Autosport

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Hunt wins dramatic Fuji GP

Derek Daly: Irish Grand Prix hope □ Spanish Rally

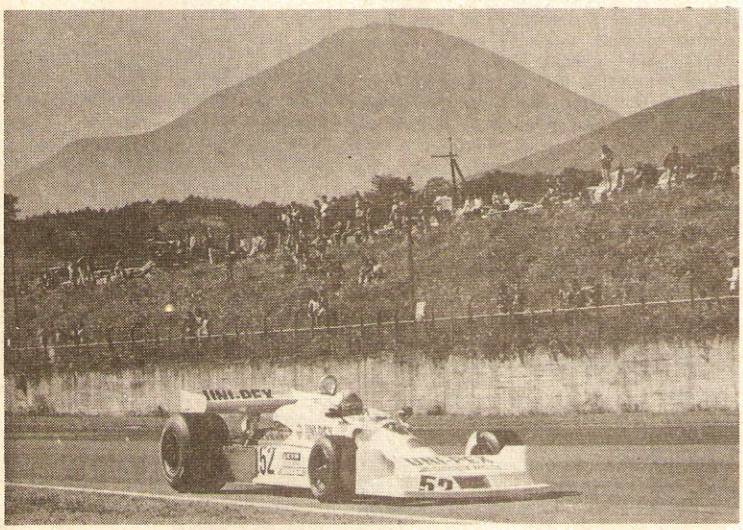
Autosport

October 27, 1977 Vol 69 No 4

this week

2 Pit & Paddock
6 Racecard
10 Correspondence
11 Japanese GP: Paradise lost
20 Spanish Rally: Ladies first
22 Special Stage
27 Brands Hatch: Magnificent seven
30 Derek Daly: DD works wonders!
37 Kickstart
40 Road Test: Citroën G Special
44 New Cars from Alfa Romeo and Honda
46 Sports Extra
48 Sportscard
52 The Champions 1977

In the shadow of Mount Fuji, Hoshino's locally-built Kojima races in what might have been the last Grand Prix at Fuji Speedway—if there is another Japanese F1 race, it will probably be held at Suzuka.



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Come to Donington!

Motor racing enthusiasts in Britain can consider themselves very fortunate indeed to have no fewer than three European Formula 2 Championship fixtures this year, at Silverstone, Thruxton and Donington Park. Next weekend's Formula 2 Trophy meeting at Donington—the final round of the 13-race championship schedule, organised by the Midlands Centre of the BRSCC—has attracted the best entry of those three meetings, and possibly the best seen at a Formula 2 race this season. That says a lot. It is the sort of race entry befitting the first race meeting of major international status to be held at the Derbyshire circuit for 40 years.

The opportunity for a British circuit regularly to stage the final round of Europe's premier motor racing series is one which must not be allowed to slip away. It is of vital importance that the rebuilt Donington's first Formula 2 international (which is not commercially sponsored) should receive the fullest support from spectators, therefore. Anyone who has seen a Formula 2 race will agree that this October fixture must become an integral part of the British motor racing calendar in the years to come.

Formula 2 has always provided exciting competition, and indeed critics of Formula 1 will tell you that the racing itself is far more spectacular than the dicing to be seen at a Grand Prix. Many of the young F2 aces competing at Donington next weekend will be driving Grand Prix cars in the near future, and on Sunday there will also be the opportunity to see established F1 stars such as (it is hoped) Ronnie Peterson, Ian Scheckter and Rupert Keegan, plus Riccardo Patrese and Alex Ribeiro, defending their reputations against fierce onslaughts from the stars of tomorrow.

All praise is due to circuit owner Tom Wheatcroft (for whom this will be a proud day indeed), to his staff at Donington and to the BRSCC for their efforts in making this meeting a reality. By Wheatcroft in particular, the event will be seen as another important step up the ladder towards bringing Formula 1 cars back to what used to be Britain's most famous motor racing track—and that's something we all want to see very much.

So be there.

Circuit safety

In the first year of a new CSI-instituted circuit safety procedure for Grand Prix race tracks, three Formula 1 cars have been launched over safety barriers. We refer to Brian McGuire's fatal accident at Brands Hatch, to Ian Ashley's horrendous crash at Mosport Park, and to Gilles Villeneuve's accident at Fuji last Sunday, which claimed the lives of a track marshal and a spectator. All three circuits had been inspected by the CSI Circuit Inspector, and all had been passed as 'safe' for Grand Prix racing.

Spectator safety is of course a matter of the closest interest to AUTOSPORT, and we must voice our grave concern that these incidents can still occur. That they did so is no reflection on the ability or qualifications of the CSI Inspector, who has followed procedure established by the sport's governing body. However, once again we urge the CSI to maintain a vigilant watch on the safety standards it and the Formula 1 Constructors Association demand, both of the racing car and the racing circuit.

cover picture

Latest Ferrari recruit Gilles Villeneuve's third Grand Prix was marred by tragedy when his 312T2 vaulted the barriers at Fuji last Sunday after collision with Ronnie Peterson's Tyrrell, and two people lost their lives. Report: page 11.

next week

James Hunt describes his Japanese Grand Prix triumph at Fuji in his own column—Our full report on the big Formula 2 international at Donington Park—Derek Daly, Eje Elgh, Stephen South: who will clinch the coveted BP Formula 3 Championship at Thruxton?—Profile of rally star John Taylor—John Bolster discusses the re-emergence of the small capacity six-cylinder engine—The career of Shadow Grand Prix ace Alan Jones*.

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

edited by Nigel Roebuck

Superb Donington F2 field might be headed by Peterson

Henton in Chevron?—Ghinzani gets March—Divina's debut

There is a strong possibility that Ronnie Peterson will drive in next weekend's Formula 2 Trophy international at Donington Park because of an accident, during qualifying for last Sunday's 6 Hours Group 5 event at Vallelunga, to 19-year-old F2 ace Eddie Cheever.

The American was entered in the final round of the World Championship of Makes in one of the works BMW 320i 2-litre G5 cars, which he was sharing with Harald Grohs and Umberto Grano. However, on his fourth lap of practice, the Bee-Em went off the circuit at high speed. It seems that the car rolled four or five times and came to rest virtually destroyed.

Cheever escaped serious injury, but his left wrist is broken in three places, and he is in hospital in nearby Rome. Apparently he will be out of racing for at least three weeks; he was having an operation on his injured wrist on Tuesday.

The Cheever injury left Ron Dennis, who runs the Project Four Ralt-BMWs in Formula 2, with a real problem, for he needed a team-mate to his Brazilian hot-shoe Ingo Hoffman. The exciting news from Donington as we went to press was that Dennis was negotiating for Elf-Tyrrell Formula 1 ace Peterson to drive Eddie's car at Donington next weekend. SuperSwede—who took over from Jochen Rindt as the undisputed king of Formula 2 a few seasons ago—has a BMW contract, and Dennis had high hopes that he would be able to drive when we went to press.

Henton likely in Ardmore Chevron

Apart from the news about the hoped-for Formula 2 return of Ronnie Peterson (see separate story), other late news about next weekend's BRSCC Midlands Centre organised Formula 2 Trophy meeting concerns the driver of Ardmore Racing's Chevron-Hart B40, the ICI/*Newsweek*-sponsored car. No definite decision had been made when we went to press, although it was certain that the car will be driven either by Brian Henton—the Englishman who won last Easter's Formula 2 race at Thruxton in Brian Lewis's Boxer-Hart—or by South African Formula Atlantic Champion and works March Formula 1 driver Ian Scheckter.

Also as we went to press we learned that negotiations were in hand for Hesketh Grand Prix driver Rupert Keegan to drive the Fred Opert Chevron previously handled in F2 championship races by the American Gregg Young. If this deal falls through, then we understand that whichever driver does not have the Ardmore seat—Henton or Scheckter—could be seen at the wheel of the third Opert car.

A late entry in the cockpit of the second Pavanello March—the car normally driven for the Team Sarea Euro-racing team by Sandro Pesenti-Rossi—has arrived at Donington for Piercarlo Ghinzani, the Italian Formula 3 ace who is the new European Formula 3 Champion having dominated the early rounds of the series. Ghinzani raced his Allegrini March in the European championship round at Donington last August.

Ghinzani has had many rivals in F3 this year, and one of them—his compatriot Elio de Angelis, who beat him in last Sunday's F3 race at Mogione—will also be at Donington. De Angelis was originally entered in one of the Scuderia Everest Ferrari-powered Ralts, but it seems that the Everest team will not now be bringing over their two Dino-powered chassis, leaving Elio and Gianfranco Brancatelli without a drive this weekend. However, de Angelis has been confirmed as the driver of Pino Trivellato's Ferrari-engined Chevron B40.

Finally, it now looks almost certain that Hughes de Chaunac's third Martini-Renault MK22 will be driven by Super Renault champion Alain Prost.

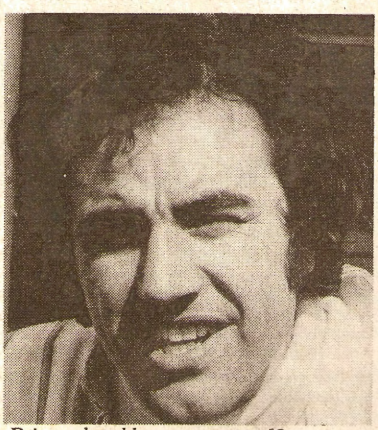
Our full preview of the big Donington meeting appears in *Racecard*.



Ronnie—star attraction.



Divina—broadening her experience!



Brian—local boy comes good?

Divina to make Formula 2 debut

The outright lap record holder at Donington Park has secured a late entry for next weekend's big European Formula 2 Championship meeting at the Midlands circuit. That's Divina Galica. . . .

British motor racing's leading lady will be driving a Chevron B40, powered by John Dunn's latest Swindon BDX power plant and on loan to Ardmore Racing from Chevron Cars. The car has never been raced, being a brand new chassis with some testing miles under its belt in the hands of Chevron boss Derek Bennett. The latest BDX is said to produce around 295bhp, giving 15 or so more horsepower at the top end than the Swindon units which have been used so far this year. Other Swindon users will have the engine next weekend, among them Ray Mallock, who will pedal another Ardmore entry, the ex-Iain McLaren Chevron B35.

