashion by gaining their first win in nine years when they won the Ken Wharton Memorial Driving tests at the Lucas Company works in Birmingham last Saturday.

On a day of great performances—not least that of Alan Murray who set overall BTD and he was only a reserve—the England team came with a late burst to win the day on the last tandem test and demote the seemingly invincible Northern Ireland squad to second spot by 13.1secs.

The Englishmen took the lead early on in the day with Scotland surprising everyone with an initial flurry on concentrated driving which left the holders in a very unaccustomed third. However the Scots were duly overhauled first by Northern Ireland and, in the later stages, by the Eire contingent who pipped them for third place by 4secs. There was also a spirited fight for fifth place where Guernsey did well to beat the Welshmen by 2.9secs.

Individually the star of the England squad was Trevor Smith (Midget) who beat Lee Lucas (Beach Buggy), of N. Ireland by almost 20secs while Dermot Carnegie was fastest in the team event with 559.5s to give Eire slight consolation but even he was 6secs slower than the flying Murray.

In the third class Ken Shields and Frank Lenehan easily outshone the rest in their Peugeot v Datsun Sunny battle, Shields having the edge by some 12secs.

Ken Wharton Memorial Trophy: 1, England 1826.3s; 2, N. Ireland 1839.4s; 3, Eire 1882.0s; 4, Scotland 1886.0s; 5, Guernsey 2065.8s; 6, Wales 2068.7s.

Class winners: Trevor Smith (Midget), 566.3s; Dermot Carnegie (Mini), 559.5s; Ken Shields (Peugeot), 644.2s. **Reserves:** Alan Murray (Mini), 553.3s.

High street rally

Who says you can't close part of the high street to start a rally in this country? Whickham & Dist MC did that on October 8 for their Jubilee Shaw Trophy Rally which was the club's contribution to Jubilee Year and had sponsorship from their very keen motor sport-minded *Gateshead Post*.

Winners, repeating their success of 1975, were Richard Mawson and Dave Nicholson (RS1700) entered by Wynns Extended Guarantees who returned with a total of 1,334 penalties. Second were Brian Stanners and Chris Pringle (RS1800) on 1,394 penalties and third were Fred Almond and George Tindall (RS1600) on 1,498 penalties.

● Exeter driver John Milford broke the record at the Oddicombe Hill climb venue near Torquay last Sunday but won't get his name into the record books of the Torbay Club as he broke it in practice. His time of 33.4s would have broken the previous best by a fraction but, in the afternoon runs, he was never able to better 34.0 in his ultra rapid Mini-Cooper but he hung on to hold off the challenge of Dave Lea in his Brabham BT 14.

BTD: John Milford (Mini-Cooper), 33.4secs.
Class winners: Ian Rawle (Mini), 39.6s; Ray Walker (Cooper S), 38.4s; B. Cooke (Lester Sports), 37.7s; A. Hall (Mexico), 42.4s; Robert Grainger (Viva GT), 39.7s; Dave Lea (Brabham BT 14), 34.7s.
Novice: Colin Amos (Amosquito) 38.7s.



Superstox

Lincolnshire driver Jim Welch (left) is the 1977 Spedeworth Superstox World Champion—and East Anglian Champion, too. His car was self-designed and is powered by a 1300cc engine prepared by Vegantune in Spalding and a fellow employee of the agricultural equipment company Leverton, John Watson (there's a name to conjure with!) helps with the car.

● The Austrian Formula Ford Championship was clinched recently by the former Formula 2 driver Hans Meier. Meier, driving one of the new Tim Schenken/Howden Ganley Tiga chassis, scored race wins at Salzburg, the Osterreichring and Innsbruck.