Presuming that she qualifies—and we would be very surprised if she did not—Divina will be the first British lady driver to race in Formula 2, and the first lady driver in the formula since Hannelore Werner's efforts with the Eifelland Marches. Last Easter, she had a taste of F2 when she drove Valentino Musetti's March-BDX in a Group 8 ShellSport International race at Brands Hatch.

Talking of times round Donington, Divina's outright lap record (established at the wheel of her ShellSport F1 Surtees TS19 in last July's G8 event there) stands at 1m 5.0s or 108.40mph; she is the holder of no fewer than four lap records there. The fastest ever Formula 2 time at the circuit, established during testing of the latest works March-BMW 782, was set recently by Bruno Giacomelli at 1:4.6, and the best ever lap time at the Wheatcroft track has been 1:3.8, recorded by Jody Scheckter when testing his F1 Wolf-DFV.

This drive will broaden Divina's racing experience yet further, and it will be fascinating to see how she goes next weekend.



Bernie's third in four years.

Unett is G1 champion

Bernard Unett is the British Saloon Car Champion for the third year running. His title, unconfirmed following the Tricentrol-backed championship's final round at Brands Hatch on October 16, was 'ratified' at an RAC Tribunal at Belgrave Square last Thursday.

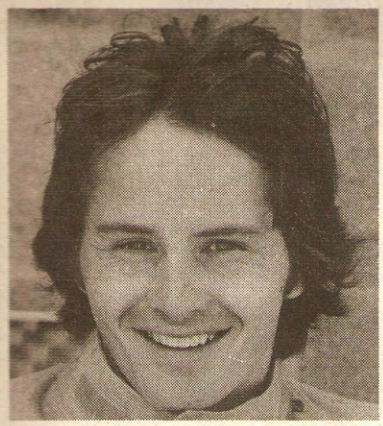
The Tribunal met to consider an appeal by Leyland Cars querying two aspects of the points-scoring system adopted for the series (see *P&P* last week). Its findings were lengthy. First, the Tribunal found that, where two or more drivers record the fastest class lap, each driver should be awarded one point. This effectively ruled out any chance of Bernard Unett losing his title through Leyland's case that fastest lap points should be shared.

On the subject of Leyland's other bone of contention—the rule stating that a competitor who is not classified as a finisher cannot receive points—the Tribunal ruled that this regulation applied also to the award of fastest lap points; and also that the point should *not* be awarded to the next fastest driver. And this ruling effectively pushed Ford off the top of the manufacturers title chase, to be replaced by Chrysler.

So Unett, the driver of Chrysler's Mopar Avenger, won the individual title and Chrysler the manufacturers' award. Leyland—whose aim in this matter was to clarify the scoring system as a matter of principle (and not so that they could win the series)—did not exercise their right of appeal. Neither did Ford.

Following our story last week, Leyland cars contacted us to object that we accused them of waiting until just weeks prior to the final round before they lodged their appeal against the points. While they admit that the appeal *was* lodged very close to the final round, they emphasise that they had been in communication with various officials of the RAC Motorsport Division since July—or about halfway through the series. Assurances that the points tables published monthly in the RAC's *Motor Sport Club News* would be modified to fall in line with the company's thinking on fastest lap points-sharing came to naught, and it was only after months of inconclusive discussion that Leyland were forced to lodge an official appeal.

● Lady USAC and NASCAR driver Janet Guthrie told our American Editor last weekend that, above all else in motor racing, she would dearly love to race a Group 5 car in the World Championship of Makes! "Places like Monza, Nürburgring and Le Mans—they're for me"! said Janet. At present, though, Miss Guthrie is contemplating another season in the top series Stateside.



Gilles—to be replaced?

Gilles on way out?

After last Sunday's Japanese GP, rumours were rife that Ferrari were planning to replace their latest F1 recruit, Gilles Villeneuve. It was said that team was disappointed in the Canadian's two performances, and that Ferrari were seeking to replace him with Alan Jones.

For his part, Shadow F1 boss Don Nichols said that he hoped to sign with a major sponsor within the next three weeks, and that he would like to hold on to Jones and Riccardo Patrese.

Ford, BMW like G1

In recent interviews, German motor sport directors Mike Kranefuss of Ford and Jochen Neerpasch of BMW have both given their blessing to the proposed FIA European Group 1 series, although with reservations.

Kranefuss, for instance, talked of the necessity for security in the regulations, urging the FIA "not to change it after two years". He spoke primarily of the possibilities of the Escort RS2000, which is the dominant car in Germany, more interesting to Ford than the Capri.

From a spectator's point of view, Kranefuss had his worries about the establishment of yet another formula: "You have got international Group 5, an international series for Group 1½, a European and a national series for Group 2, and the German Group 5 championship. On top of these you have the British, French and Belgian Group 1 series. I guess that's too much". Kranefuss suggested that motor racing was too complicated for the spectator.

Ford would make cars available for the G1 series, probably through Zakspeed, but the works setup in Cologne, he said, were not in a position to get involved themselves.

Neerpasch's corporate view was similar. "As a factory, we are more interested in Group 5 because it's a higher level, the technical interest is higher. BMW's first interest is for freedom in the engineering side, and that's why we will go for the higher class of racing. Group 1 and 2 are for privateers." Neerpasch said that he thought the series would be decided in homologation, and that he was heartened by the success of the BMW 530i, particularly in France and Belgium. He had not thoroughly investigated the situation of regulations concerning his products, but, for privateers, he thought the series was a good one.

Cosworth go USAC

A total of nine USAC Championship teams will be using the turbocharged Ford-Cosworth DFX engine next season. As reported a few weeks ago in *P&P*, Cosworth Engineering is mounting its own invasion of the USAC arena by producing a production run of 20 of the 2.8-litre DFV-based engines, adding to those already racing in the USA. These 20 engines have all now been sold.

The three teams which have used the DFX this season, with considerable success, are the works First National McLaren team, whose M24 has been driven by Johnny Rutherford; the Vel's Parnelli Jones team, whose VPJ6B chassis have been handled by Al Unser (American Wheels) and Danny Ongais (Interscope Racing); and the Penske team, whose McLaren M24s have been driven by Mario Andretti and the 1977 USAC Champion, Tom Sneva.

In each case, the American team has taken individual responsibility for developing the engines, using parts supplied by Cosworth. However, the Northampton company is now moving into USAC itself, and is supplying the 20 engines directly to six other teams.

The American-developed units will be fitted to Rutherford's works McLaren next year, to the Singleton Parnelli entry for Ongais, and to the new Penske PC6 USAC car (now nearing completion in Roger's British factory at Poole), three of which will be built for Sneva, Rick Mears and—for the three 500-milers at least—Mario Andretti.

Six of the British-built engines are destined for the newly struck Dan Gurney/Teddy Yip relationship, which is fielding a brand new Eagle-Ford for Bobby Unser, and perhaps a second car. The Fletcher Racing team, whose Lightning will probably be driven by former Eagle driver 'Pancho' Carter, have ordered three engines. So has the Russ Polak team, whose driver Larry Dickson is believed to be getting a McLaren. The Jim Hall/Carl Haas team, whose recently announced works-development Lola looks like being driven by Al Unser, have three units on order, and Mike Mosley will also have three engines at his disposal in the Jerry O'Connell team's new Lightning. Finally, the Dayton-Walther team (a McLaren for Salt Walther?) have ordered two. The remaining engine of this production batch is on order to Goodyear for testing purposes.

That's at least eleven Cosworth-powered USAC cars in 1978. . . .

Another CanJapAm at Fuji next year?

Following last week's announcement about First National City's forthcoming three-year sponsorship of the CanAm sports car series comes the news that there is a strong possibility of one of the 1978 CanAms being held in Japan.

First National have entered into a firm agreement with the SCCA covering the next 30 CanAms, taking the series through to 1980 and ensuring that it will have a great deal of badly needed stability. In addition, three-year agreements have been negotiated by the SCCA with ten circuit promoters in the USA and Canada.

Having seen this deal successfully through to completion, the SCCA then made a provisional invitation to JAF (Japanese Automobile Federation) and FISCO (Fuji International Speedway Corporation) to hold a round of the series at the international date vacated by the 1978 Grand Prix (to be held in April), and the CanAm will be run on October 22 as the final round of an eleven-race championship. Nine years ago, a round of the 1968 CanAm Championship was run at Fuji and won by the late Peter Revson's Carroll Shelby entered McLaren M6B.



Gerry—end of an era.

Marshall loses DTV

Gerry Marshall, a name synonymous with Vauxhalls in competition, will not be racing a Luton product next season. A telex statement from Bill Blydenstein, who runs the Dealer Team Vauxhall operation from his Shepreth base, said simply:

"Dealer Team Vauxhall plans for 1978 do not include a circuit racing programme. We intend to concentrate on engineering development and take a close look at all forms of motoring competition.

"We are happy to announce that Gerry Marshall will remain with DTV in a consulting capacity. His wide experience and expertise will continue to be of great value to us.

"A statement concerning the 1978 DTV rally programme will follow in due course."

The news, which has doubtless been a bitter blow to Marshall himself, will also mean a considerable loss for the many Marshall fans who have admired his superb car control and enjoyed watching his opposite-locking antics in British saloon racing. Probably the last chance to witness his DTV driving will be at Sunday's BARC finals meeting at Thruxton when he will be out in the 5-litre V8-engined 'Baby Bertha'.

As yet, Marshall has no definite plans for next season, but it is inconceivable that he will not find something competitive to drive.

Fuji: what the papers say

Last Sunday's tragic accident during the Japanese Grand Prix at Mount Fuji produced a conflict of interests between the news editors and sports editors of the British national media. This made the editorial treatment of the race extremely interesting.

First, broadcasting. Most of the radio news bulletins to which AUTOSPORT staff members listened on both Sunday and Monday (aside from Simon Taylor's 'pukka' race reporting) first reported the fact that the race had been won by James Hunt, and used their remaining allocated time to announce the fatalities resulting from the Villeneuve/Peterson incident. Few of them informed listeners of the identity of the drivers involved, although more of the Monday morning radio bulletins did so.

As far as television was concerned, the same applied on Sunday night. Some of the BBC TV news bulletins used still photographs of the accident and its aftermath, with or without film of the race itself, while ITV put out film of the race and of the aftermath of the accident. In both cases, the primary news item was Hunt's victory.

Second, the British national press. There is one quite fascinating aspect of the treatment of the event in the major national newspapers (although naturally it was impossible for us to scrutinise every edition of every paper). That is that not one of the papers we have come to regard as sensational in their treatment of motor sport used a photograph of the accident on its front page. Both the *Sun* and the *Daily Mirror* declined to do so. So did the *Daily Express* and the *Daily Mail*. However, the papers whose responsibility in matters of this kind we have deeply respected in the past have gone the other way: the same dramatic photograph of Villeneuve's Ferrari 'flying' over Peterson's Tyrrell (which we understand was taken by a UPI agency photographer) was emblazoned across the front page of the *Times*, the *Guardian* and the *Daily Telegraph* . . . . We are at a loss to explain why this was the case. It is clear that the so-called 'popular' dailies chose not to sensationalise the accident to the degree of giving it front page treatment. We suspect that three of them preferred to grab the opportunity to use the word 'wogs' on their front page above the Richard Dobson story . . . .

Inside, more action photographs appeared (under sensational headlines) in the *Sun*, the *Express*, the *Mirror* and the *Mail* (both the last-named used the catchy line—'Disaster at Devil's Corner'). Of these four, only the *Express* ran its race report separately on a sports page. The *Times* and the *Guardian* ran no further illustrations and used their race reports in the usual manner, while the *Telegraph* ran more photographs inside plus their sports page report.

We are not sure what is proved by all this—save that the national treatment of our sport is surprisingly unpredictable!

Tyrrell computacar

The new Tyrrell 008 Formula 1 car is to be announced on November 17. Everyone at Elf Team Tyrrell is keeping the details of the 008 very close to his chest (remember the secrecy surrounding the six-wheeler project?) but Karl Kempf has revealed the extent of the influence of his computer-linked on-board electronic instrumentation programme which has been funded by Elf and First National City Travelers Checks.

"We now understand what is happening to the car on the track. We've stopped guessing. We're basing our programme on scientific data in addition to the drivers' opinion," said Kempf, the American applied mathematician who heads the Research & Development Division at Ken Tyrrell's headquarters in Ockham, Surrey. "The object of the instrumentation programme is to record information from all aspects of the car's behaviour during track running. Our equipment is divided into two separate sections—the on-car instrumentation which records the physical phenomena of the moving car on to a magnetic tape, and the off-car kit which reads the magnetic tape and reproduces the information on chart paper," Kempf explained.

The actual measuring instruments on the car are called transducers, and these convert displacements, velocities or accelerations into voltages which then flow into the record electronics box, where the voltages are prepared for reading on to magnetic tape.

"A displacement can be suspension travel or throttle movement; velocities can be wheel speed or yaw rate, and when we talk of accelerations, we're talking of forward or lateral accelerations," said Kempf.

The on-board recorder is capable of recording 32 channels—32 different areas of measurement on the car—simultaneously. "Our main design considerations for the on-board kit were compactness, light weight and accuracy. The kit was specially tailor-made for the Elf-Tyrrell programme. It is as light as possible and it runs on a very small amount of power. This cuts out the need for heavy batteries and it takes up a minimal amount of space on the car".

When a test run has been completed, the tape cassette is removed from the on-board recorder and is taken to the off-car kit located in the transporter. The advantages of having the equipment in two stages become obvious, as Kempf explained: "While we are looking at the read-out of the first magnetic tape in the transporter, the driver can be lapping with a second magnetic tape on board".

The three parts of the off-car kit consist of a replay tape machine which reads the signals from the magnetic tape and transfers them to the replay electronics box where the 32 channels are sorted out in readiness for the analog output unit. Here the displacements, velocities and accelerations of the car, which have been measured by the transducers, are reproduced on a roll of chart paper.

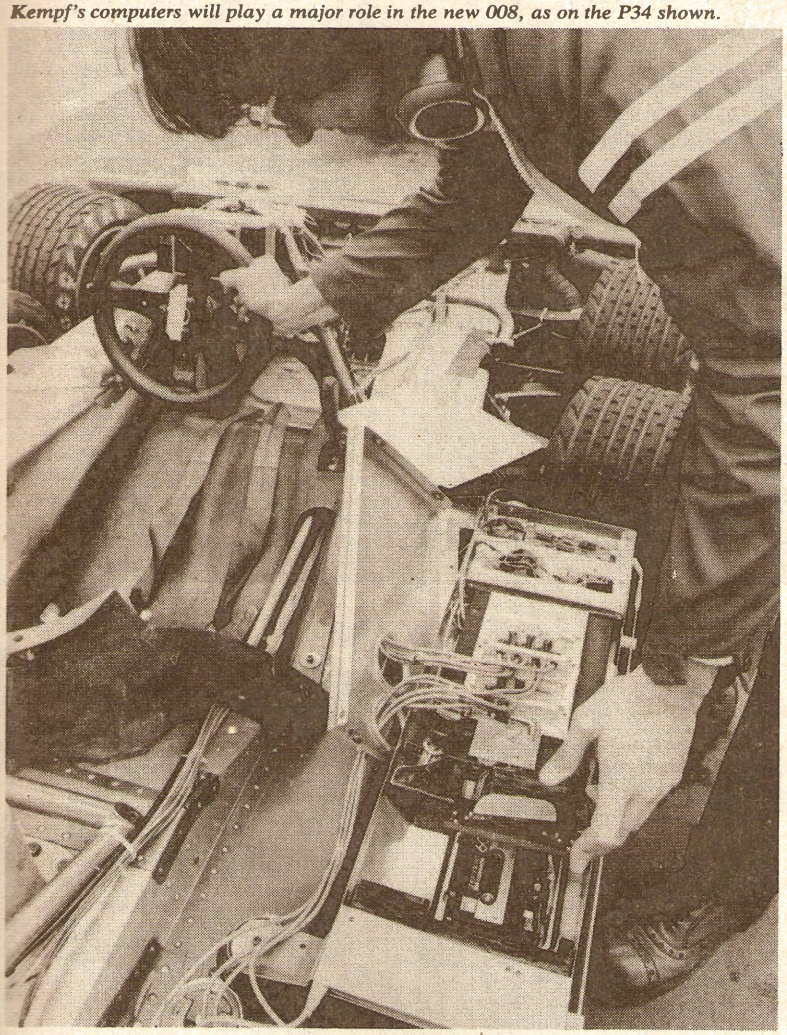
The data exhibited on the chart paper is useful at the track for visualizing the general performance trends. Changes to the car can then be made quickly and accurately, eliminating much of the guesswork for both the designer and the driver. The information can also be replayed from the replay electronics box into the factory-based digital computer. Within hours the team can process the information, reach conclusions and make adjustments for the following test or race day—an exercise that previously would have taken weeks or months.

The applications for the equipment are endless. Kempf: "We will soon be able to measure tyre temperatures all the way round the track, not just 'after the fact' when the car is sitting in the pits. We can do aerodynamic testing and measure pressures and velocities over the body surface all the way round the track, not just in the artificial wind tunnel environment. Also, we have produced sets of measurements concerning the driver's body temperature, the vibrations that he is subjected to, and even the noise inside his helmet, so that we can determine just how much his efficiency is disturbed by an excess of heat, noise or vibration.

"But at the moment we are concentrating on improving the relationship between the suspension and the tyres by recording exactly what each of the wheels is doing from a point of view of load transfer, camber change, bump steer and other aspects. Then we compare those readings with the driver's comments and discover what the various wheel positions were when the driver said the car felt good on a particular corner. We can also tell exactly what he has put into the car through the throttle and steering to produce that effect".

Kempf concluded: "By understanding what is really happening, we hope to improve the car in the two areas which are of ultimate importance—driver comments and lap times. . . ."

Kempf's computers will play a major role in the new 008, as on the P34 shown.



G2 Ricard cancelled

A shortage of entries, apparently due in no small part to the unwillingness of the organisers to pay sufficient travel money, has caused the cancellation of the final round of the Group 2 European Touring Car Championship, due to have been held at Paul Ricard on October 30.

This means that Austrian Alpina-BMW driver Dieter Quester's recent efforts in the Iberian peninsula have been in vain, and last year's ETC champions—the Belgian Luigi-BMW pair Pierre Dieudonné and Jean Xhenceval—have finished on top of the 11-race championship points table for a second year. This is despite the fact that the Belgian drivers have won only one race, whereas Quester, with the Gösser beer sponsored CSL which won last month's Access Tourist Trophy at Silverstone, has been victorious on five occasions (see *Racecard* for championship table).

The news of the cancellation of the Paul Ricard event comes as a blow not only to Quester, but also to at least four British saloon car racing teams. Tom Walkinshaw was to have done the race with his Tricentrol-contending Castrol BMW 530i, fitted out with a new engine for the occasion. Stuart Graham (Fabergé) and Les Blackburn (Hermetite) were also to have travelled to France with their respective Ford Capris.

catchpole

by Barry Foley



Grand Prix racing to return to Aintree?

It was widely reported in the press at the beginning of the week that the Aintree horse racecourse and motor racing circuit complex had been purchased by new owners whose intention was to develop a major new sports complex catering for horse racing, athletics, soccer—and Grand Prix motor racing. However, as we went to press we had received no confirmation of these plans, nor had our efforts to establish the nature and extent of the motor racing schemes been successful.