Silverstone Production Sports

SILVERSTONE PRODUCTION SPORTS CAR CHAMPIONSHIP	Class/pos	Mar 20 Silverstone	May 01 Brands Hatch	May 21 Ouilton Park	Jun 06 Silverstone	Aug 21 Mallory Park	Aug 29 Silverstone	Sep 11 Donington Park	Oct 01 Silverstone	Total points
1. Howard Johnson	C1	5	5	3	(2)	4	5	5	3	30
2. Chris Meek	A1	5	5	5	5	—	1	5	—	26
3. David Beams	B1	—	5	4	5	5	5	—	—	24
4. Colin Blower	A2	3	2	—	3	3	3	—	5	19
5. David Richardson	C2	3	3	—	1	2	2	3	2	16
6. Ricky Podmore	B2	2	3	1	3	3	—	3	—	15
7. Rob Wells	A3	2	—	—	2	1	4	—	3	12
8. Stewart Halstead	A4	—	—	3	—	1	2	3	2	11
9. Gerald Vaughan	B3	4	2	2	1	—	1	—	—	10
10. Chris Alford	B4	4	—	—	—	2	—	—	3	9
Andy Dawson	B4	—	—	—	—	—	4	5	—	9
Malcolm Wayne	C3	—	—	4	5	—	—	—	—	9
etc.										

"King of Cadwell" Libre

'King of Cadwell' Formule Libre Championship	Apr 17 Cadwell Park	May 22 Cadwell Park	Jun 19 Cadwell Park	Jul 10 Cadwell Park	Jul 24 Cadwell Park	Sep 25 Cadwell Park	Total points
1 Martin Watson	4	9	9	—	10	10	42
2 David Orbell	7	—	2	9	6	6	30
3 Joe Applegarth	—	4	4	6	2	4	20
4 David Muter	9	—	—	—	—	—	9
5 Richard de la Rue	—	7	—	—	—	—	7
6 Barry Smith	—	—	6	—	—	—	6
7 John Counsell	—	—	—	4	—	1	5
8 Paul Brooks	—	—	—	—	4	—	4
Phil Silverstone	2	—	—	1	1	—	4
9 Rick Gorne	3	—	—	—	—	—	3
Rob Moores	—	3	—	—	—	—	3
John Ford	—	—	3	—	—	—	3
Dennis Chorley	—	—	3	3	—	—	3
Warren Booth	—	—	—	—	3	—	3
Anthony Pratt	—	—	—	—	—	3	3
etc.							

Lawrencetune Thoroughbreds

Lawrencetune Thoroughbred Sports Car Championship	class/pos	Mar 12 Silverstone	Apr 11 Thruxton	May 01 Snetterton	Jun 06 Silverstone	Jun 26 Brands Hatch	Aug 07 Snetterton	Aug 29 Thruxton	Oct 16 Donington Park	Total points
1 Jeremy Trace	C1	5	5	5	5	1	3	4	3	30
2 David Preece	A1	5	5	5	—	4	5	4	—	28
3 Reg Woodcock	B1	5	4	3	2	—	3	5	—	22
4 Ken Heywood	C2	—	2	—	—	5	5	4	2	18
5 John Harper	A2	—	—	—	5	—	—	4	5	14
John Chatham	B2	3	4	—	—	3	—	—	4	14
7 Rhoddy Macpherson	B3	2	2	1	4	—	—	3	—	12
8 Mick Walker	C3	3	3	—	—	2	2	—	1	11
9 Sylvia Rouse	A3	4	3	3	—	—	—	—	—	10
10 John Trace	C4	1	1	3	3	—	—	1	—	9
etc										

Hitachi Special Saloon Cars

Hitachi Special Saloon Car Championship		class/pos	Mar 13 Mallory Park	Apr 10 Snetterton	Apr 11 Mallory Park	Apr 24 Brands Hatch	May 07 Oulton Park	May 22 Brands Hatch	May 29 Silverstone	Jun 06 Oulton Park	Jun 12 Mallory Park	Jul 03 Brands Hatch	Jul 10 Mallory Park	Jul 24 Brands Hatch	Aug 20 Oulton Park	Aug 27 Donington Park	Aug 28 Snetterton	Sep 19 Snetterton	Oct 09 Brands Hatch	Oct 16 Donington Park	Total points
1	John Homewood	A1	5	5	4	5	5	5	3	5	5	—	—	1	2	5	4	5	5	4	66
2	David Enderby	B1	5	4	5	5	4	4	1	—	4	—	3	5	4	4	4	1	5	1	56
3	Peter Day	B2	—	1	3	—	—	4	3	—	4	5	1	—	3	1	4	3	2	3	37
4	Terry Pryce	B3	3	2	2	1	—	—	—	—	—	—	—	—	—	—	3	2	3	—	16
	Fred Hendy	B4	—	1	1	3	—	—	2	—	—	3	—	1	—	2	1	—	—	2	16
6	Bill Barrett	A2	—	—	—	—	—	—	—	3	2	—	3	—	—	3	—	3	—	—	14
	John Schneider	A3	—	—	—	—	—	—	—	—	—	4	—	2	5	—	—	—	3	—	14
	Reg Ward	B5	—	—	—	—	4	—	—	—	—	—	—	—	5	—	—	5	—	—	14
9	Brian Prebble	A4	—	—	—	3	—	—	—	—	—	—	—	4	—	—	—	—	2	4	13
10	Cliff Watts	A5	2	2	—	—	—	—	1	—	—	4	2	1	—	—	—	—	—	—	12
	Charles Bernstein etc	B6	—	—	—	—	—	—	4	—	—	—	4	—	—	4	—	—	—	—	12