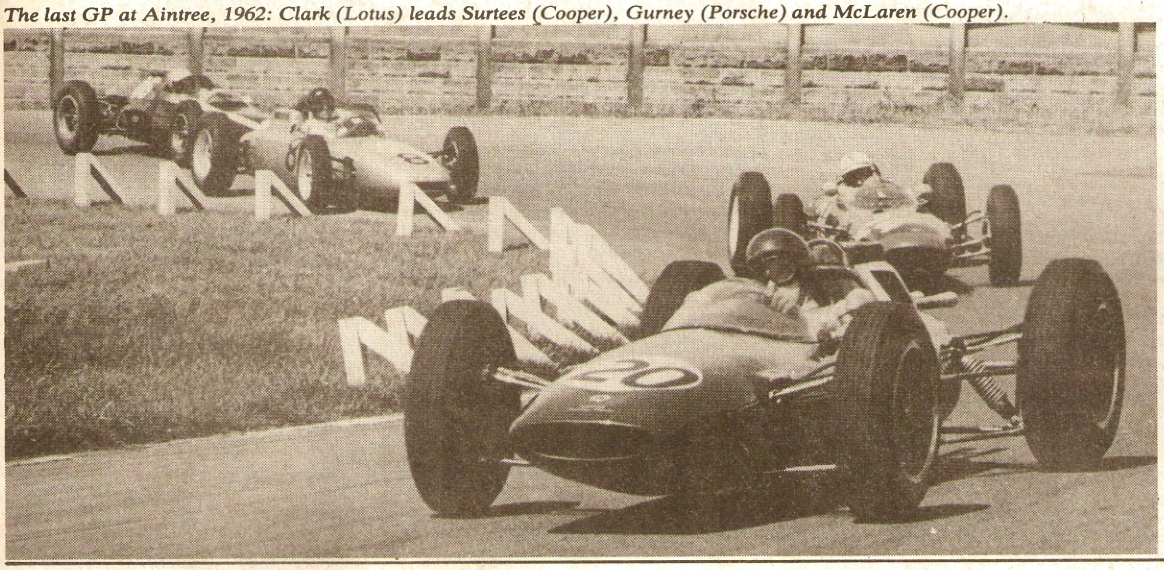
Ian Smith, the Competitions Secretary of the Aintree Circuit Club which manages all motor sport currently taking place at the Liverpool track, was unable to confirm that Aintree had been sold; indeed, the press referred to Aintree's 'alleged sale,', and there is a great deal of uncertainty about the whole affair.

Aintree was bought from the Topham family in 1974 by the Walton Commercial Group, by arrangement with which the Aintree CC operate at the track. The Receiver moved into Aintree last Friday. It is supposed to have been purchased by a new three-man consortium headed by Mr Ronald Lasteed, a Maidstone scrap metal dealer. However, Mr Jack Smith, the boss of a Merseyside racing syndicate, also claims to have bought Aintree, and the latter apparently has no motor racing ambitions.

The situation, then, is very much in the air. Ian Smith shares our opinion that the present motor racing circuit would be extremely difficult to bring up to Grand Prix standards, and that Mr Lasteed is being wildly optimistic when he speaks of 'a £1 million investment' if he is hoping to stretch this also to cover other major new facilities. We shall have to wait and see whether a Lasteed scheme involves building a new track, re-establishing the old Grand Prix circuit, or developing the existing one. The club is anxious to know what the future holds for the circuit, since a large sum of its money has been committed to making improvements in preparation for the 1978 season, for which the circuit has eight dates.

The Aintree Grand Prix circuit—at the time the longest motor racing facility in Britain at three miles—was opened in May, 1954. The British Grand Prix has been held there five times, and won by Stirling Moss in the Mercedes one-two with Juan Fangio (1955), Moss with Tony Brooks in the famous first Vanwall victory (1957), Jack Brabham in the rear-engined Cooper (1959), Taffy von Trips in his Ferrari (1961) and Jim Clark in his Lotus (1962). The long circuit went out of use in 1964.

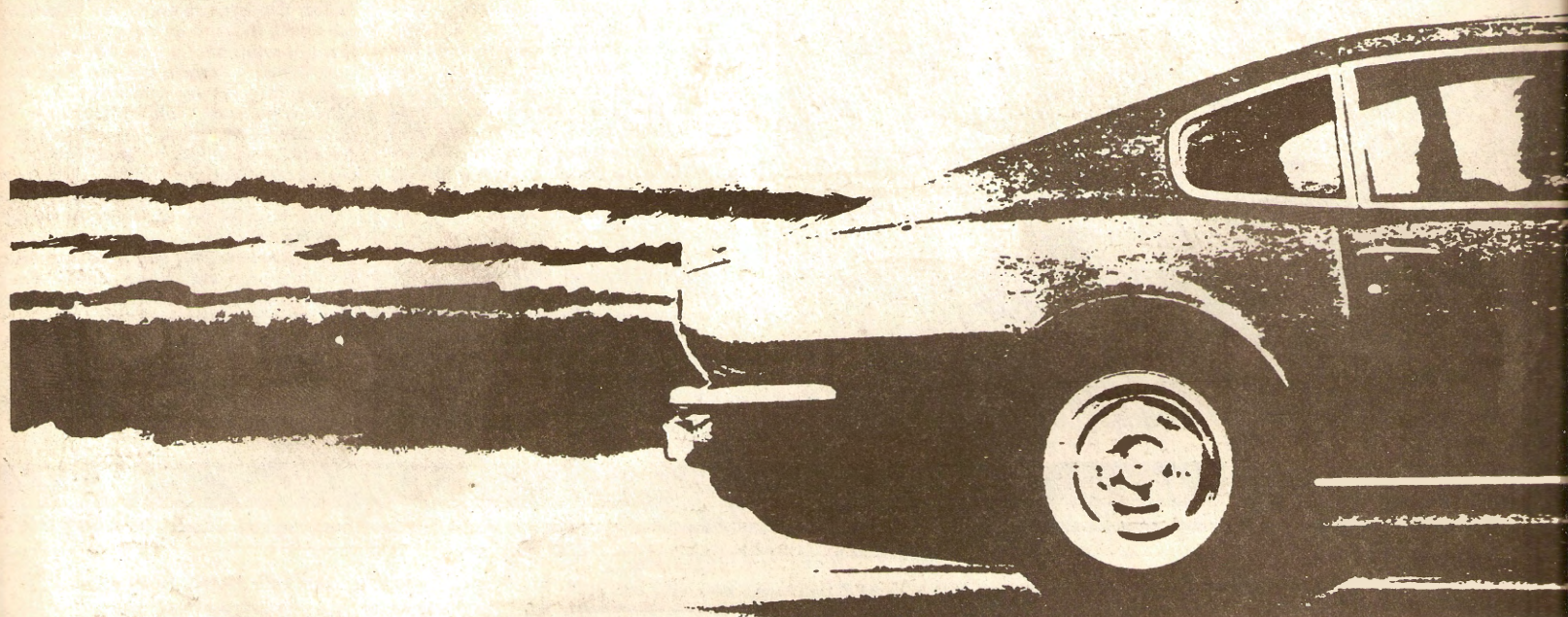
The last GP at Aintree, 1962: Clark (Lotus) leads Surtees (Cooper), Gurney (Porsche) and McLaren (Cooper).



G1 Vega

Howard Johnson, who won this year's Silverstone Production Sports Car title driving an MG Midget, is moving into Group 1 next year with a Chevrolet Vega, the first American car to be run in the British G1 series since the 3-litre limit effectively banned the dominating Camaros from 1975. The 2.3-litre hatchback will be entered by DB Motors of Leicester, who are specialists in American cars, spares and tyres.

With a four-cylinder SOHC engine, four-speed gearbox, limited slip diff, 6in rims and a fairly light homologated weight, the Vega could be well placed in the 2300cc class of the national series. DB boss Martin Dilks, who ran Nigel Stovin-Bradford's Camaro in the past, hopes to have the Vega testing before Christmas and has been offered assistance with tyres by Kleber, who are interested in moving into G1. Two engines are currently being prepared by Oselli.



0 to 60 in 5.4* seconds-

ASTON MARTIN

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

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

Yet high speeds were not the only consideration.

A car like the Vantage is equally likely to find itself crawling along Park Lane in the rush hour, or hemmed in on all sides on a hot morning in Rome.

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

The deep copper core running right from the centre

DONINGTON F2

René v the rest

Formula 2 comes to Britain for the third time this year when the European Championship circus arrives at Donington Park for the final round. The BRSCC, in conjunction with Donington, have assembled a really top class entry—possibly the best of this year's series. Saturday's qualifying should see 37 cars vying for the 24 starting positions for Sunday's 65-lap race.

Heading the list will, of course, be the championship-winning Martini-Renaults, having what may be their last works outing in F2 as both regular drivers and the constructor will be seen in Formula 1 next year. As usual, the cars are driven by series-winner René Arnoux, with four wins already to his credit this year (Silverstone, Hockenheim, Pau and Nogaro), and the young Parisian Didier Pironi, who has shown outstanding promise in the car, culminating in a victory in the previous round at Estoril on October 2. In fact Pironi, if he wins at Donington, will finish second in the championship behind his team-mate. For this race only, a third MK22 has been entered although the driver has yet to be named; both Jean-Pierre Jabouille and Alain Prost have been linked with the third Ecurie Renault Elf drive.

The largest team numerically is the works March *equipe* which will run four cars, for Alex Ribeiro (Caixa-sponsored), Bruno Giacomelli (Scaini batteries), the Swiss Marc Surer (Hohmann Auto Technik) and Ricardo Zunino, the Argentine who runs a Hart engine as opposed to the BMW-Rosche units of the others. All bar Zunino are entered in 772P chassis, although it is possible that Giacomelli may be driving a development car with parts from the new 782 which he has tested extensively at Donington. Giacomelli won at Vallelunga and Mugello and has shown great flair throughout the season, especially after the demise of the AFMP team mid-season. Surer, known primarily for his Group 5 BMW saloon exploits of late, has had a fraught season with a semi-works team, but should go well in the full works car. Ribeiro will be trying hard to make up for his dismal F1 showings this year, and it would be nice to see him come good at Donington.

Ron Dennis's Project Four Racing organisation have been front-runners in F2 racing for two or three seasons, and this year have their strongest driver line-up yet. The amazing 19-year-old Eddie Cheever currently lies second in the championship following wins at the Nürburgring and Rouen, his M&S cigarettes Ralt always in contention particularly on the faster circuits. However, Eddie will not be driving following a shunt and Dennis is hoping that none other than Ronnie Peterson will take his place (*P&P*). Team-mate Ingo Hoffman in the Safari-backed Ralt-BMW has not had such good results although a string of third places puts the Brazilian seventh in the points table. His best performance of the year was at Rouen in June where, having been involved in Patrick Tambay's shunt, Ingo really tigered and showed how good he can be.

Creighton Brown's Ardmore Racing setup is fielding three cars for the F2 finale. Their 'number one' machine, the familiar ICI/*Newsweek* Chevron-Hart B40 pedalled by Tambay, Clay Regazzoni, Derek Daly, Ray Mallock and Guy Edwards this season, had no definite driver as this was written, but the choice is between Brian Henton and Ian Scheckter.

Ray Mallock makes a welcome return to the formula, driving the ex-Iain McLaren B35 powered by the very latest Swindon BDX unit. Mallock, it will be remembered, scored the Ardmore team's best result this year—second place at Silverstone. The third car, another B40 with Hart power, is on the entry list at number 13! As reported in *P&P*, Divina Galica will become the first lady since Hannelore Werner to race in F2.

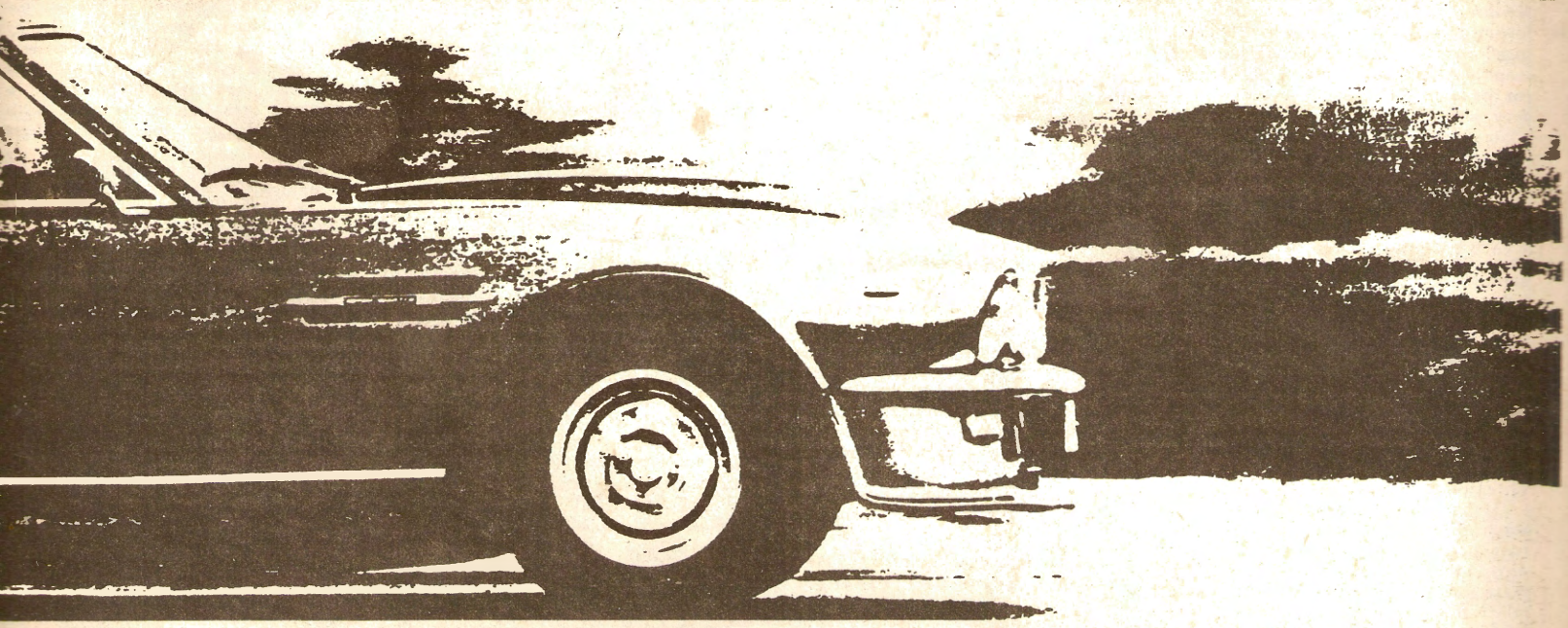
Scuderia Everest is once again up to full strength, their three-car team comprising the Martini-Renault MK22 of Giancarlo Martini and the Ralt-Ferraris of Gianfranco Brancatelli and the star of Misano, Elio de Angelis. While Martini's Martini has often suffered from engine problems, the early teething troubles with the Dino 206 V6 motors in the Ralt chassis seem to have been overcome recently.

The other team to use the Commendatore's latest F2 engine has been the Trivellato-Chevron setup. Pino Trivellato had originally planned to run Ferrari units in his cars from the start of the season, but various problems, notably with the sump, forced Riccardo Patrese to revert to BMW power, and very successfully too! However, Lamberto Leoni joined the team mid-season when the Ferrari-engined chassis became available and, with sponsorship from Benning, he scored an excellent, if unexpected victory at Misano. Patrese meanwhile has squeezed in a Shadow F1 programme between his outings in the BMW car, in which he has been consistently fast throughout the season, even if a win has eluded him.

Fred Opert is running three cars as usual, all Chevron-Hart B40s, but missing from the team over the weekend will be Wink Bancroft. The threesome will be led by Finnish ace Keijo Rosberg, who has shown an impressive turn of speed on occasions this year but has perhaps taken on too much with a full Canadian Atlantic programme behind him as well. Spectacular 'Keke' topped his season with a long overdue win at Enna. His team-mates will be an as yet unnamed driver (possibly Rupert Keegan) and Hans Royer, the Austrian backed by Raffeisen Bank, who piloted an Opert Chevron to sixth place at Thruxton having previously driven in FSV.

Swiss hillclimb ace Pierre Maublanc has entered his two March-BMW 772s under the Maublanc Racing Services (Rillieux) banner, to be driven by the wealthy Frenchman Patrick Bardinon and the patron himself. These cars are very smartly presented but have not appeared often, although Maublanc has looked particularly smooth on occasion. Bardinon has had several drives in F3 in the past couple of seasons in both a Lola and a Ralt chassis.

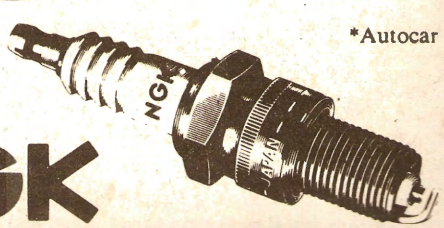
The final two-car assault comes from Ecurie Norev Racing, which has entered a pair of the latest Martinis for the French hillclimb king Robert "Jimmy" Mieusset and his compatriot Marc Sourd, best known for his touring car antics in the French G1 series in which he drives a BMW 530i with great verve. Both drivers will rely on the trusty



that's a spark of genius

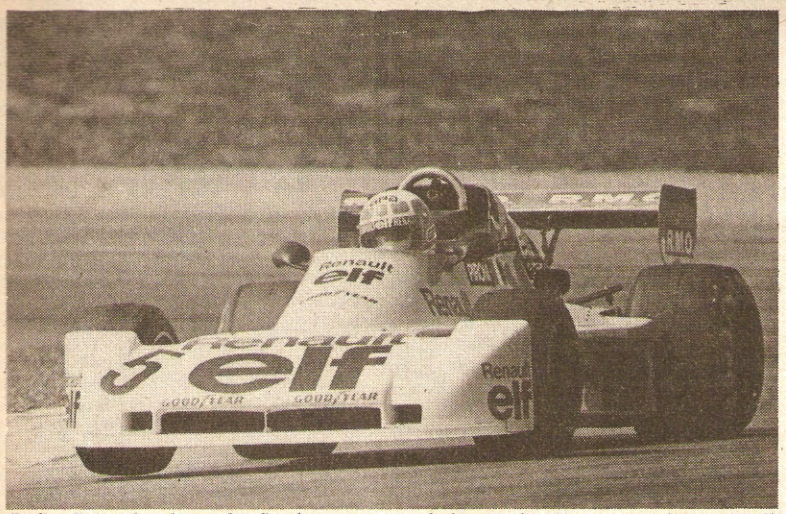
of the tip and the high alumina ceramic insulator discourage overheating – and at the same time prevent fouling and misfiring.
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Didier Pironi has his sights firmly set on second place in the F2 series—only a win will be good enough!

DONINGTON F2 continued

BMW M12 units so popular in F2 in recent years.

Alberto Colombo, who was so consistent in the early part of the season prior to troubles within the Euroracing Italy team, has soldiered on with reduced financial aid from the Sarea TV components concern and without Allesandro Pesenti-Rossi, the butcher from Bergamo, who has quit for the season. Colombo drives his usual March-Heidegger 772 and will no doubt be hoping to end a string of non-finishes in the more recent races, while Piercarlo Ghinzani will drive APR's car.

Of the singleton entries, an intersting one comes from the KWS-Freizeit team of Koblenz, whose Chevron-Hart B40 will be debuted (in readiness for a full attack on the championship in 1978) by Klaus Ludwig, who split with Willi Kauhsen's Alpine-chassised team following a series of unimpressive showings mid-season. Chief mechanic for the team is Alan Smith, who himself drives for the team in German F3 events and is very hopeful of a good showing by Klaus, in a competitive car at last.

Veteran Swede Freddy Kottulinsky returns to England for another crack at F2 with his trusty Fritz Lochmann Racing Ralt-BMW and, although he has not had a very successful year, could easily qualify well up. His privately run 'family' team are true enthusiasts, with father Freddy piloting the green Ralt and his attractive daughter, Susan, helping out on the spanners.

The Netherton & Worth-sponsored Boxer-Hart will be out in the capable hands of Danny Sullivan but, unfortunately, the team (under Brian Lewis) has had very little joy this year since Brian Henton's fantastic victory at Thruxton in April.