John Homewood—overall champion.



David Enderby—second 1977 class.



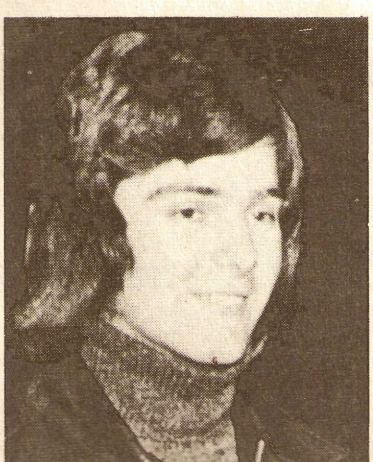
Peter Day—unique two-cylinder Mini.

Steel Tube Services modsports

Steel Tube Services Modified Sports Car Championship		class/pos	Mar 13 Thruxton	Mar 26 Oulton Park	Apr 03 Silverstone	May 01 Silverstone	May 08 Thruxton	May 29 Brands Hatch	Jun 06 Croft	Jun 07 Donington Park	Jun 19 Thruxton	Jun 26 Mallory Park	Jul 10 Cadwell Park	Jul 10 Snetterton	Aug 14 Brands Hatch	Aug 29 Thruxton	Sep 11 Brands Hatch	Sep 25 Mallory Park	Oct 02 Snetterton	Oct 16 Donington Park	Total points
1	Jon Fletcher	B1	5	3	5	5	4	5	3	2	4	5	5	—	4	3	5	2	(1)	—	60
2	Jonathon Palmer	A1	5	—	2	—	5	2	2	—	5	5	4	—	5	—	4	4	4	5	52
3	Bob Jarvis	D1	1	—	4	2	4	4	5	4	5	5	—	4	—	—	—	—	5	4	47
4	Keith Ashby	C1	3	2	5	5	4	3	—	5	5	—	—	—	4	1	—	1	4	4	46
5	Pat Longhurst	D2	2	—	1	4	1	2	2	2	3	3	—	2	5	3	—	3	3	2	38
6	John Bury	B2	3	5	2	—	—	—	3	—	1	3	—	—	—	5	4	5	4	—	35
7	Geoff Lynn	D3	3	2	2	1	2	1	—	—	—	2	—	1	3	5	3	3	2	—	30
8	David Mercer	B3	1	1	3	3	4	3	—	4	2	2	—	—	4	—	2	—	—	—	29
	Ian Bax	C2	1	—	—	—	—	5	—	—	3	2	—	4	5	—	5	4	—	—	29
10	Richard Gamble etc.	A2	—	—	—	1	2	4	—	—	3	3	—	—	3	3	2	2	2	3	28



Jon Fletcher—two championship wins.



Jonathan Palmer—good class win.



Bob Jarvis—another class win.