Graham Eden is bringing the Harrison of Birmingham Ralt-BDG along for regular G8 pilot Tony Rouff, who drove the Boxer last season. This American was hoping for a full season in F2 this year, but a combination of finance problems and an early-season workshop fire put a stop to his aims.

The talented Scotsman, Norman Dickson, has another run in F2 this weekend, his smart March-BMW 772 now gaily bedecked in the orange livery of Gleneagle Helicopters. Norman's Dickson's of Perth-entered car has been going superbly in G8 races recently and his spasmodic appearances in the European series have also impressed.

Bernard de Dryver has another outing in the Gubelmann and Gerard March-BMW, the chubby Belgian obviously hoping for one of his more impressive showings. Ariel Bakst, another Argentine, makes his British debut in the Nicheri Nestor Ralt-BMW; it will be interesting to see whether he can dial in to the Donington circuit in only his second F2 meeting, having failed to qualify at the recent Estoril round following engine dramas. Carlo Giorgio is bringing his venerable Jolly Club Milan-entered March-Hart 742 to the midlands circuit, having driven this car for a couple of seasons now. He rounds off the foreign contingent.

The next three drivers are all regular G8 runners: Alo Lawler, Kim Mather and Adrian Russell. The Lancastrian, Mather, campaigns his nicely turned out Chevron B35D entered, as usual, by The Dinorben Arms, Bodfari—a hotel in North Wales. It will be his first F2 meeting, although he will probably use his 1930cc BDA engine which obviously does not produce as much poke as the Harts, BMWs, Ferraris and BDX engines. Lawler drives his spectacular Lola T462 with backing from L&B Excavations and could show well, as at Silverstone. Despite not being the oldest man in the race (Kottulinsky takes that honour) the amiable Russell should appear in either his own ex-Mallock Lola T450/460 or in the Roger Heavens-run March 762 which he may buy for next season. Either car would use Adrian's ex-Musetti BDX.

The biggest dark horse in the race will be Geoffrey Brabham, having his first outing in a Ralt. Brabham, having seen F3 men Elio de Angelis and Derek Daly impress greatly on their F2 debuts, will be going all out to emulate their performances. Perhaps the young Australian will cause an even greater upset on a circuit he knows very well.

Many of the F2 teams will have arrived in time for the unofficial testing sessions on Tuesday, Wednesday and Thursday (today) prior to scrutineering at 2pm on Friday. Practice for the F2 competitors starts with an hour-long session at 9am on Saturday, followed by a 90min practice at 2pm. A further warm-up period has been allocated on Sunday at 10.45am, the race itself starting at 1.30pm.

● Supporting events cater for the Dunlop 'Star of Tomorrow' FF1600 contenders and Leyland Mini 1000s from 1pm on Saturday, while race day attractions feature races for Prodsports, FF1600 and Historic sports cars, the first race starting at 11.30am. Practice for the national championship races is on Saturday directly after the first F2 qualifying session.

● Race day admission to Donington (which is situated two miles from the M1 motorway and 1½ miles from East Midlands Airport) is very reasonably priced at £3 for adults and £1 for children. Readers wishing to get to the circuit by public transport should take advantage of a free bus service which will operate on race morning (at 09.00, 10.00 and 11.00) from Derby and Long Eaton British Rail stations.

● For the latest news about the F2 entries at Donington, see *Pit & Paddock*.

EUROPEAN FORMULA 2 CHAMPIONSHIP

		Nat	Mar 06 Silverstone	Apr 11 Thruxton	Apr 17 Hockenheim	May 01 Nurburgring	May 15 Vallelunga	May 30 Pau	Jun 19 Mugello	Jun 26 Rouen	Jul 10 Nogaro	Jul 24 Enna	Aug 07 Misano	Oct 02 Estoril	Oct 30 Donington	Total points
1.	René Arnoux	F	9	—	9	3	—	9	—	—	9	6	—	6		51
2.	Eddie Cheever	USA	—	6	—	9	4	—	—	9	2	—	6	4		40
3.	Didier Pironi	F	—	—	—	4	6	6	—	4	—	3	2	9		34
4.	Riccardo Patrese	I	1	2	6	—	—	4	6	6	6	—	—	1		32
5.	Bruno Giacomelli	I	—	—	—	2	9	—	9	—	3	—	—	—		23
6.	Keke Rosberg	SF	—	—	1	6	—	—	—	—	—	9	—	3		19
7.	Ingo Hoffman	BR	3	—	—	1	—	—	—	2	4	4	4	—		18
8.	Alberto Colombo	I	2	3	2	—	2	3	4	—	1	—	—	—		17
9.	Allesandro Pesenti-Rossi	I	—	—	4	—	3	—	3	—	—	—	3	—		13
10.	Brian Henton	GB	—	9	3	—	—	—	—	—	—	—	—	—		12
11.	Lamberto Leoni	I	—	—	—	—	—	—	—	—	—	—	9	—		9
12.	Ray Mallock	GB	6	—	—	—	—	—	—	—	—	—	—	—		6
13.	Alex Ribeiro	BR	—	4	—	—	—	—	—	1	—	—	—	—		5
14.	Patrick Neve	B	4	—	—	—	—	—	—	—	—	—	—	—		4
	Gaudenzio Mantova	I	—	—	—	—	—	2	—	—	—	2	—	—		4
16.	Gianfranco Brancatelli	I	—	—	—	—	—	—	—	3	—	—	—	—		3
17.	Marc Surer	CH	—	—	—	—	—	—	2	—	—	—	—	—		2
	Derek Daly	IRL	—	—	—	—	—	—	—	—	—	—	—	2		2
19.	Hans Royer	A	—	1	—	—	—	—	—	—	—	—	—	—		1
	Luciano Pavesi	I	—	—	—	—	1	—	—	—	—	—	—	—		1
	Ricardo Zunino	RA	—	—	—	—	—	1	—	—	—	—	—	—		1
	Bernard de Dryer	B	—	—	—	—	—	—	1	—	—	—	—	—		1
	"Gianfranco"	I	—	—	—	—	—	—	—	—	—	1	—	—		1
	Clay Regazzoni	I	—	—	—	—	—	—	—	—	—	—	1	—		1
Constructors(unofficial)																
1.	Martini	F	9	—	9	4	6	9	—	4	9	6	2	9		67
2.	Chevron	GB	6	2	6	6	—	4	6	6	6	9	9	3		63
3.	Ralt	GB	3	6	—	9	4	—	—	9	4	4	6	4		49
4.	March	GB	4	4	4	2	9	3	9	—	3	2	3	—		43
5.	Boxer	GB	—	9	3	—	—	—	—	—	—	—	—	—		12

Private Porsche wins Vallelunga 6 Hours

The World Championship of Makes petered out as expected in Italy last Sunday, when the Porsche 935 turbo of 'Dino'/Luigi Moreschi was the winner of the ninth and final round of the Group 5 series, the Vallelunga 6 Hours.

Following various incidents during qualifying—including the shunt which injured Eddie Cheever (see *P&P*)—only 17 cars came to the line for the race. The Jolly Club entered Porsche 935 of Carlo Facetti/Martino Finotto was on pole position, having lapped in 1m 16.23s. The eventual winners shared the front row on 1:17.72, while the second row held another 935 driven by 'Victor'/Monticone (1:19.22) and the De Tomaso Pantera of Maurizio Micangeli/Carlo Pietromarchi (1:21.52). Behind came the Terzi-prepared Jolly Club 2-litre Ford Escort driven by Romeo Camathias/Duilio Ghislotti, and the GVEA Porsche 935 of Claude Haldi/Girolamo Capra/Gabriele Gottifredi.

Facetti, as expected, led from the rolling start, and after only four laps had built up a lead of 16secs over Moreschi; third was 'Victor', and fourth Micangeli. However, on the next lap the Jolly Club 935 was out with a broken halfshaft, after only a few minutes of racing!

Moreschi took over the running, but was passed by 'Victor' on lap 20 when he had to stop at his pit with a puncture. After an hour, 'Victor' had completed 44 laps and still led Moreschi and Micangeli, and Camathias was fourth in the Escort, although the Ford was to retire shortly afterwards. Capra also retired the GVEA 935 when a front shock absorber broke.

The Moreschi/'Dino' Porsche dropped further behind with a succession of pitstops, leaving the 'Victor'/Monticone car with a big lead. This was consolidated as the race wore on, and going into the final hour there were only nine cars left in the race, with 'Victor'/Monticone leading by four laps.

However, serious gearbox trouble hit the leading 935 with half an hour to go and, after three pit stops had eroded its lead, the last 15 minutes were uncertain. The 'Victor'/Monticone car kept struggling round, but by the end of the 6 hours it was a lap behind the similar 'Dino'/Moreschi Porsche, which won at 82.49mph having completed 249 laps. The De Tomaso was third (241 laps) and a Porsche Carrera driven by Lella Lombardi/Kenneth Leim fourth (240 laps). Behind two more Carreras, another De Tomaso finished seventh, while the Dallara-prepared 1300cc Fiat X1/9 was classified eighth.

● Following last Sunday's Vallelunga 6 Hours, the unofficial final positions in the Group 5 championship after nine rounds are as follows:

World Championship of Makes (final positions): 1, Porsche, 160pts; 2, BMW, 54; 3, De Tomaso, 12; 4, Ferrari, 8; 5, Chevrolet, 6; 6, Lancia and Fiat, 3.

CITICORP CANAM CHALLENGE (GT) Final table

		Nat	Jun 12 St Jovite	Jun 26 Laguna Seca	Jul 10 Watkins Glen	Jul 24 Elkhart Lake	Aug 07 Mid-Ohio	Aug 21 Mosport Park	Sep 04 Trois Rivières	Sep 25 Sears Point	Oct 16 Riverside	Total points
1.	Patrick Tambay	F	—	—	36	12	22	22	22	15	30	159
2.	Peter Gethin	GB	5	—	24	36	3	10	10	10	10	108
3.	Elliott Forbes-Robinson	USA	—	10	16	—	15	8	15	5	2	71
4.	John David Briggs	USA	—	7	8	24	2	2	8	—	—	51
5.	Don Breidenbach	USA	—	15	12	—	5	3	5	—	—	40
6.	George Follmer	USA	—	—	—	—	—	15	—	—	20	35
7.	Tom Klausler	USA	22	—	—	—	—	—	—	—	1	23
	John Gunn	USA	15	—	—	—	8	—	—	—	—	23
	Horst Kroll	CDN	10	—	4	4	—	5	—	—	—	23
10.	John Morton	USA	—	—	—	—	—	—	—	7	14	21
11.	Randy Lewis	USA	—	—	—	8	10	—	—	—	—	18
12.	Gilles Villeneuve etc.	CDN	—	—	—	16	—	—	—	—	—	16

Gold Star to Melville

Jamaican-born Richard Melville (March 76B) won the opening round of the Union Travel New Zealand Gold Star series, with a win in the first 15-mile heat and a second behind Dave McMillan (Ralt RT1) in the second heat at Christchurch's Ruapuna Park on October 16. New Zealand's premier racing series (they are calling it the Union Travel Formula 1 Championship!) was poorly supported, only eight drivers fronting up for the opening round before a mediocre crowd of 6,000.

Although Melville had spent several days at Ruapuna sorting out the March, by general consent McMillan, the 1976/77 Gold Star champion, was going to be the man to beat. However, McMillan, fresh home from the Canadian Labatts series, cleared his Ralt through customs only on the morning prior to the race and did not reach Christchurch until race day, some five hours before the start. He was able to put in a few untimed training laps and started the first heat from the back of the grid.

On the first lap, a sticking throttle put McMillan into the 'rough' and cost him all chance. He compounded his problem with another off-course excursion in the later stages of this heat, and Melville won as he liked from Ross Stone (Cuda), Robbie Francevic (Modus), Norm Lankshear (Chevron B34), Steve Emson (Modus) and Eric Morgan (Chevron B24). Bearing troubles made Francevic a defector in the second heat, and Melville started on pole with McMillan ouside him for the rolling start.

McMillan did everything right this time and soon drew out by 3secs on Melville and kept it at that for the 15 laps. Emson just managed to hold off an aggressive Stone for third spot and next in line were Lankshear and former saloon man Reg Cook (March). Points after Ruapuna are: Melville, 15; McMillan and Stone, 9; Emson, 6; Lankshear, 5; Francevic, 4.

EUROPEAN TOURING CAR CUP (G2)
Final table

		Nat	Mar 27 Monza	Apr 24 Salzburg	May 08 Mugello	May 22 Enna	Jun 05 Brno	Jul 10 Nurburgring	Aug 07 Zandvoort	Sep 18 Silverstone	Sep 25 Zolder	Oct 09 Jarama	Oct 16 Estoril	Total points
1.	Pierre Dieudonné	B	—	—	20	15	15	10	15	12	15	15	12	129
	Jean Xhenceval	B	—	—	20	15	15	10	15	12	15	15	12	129
3.	Dieter Quester	A	20	—	—	—	—	20	20	20	20	10	15	125
4.	Carlo Facetti	I	20	12	15	20	20	—	—	—	—	12	20	119
5.	Martino Finotto	I	20	—	15	20	20	—	—	—	—	12	20	107
6.	Eddy Joosen	B	—	15	—	12	—	—	15	15	10	20	10	97
7.	Umberto Grano	I	20	—	—	—	—	—	8	15	10	20	15	88
8.	Jörg Sigrist	A	8	10	8	8	12	4	10	—	—	—	6	66
	Anton Stocker	A	8	10	8	8	12	4	10	—	—	—	6	66
10.	Helmut Kelleners	D	12	—	6	—	—	8	—	—	12	—	8	46
11.	Claude de Wael	B	—	15	—	12	—	—	8	—	—	—	10	45
12.	Gunnar Nilsson	S	—	20	—	—	—	20	—	—	—	—	—	40
	Walter Brun etc.	CH	—	—	12	—	—	8	—	—	12	—	8	40

Cale is champion

Last Sunday, at North Carolina Motor Speedway, Rockingham, Cale Yarborough clinched another NASCAR Grand National Championship title. The Holly Farms Chevrolet driver finished fourth, gaining enough points to put his lead out of the reach of Richard Petty with two of the 30 qualifying races still to run.

Run on Rockingham's little 1.017-mile oval, the American 500 was won by Donnie Allison, scoring his second 1977 victory for Hoff Ellington's Chevrolet Monte Carlo team. Donnie qualified on the pole and dominated the race, leading all the while except for some pitstop periods. Yarborough, having qualified second fastest, chased Allison hard for much of the distance, but 25 laps from the end of the 492-lap (500-mile) race his Chev lost the output of one cylinder, and slowed; a little later another cylinder went; Cale finished the race on six cylinders, and two laps down on the winner.

Petty, as ever at the wheel of the STP Dodge, had a frantic run to the line with Darrell Waltrip in the DiGard team's Chevrolet for second place, and just pipped the Gatorade car to the post; the pair finished about 10secs down on Allison. Behind Yarborough, the amazingly consistent Dick Brooks (Truxmore Ford Torino) came home fifth this time, completing 489 laps.

Having been driven for the last 100 miles by relief driver Neil Bonnett, Bobby Allison's AMC Matador was sixth (488 laps), while Benny Parsons—who had qualified his First National Chevrolet third fastest—had a sick engine for the final quarter of the distance, and finished seventh on 482 laps. The other Citicorp Chev, handled by 1976 Rookie of the Year Skip Manning, was eighth in front of Janet Guthrie in the Kelly Girl Chevrolet and J. D. McDuffie in yet another Chev.

Of the other leading runners, David Pearson ran second at halfway with the Purolator Mercury, but the Woods Brothers car then dropped a valve; Neil Bonnett's Harry Hyde-prepared Jim Stacey Dodge blew its engine at half-distance; and Buddy Baker crashed when the Norris Industries Torino blew a tyre.

Petty, Parsons or Waltrip will finish 1977 as runner-up in the series:

NASCAR Winston Cup Grand National Championship (after 28 rounds): 1, Cale Yarborough, 4670pts; 2, Richard Petty, 4284; 3, Benny Parsons, 4273; 4, Darrell Waltrip, 4237; 5, Buddy Baker, 3655; 6, Dick Brooks, 3535; etc.

● The European Hillclimb Championship for Groups 2 and 4 cars has been won by Jurgen Pohlmann, driving one of the superb Zakspeed Ford Escort RS1800s.

● Elio de Angelis took his Ralt to victory last Sunday in the final round of the Italian Formula 3 Championship at Mogione in northern Italy, defeating European F3 Champion Piercarlo Ghinzani (Allegrini March 773). Elio's victory clinched him the national F3 championship title.

● Former SuperVee driver Peter Scharmann has clinched the German Formula 3 Championship series at the wheel of his Toyota/Nova-powered Toj. Scharmann scored 99pts to the 74 of KWS Chevron B38 driver Rudi Dötsch and the 71 of Heinz Scherle (March 753).

● Final positions in the closely contested *Deutsche Rennsport Meisterschaft* for Group 5 cars are as follows:

German Touring Car Championship: 1, Rolf Stommelen (Porsche 935), 160pts; 2, Bob Wollek (Porsche 935), 152; 3, Manfred Winkelhock (BMW 320i), 108; 4, Hans Heyer (Ford Escort RS), 100; 5, Eddie Cheever (BMW 320i), 82; 6, Manfred Schurti (Porsche 935), 80; 7, Hans Stuck (BMW 320i), 60; 8, Tim Schenken (Porsche 935), 56; 9, Franz Konrad (Porsche 935), 54; 10, Harald Grohs (BMW 320i), 50; etc.

● Following last Thursday's RAC Tribunal (see *P&P*), Bernard Unett has been confirmed as the Tricentrol RAC British Saloon Car Champion for 1977. The official championship positions are as follows:

Tricentrol RAC British Saloon Car championship—Drivers Overall: 1, Bernard Unett, 49 pts; 2, Tony Dron, 48; 3, Richard Lloyd, 40; 4, Jeff Allam, 29; 5, Gordon Spice and Richard Longman, 28. **Class A:** 1, Spice, 28; 2, Chris Craft, 24; 3, Stuart Graham and Vince Woodman, 18; 5, Colin Vandervell and Tom Walkinshaw, 16. **Class B:** 1, Dron, 48; 2, Allan, 29; 3, Gerry Marshall, 27; 4, Holman Blackburn, 5; 5, Gordon Bruce and Jon Dooley, 2. **Class C:** 1, Lloyd, 40; 2, Peter Hilliard, 19; 3, Brian Pepper, 18; 4, Martin Brundle, 16; 5, Martin Williams, 7; 6, Cyd Williams, 2. **Class D:** 1, Unett, 49; 2, Longman, 28; 3, Alan Curnow, 16; 4, Rex Greenslade, 15; 5, Barrie Williams, 11; 6, Jim Burrows, 3. **Constructors Overall:** 1, Chrysler Avenger, 49; 2, Triumph Dolomite Sprint, 48; 3, Ford Capri 3000, 47; 4, VW Golf GTI, 40; 5, Vauxhall Magnum 2300, 35; 6, BL Mini 1275 GT, 35.