Nottingham Sports Car Club 1977

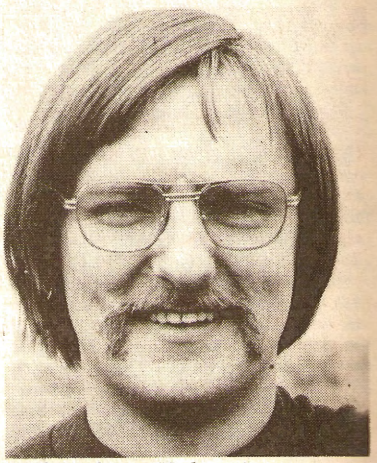
The final positions are now available for all the Nottingham Sports Car Club's championships. The club's two major series—the Graham Coaker Memorial Trophy for Formula Ford and the Alan Pond special saloon series—have been won by Mick Starkey and Doug Niven respectively.

Full points are detailed below:

Peter Wingfield Trophy for Clubmans Class 'A' cars: 1, Richard de la Rue, 6 pts; 2, Ian McCullough, 3; 3, Dave Orbell, 2.

Hooley Rosebowl for Clubmans Class 'B' cars: 1, Ken Brown, 11; 2, Robert Glass, 8; 3, Alex Moss, 6; 4, Gary Ferriman, 3; 5, John Lambert, Nick Bailey and Dave Horsley, 2; 8, Geoff Lambert, 1.

North of England Formula Ford Championship for the Graham Coaker Memorial Trophy: 1, Mick Starkey, 21; 2, Glen Eagling, 18; 3, Tony Barley, 16; 4, Alan Stringer, 13; 5, Graeme Frankland, 9; 6, Richard Philip, 8; 7, Dave Manners, 5; John Simpson, 9; Martin Watson, David Duffield and Allan Wilson, 3; 12, Stephen Waudby, 2; 13, Colin Birkbeck, 1.



Mick Starkey—FF champion.

Dick Protheroe Trophy for Modsports Cars: Class 'A' (up to 1150cc): 1, Jim Adamson, 5; 2, Ron Kirkman, 1. **Class 'B' (1151 to 1500cc):** 1, Ian Knowles, 7; 2, Mike Donovan, Peter Richings, Ken Rodrigues and Eric Adams, 3; 6, John Read, 2; 7, Mike Hewitt, Roger Hewitt, 1. **Class 'C' (1501 to 2000cc):** 1, Iain Gorrie, 2; 2, John Parrott, 1. **Class 'D' (over 2000cc):** 1, John Oxborough, 4; 2, Brian Mather, 2.

Nottingham Cup for Formule Libre: 1, Warren Booth, 17; 2, Joe Applegarth and Andy Barton, 9; 4, David Muter, 8; 5, Martin Watson and Robert Rollo, 4; 7, Mike Lane, 3; 8, Dave Whitaker and David Brotherston, 2; 10, Graeme Frankland and Derek Buckton, 1.

NSCC Special Saloon Car Championship for the Alan Pond Trophy: Class 'A' (up to 1000cc): 1, Malcolm Bell, 9; 2, Keith Hardy and Paul Haywood-Halfpenny, 7; 4, Geoff Farmer, 4; 5, Robert Roe, 3; 6, Bill Barrett, 2. **Class 'B' (1001 to 1300cc):** 1, Martin Pearson, 15, 2, David Farrer, 14; 3, Ian Rogerson, 7; 4, Clinton Bourke, 4; 5, Gerald Clark, 3; 6, David Peake, 2. **Class 'C' (over 1300cc):** 1, Doug Niven, 21; 2, Norman Hodgson, 11; 3, Alistair Lyall, 7; 4, Tony Sugden, 5; 5, Doug Emms, 4; 6, Keith Bowmaker, 3; 7, Terry King, 2; 8, Steve Phillips, 1.

Doug Niven—Alan Pond Trophy.



British Radio Production Saloons

British Radio Production Saloon Car Championship	Mar 06 Brands Hatch	Mar 13 Mallory Park	Mar 20 Brands Hatch	Apr 08 Oulton Park	Apr 10 Snetterton	Apr 11 Brands Hatch	Apr 24 Silverstone	May 08 Thruxton	May 22 Mallory Park	Jun 05 Brands Hatch	Jun 06 Oulton Park	Jun 19 Silverstone	Jul 03 Brands Hatch	Jul 09 Oulton Park	Aug 28 Snetterton	Aug 29 Brands Hatch	Sep 11 Donington Park	Sep 18 Croft	Sep 25 Mallory Park	Oct 02 Snetterton	Oct 16 Brands Hatch	Total points
1 Derrick Brunt	22	10	12	14	22	15	22	22	17	8	17	20	22	12	20	14	—	—	20	20	17	318
2 Jock Robertson	12	15	17	22	—	22	15	1	20	—	12	6	15	6	—	20	—	22	15	15	20	255
3 David Taylor	14	6	10	10	10	4	14	—	12	6	20	8	—	10	—	15	22	15	12	12	—	200
4 Alan Minshaw	8	22	—	—	12	10	8	17	10	2	—	12	10	22	—	—	12	12	—	2	4	163
5 Stuart McCrudden	—	2	1	15	10	12	—	10	8	10	10	17	12	15	2	—	—	—	8	4	—	136
6 Tony Lanfranchi	17	12	—	8	15	8	10	12	—	15	—	—	8	—	—	—	—	—	—	—	—	105
7 Graham Miles	—	—	—	6	6	6	—	4	—	3	4	—	—	8	12	10	—	—	6	8	3	76
8 Mike Smith	2	8	—	—	3	—	4	—	—	12	8	4	—	4	15	—	—	—	—	—	—	60
9 Adam McMillan	3	4	8	4	—	—	6	3	4	—	3	10	6	3	—	—	—	—	—	—	—	54
10 Tony Hill	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	6	15	—	2	8	10	49
etc																						





Derrick Brunt (above left) won the British Radio prodsaloon series outright in his Manitou-LE BMW 30Si, taking nine race wins of the 20 rounds. This year was the first in which the MCD prodsaloon series was run as a single-class up-to-3-litre series but, by mid-season, falling grids and occasional rather uncompetitive races resulted in the creation of an ICS 2300cc class. This division has been won by Tony Hill (above right) in the Tyreservices (GB) Triumph Dolomite Sprint, whose class wins have often gone unnoticed in the face of excellent battles for overall wins. Brunt's success this season followed directly on from last, when he won the Britax class and was runner-up in the BBC Radio 1 series, also with support from Manitou-LE.

ICS Production Saloon Car Championship	Aug 28 Snetterton	Aug 29 Brands Hatch	Sep 11 Donington Park	Sep 18 Croft	Sep 25 Mallory Park	Oct 02 Snetterton	Oct 16 Brands Hatch	Total points
1 Tony Hill	5	5	5	—	2	5	5	27
2 Stuart MacAllan	1	—	3	—	4	3	3	14
3 Ron Freeman	—	—	2	—	4	2	—	8
4 Eric Cook	3	1	—	—	—	1	—	5
Gerry Marshall	—	3	—	—	—	—	2	5
6 David Wood	—	—	1	2	—	—	—	3
7 David Watts	2	—	—	—	—	—	—	2
David Yates	—	2	—	—	—	—	—	2
Malcolm Prior	1	—	—	—	—	—	1	2
10 Graham Geldeard	—	—	—	—	1	—	—	1

Grampian hillclimb



Norrie Galbraith (above) is the first winner of the new Grampian Television Trophy, awarded to the winner of the Scottish Hill Climb Championship, after a season-long tussle with Jim Campbell. Galbraith (Mallock U2 Mk11B), from Lanark, was hard-pressed by Campbell's John Young Brabham, but the latter had to settle for a class win. After having been ahead all season in the contest for the road going class, David Milne of Montrose was pipped at the post by Duncan Laing, whose Mini Cooper S coped better with the slippery conditions of the final round than did Milne's Lotus 7. Best newcomer award went to Edwin Dunn.

BRANDS HATCH

The Rochester MC organise this Sunday's seven race programme at Brands, the highlight of which is the final round of the Lord's Taverners FF2000 championship for which all the regular contenders are entered. Suppoting events are for the MGCC Midget championship, the final rounds of the Townsend Thoresen FF1600, Century Supreme special saloon, and SKF clubmans series, a Graham Hill Mini 7 Championship race and a modsports race. Practice starts at 9am with racing at 2pm.

SNETTERTON

The BARC are in charge at Snetterton this Sunday for their end-of-season six-race clubbie which should prove very enjoyable with a variety of low-cost formulae on the bill in addition to the final round of the SodaStream Sports 2000 championship which Divina could just still win from John Cooper. The other races are for F1300, Formula Four, FF1600, 750F and a special ladies' race for the 750 drivers' girls and sponsored by Templar Tillers. Practice starts at 10am with racing from 2pm.

MALLORY PARK

The BARC are also running Sunday's meeting at Mallory which kicks off with practice from 9.30am and racing from 2pm. No fewer than nine races make up the programme, for FF1600 (John Hamilton Trophy Race and qualifier), Britax production saloons (2 races), Oceanair clubman's Forward Trust special saloons, Leyland Mini 1275/Mini 7 challenge race, a One-Make Car Club handicap race (mainly Porsches) and an event for special saloons over 1-litre.

● The Birmingham University MC are organising their Intervarsity Autotest in the University West car park on October 23. Regs are available now from Dave Oldridge, c/o union pigeonholes, Students Union, Birmingham University, Edgbaston Park Road, Edgbaston, Birmingham 15.

● Wigton MC's Solway Stages Rally on October 30 is being backed by MM Sales Ltd. The total distance of 80 miles includes 22 miles on private land and there is over £200 prize money. Only 60 entries plus 10 reserves are allowed and the event is the last round of the Cumbria Stage Rally Championship. Regs from: Robert Nicholson, Kirkandrews Farm, Kirkandrews on Eden, Carlisle, Cumbria.

International events

Date	Venue	Event
Oct 21/23	Spain	Spanish Rally—European Rally Championship for Drivers
Oct 23	Fuji, Japan	Japanese GP—World Championship for Drivers and Manufacturers, round 17
Oct 23	Vallelunga, Italy	World Championship for Makes (G5)
Oct 23	Rockingham, USA	NASCAR



British events

Date	Venue	Event	Status	Club	Start	Details
Oct 22	Lydden Circuit, near Canterbury, Kent	Sprint	R	Surrey Sporting MC	—	Silver Sprint Meeting
Oct 22	Knarr's Farm, off Monks Road, Glossop (MR110/027901)	PCT	C	Glossop & DCC	11.00	Production Car Trial
Oct 22	University West Car Park, Birmingham (MR139/044836)	Autotest	C/CP	Birmingham University MC	11.00	Intervarsity Autotest
Oct 22	Leicester (MR140/593035)	Rally	R	Soar Valley MC	11.00	1977 Gems Brock Jubilee Stage Rally
Oct 22/22	Hartford Motors, Oxford	Rally	R	—	22.30	Esso Uniflo Starlight Rally
Oct 22/23	Basingstoke, Hampshire	Rally	R	National Westminster Bank MC	—	Wyvern Rally
Oct 23	Mere Down Farm, near Mere, Warminster, Wilts (MR183/825334)	PCT	R/C/CP	Salisbury & Shaftesbury CC	11.30	Ivy Cross Garage. Trophy Trial
Oct 23	Home Farm, Ditchling Beacon	PCT	R	Brighton & Hove MC	—	Production Car Trial
Oct 23	Goodwood, Sussex	Sprint	R	Cosmopolitan CC	—	—
Oct 23	Afonwen, near Denbigh, North Wales (MR116/126703)	PCT	CCP	Liverpool MC	10.30	—
Oct 23	Ocean Field, Thornton Common Road, Bebington, Wirral, Merseyside (MR108/323813)	Autocross	R	Wallasey MC	12.30	Ocean Autocross
Oct 23	Frylands Wood Scout Camp, Featherbed Lane, Addington, Croydon, Surrey (MR171/380615)	PCT	CP	Borough 19, 218 and 750 MCs	10.00	Frylands Wood Charity Trial
Oct 23	Brands Hatch, near Fawkham, Kent	Race Meeting	R	Rochester MC	14.00	FF2000, FF1600, Special Saloons, Clubmans, Mini 7, MG Midgets, Modsports
Oct 23	Mallory Park, near Kirby Mallory, Leicestershire	Race Meeting	R	BARC	14.00	FF1600, Production Saloons, Clubmans, Special Saloons Mini 7, Mini 1275GT, COMCC Cars
Oct 23	Snetterton, near Thetford, Norfolk	Race Meeting	R	BARC	14.00	Sports 2000, Formula Four, F750, F1300, FF1600

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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