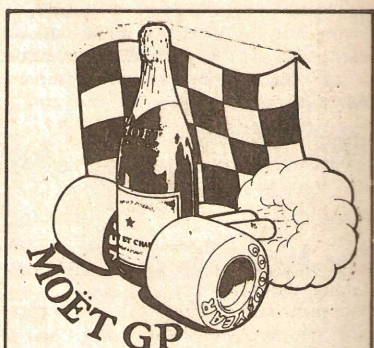
WORLD CHAMPIONSHIP FOR DRIVERS (F1)

		Nat	Jan 09 Argentina	Jan 23 Brazil	Mar 05 South Africa	Apr 03 USA West	May 08 Spain	May 22 Monaco	Jun 05 Belgium	Jun 19 Sweden	Jul 03 France	Jul 16 Britain	Jul 31 Germany	Aug 14 Austria	Aug 28 Holland	Sep 11 Italy	Oct 02 USA	Oct 09 Canada	Oct 30 Fuji	Total points
1.	Niki Lauda	A	—	4	9	6	—	6	6	—	2	6	9	6	9	6	3	—	—	72
2.	Jody Scheckter	ZA	9	—	6	4	4	9	—	—	—	—	6	—	4	—	4	9	—	55
3.	Mario Andretti	USA	2	—	—	9	9	2	—	1	9	—	—	—	—	9	6	—	—	47
4.	Carlos Reutemann	RA	4	9	—	—	6	4	—	4	1	—	3	3	1	—	1	—	6	42
5.	James Hunt	GB	—	6	3	—	—	—	—	—	4	9	—	—	—	—	9	—	9	40
6.	Jochen Mass	D	—	—	2	—	3	3	—	6	—	3	—	1	—	3	—	4	—	25
7.	Alan Jones	AUS	—	—	—	—	—	1	2	—	—	—	—	9	—	4	—	3	3	22
8.	Gunnar Nilsson	S	—	2	—	—	2	—	9	—	3	4	—	—	—	—	—	—	—	20
	Patrick Depailler	F	—	—	4	3	—	—	—	3	—	—	—	—	—	—	—	6	4	20
10.	Jacques Laffite	F	—	—	—	—	—	—	—	9	—	1	—	—	6	—	—	—	2	18
11.	Hans-Joachim Stuck	D	—	—	—	—	1	—	1	—	—	2	4	4	—	—	—	—	—	12
12.	Emerson Fittipaldi	BR	3	3	—	2	—	—	—	—	—	—	—	—	3	—	—	—	—	11
13.	John Watson	GB	—	—	1	—	—	—	—	2	6	—	—	—	—	—	—	—	—	9
14.	Ronnie Peterson	S	—	—	—	—	—	—	4	—	—	—	—	2	—	1	—	—	—	7
15.	Carlos Pace†	BR	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6
	Vittorio Brambilla	I	—	—	—	—	—	—	3	—	—	—	2	—	—	—	—	1	—	6
17.	Clay Regazzoni	CH	1	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	—	5
	Patrick Tambay	F	—	—	—	—	—	—	—	—	—	—	1	—	2	—	—	2	—	5
19.	Renzo Zorzi	I	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
	Jean-Pierre Jarier	F	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1
	Riccardo Patrese	I	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1

† Deceased

INTERNATIONAL CUP FOR CONSTRUCTORS (F1)

1.	Ferrari	I	4	9	9	6	6	6	6	4	2	6	9	6	9	6	3	—	6	95
2.	JPS-Lotus-Ford	GB	2	2	—	9	9	2	9	1	9	4	—	—	—	9	6	—	—	62
3.	McLaren-Ford	GB	—	6	3	—	3	3	—	6	4	9	—	1	—	3	9	4	9	59
4.	Wolf-Ford	GB	9	—	6	4	4	9	—	—	—	—	6	—	4	—	4	9	—	55
5.	Brabham-Alfa	GB	6	—	1	—	1	—	1	2	6	2	4	4	—	—	—	—	—	27
	Tyrrell-Ford	GB	—	—	4	3	—	—	4	3	—	—	—	2	—	1	—	6	4	27
7.	Shadow-Ford	GB	—	1	—	—	—	1	2	—	—	—	—	9	—	4	—	3	3	23
8.	Ligier-Matra	F	—	—	—	—	—	—	—	9	—	1	—	—	6	—	—	—	2	18
9.	Fittipaldi-Ford	BR	3	3	—	2	—	—	—	—	—	—	—	—	3	—	—	—	—	11
10.	Ensign-Ford	GB	1	—	—	—	—	—	—	—	—	—	1	—	2	2	2	2	—	10
11.	Surtees-Ford	GB	—	—	—	—	—	—	3	—	—	—	2	—	—	—	—	1	—	6
12.	ATS-Penske-Ford	D	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1



The last of the season's 17 Autosport Moët et Chandon Grand Prix competitions was won by Mr R. E. Cackett, from Andover, Hants. Canny Mr Cackett predicted that James Hunt would win last Sunday's Japanese Grand Prix at Mount Fuji, at an average speed of 129.40mph. James's actual race speed was 129.15mph, and you can't get a lot closer than that. (And cursed bad luck to Mr G. Hughes of Prestatyn, who went for 129.50. . . .)

Your entries for the competition revealed Mario Andretti as the race favourite, closely followed by Hunt, John Watson and Jody Scheckter. Other favoured drivers included Patrick Depailler, Ronnie Peterson, Alan Jones, Hans Stuck and Carlos Reutemann.

On behalf of the innumerable readers who have entered this successful competition this year, we would like to thank all at Moët et Chandon for their very welcome support—particularly appreciated by those winners! Of course, we hope to continue with the competition next year, and in the meantime wish Mr Cackett an enjoyable evening with the bubbly now on its way to Andover.

correspondence

the editor is not bound to agree with readers' opinions

Croft incident

With reference to your report on the unfortunate accident of Angus Young during practice at our recent event at Croft (*Sports Extra*, October 13), may I give you a factual account of the incident?

Young's car 'clipped' the chicane and rolled five times before coming to rest on its side in the centre of the track at the exit from the chicane.

As I left Race Control with the Chief Medical Officer, I gave instructions for practice to be stopped. This had been achieved before I arrived at the incident twenty-four seconds after Young's car started to roll (I was later informed of the time taken by the Chief MO).

On arriving at the incident, the situation was that four marshals (two of which were fire marshals) were at the incident, and the ignition and Young's petrol pump and engine had been switched off. Young's safety harness had been released, and he was standing with his head and shoulders through the side window of the driver's door, through which he was being helped out by the marshals. Young was talking to the marshals as they helped him from the car.

The Northern Race & Rally Rescue Team and the St John Ambulance followed the course car to the incident; Young was removed to the Medical Centre, and the Rescue Team supplemented the track marshals' efforts in dealing with the car.

As practice had been halted, several drivers stopped their cars at the incident, one of which may well have been the driver you mention in your report. But I am unable to identify the drivers concerned, as they were asked to reassemble at the Paddock Exit to await a restart of the practice session.

As a club, we are not too concerned over inaccurate reporting of fact. We are prepared to be judged on our previous proved ability of dealing with far more serious incidents than the above, but we feel that the record should be put straight for the sake of the marshals concerned, all of them experienced members of the BMRMC who regularly marshal at northern race meetings.

NOTTINGHAM — IVOR PASHLEY,
Clerk of the Course, Nottingham SCC.

Six-hour hazards. . .

You published Stuart Glass's letter concerning his extreme disappointment at not obtaining an entry for this year's 6 Hours Relay Race at Donington, and I would like to dispel his 'pure conjecture.'

Yes, the facts in Stuart's letter are basically correct, with some exceptions.

The cheque for £75 was not banked, but held, as noted in my letter to Stuart of September 19. This cheque has subsequently been returned to him.

The change of date and venue was notified verbally to Stuart in one of the telephone conversations to which he refers. Silverstone's cancellation of our date only reached me (verbally again) five weeks before the event.

However, it is the fact that Stuart omits that is the critical one, namely that a full grid of 24 teams and a reserve team had already been accepted when the Clubmans entry fee was received (the forms followed even later). My letter to him of September 19 clearly stated that position and offered the Clubmans team a reserve entry if they wished to accept. Stuart's subsequent efforts to dissuade me from my word given to other team managers were not successful.

The hypothetical point (in the circumstances) that he makes concerning the preferability of the Clubmans team, in his opinion, to some of the other entries, warrants some discussion.

The final acceptance of entries rests with the organisers. They have the responsibility for all aspects of the meeting, including the safety of competitors. The 6 Hour Relay Race is a unique event, especially in terms of speed differential, which is the RAC's main reason for stipulating 'no single-seaters'. The 1977 Clubmans cars are more akin to single-seaters than any other formula. (Donington lap times: for F3, 1m 10s; for Clubmans A Class, 1m 11s). The fastest car (a Porsche) in this year's event was lapping Donington in 1m 20s. Those who have driven in the 6 Hours will know how much easier it is to catch sight in your mirrors of a headlight-blazing Porsche than it is to see a Clubmans car—or is it a 750 just lapped?

Thus, to the RAC and to me as Chairman of the Organising Committee of the 6 Hours Relay Race, Clubmans A Class cars are not a preferable entry, but a potential hazard.

BRIAN E. COCKS,
Secretary of the Meeting, 6 Hours Relay Race.

. . . and congratulations

As Team Manager of the Historic Lotus Register team at the 6 Hours Relay Race, I would like to congratulate all concerned in the organisation of this event. Admittedly, our team collected more awards than any other; however, the main memory will be of the helpfulness and flexibility of the organisers. The havoc that must have been caused by the late change from Silverstone to Donington was not at all apparent, and on the day the event ran smoothly despite early morning fog which delayed qualifying. Many thanks to Brian Cocks and his 750MC team, and also to Donington Park Circuit for a most enjoyable day.

Finally, congratulations to the Allen Crankshaft Team on their victory and superb handicapping by Robin Birchall resulting in a very close event throughout the 6 Hours.

EVESHAM, WORCS — TONY MANTLE,
Team Manager, HLR.

Shame on you

I was utterly disgusted by the Leyland tactics at Brands Hatch on October 16. After all the publicity the race received over the radio, to see Bernard Unett, boxed in by a Leyland 2-litre Dolomite Sprint in the last round of the series, was quite unforgivable. I regard myself as a fair sportsman, and understand the failures of the XJ12C, TR7 and G1 rally Sprints. But by undertaking these tactics, Leyland have shamed not only themselves, but all the Leyland drivers who took part. I regarded it as a sad day for Leyland racing, and British circuit racing as a whole.

NORTH LONDON — P. SARTORI

What about us?

While recognising the fact that rallies are run primarily for competitors, I do feel (after travelling from Ireland to visit the Castrol '77) that spectators get a raw deal.

I arrived at the start to find no programmes available and no information as to the location of stages. I eventually found a kind person who led me to the first stage.

I then went to the spectator stage, where I paid 50p (for what I do not know). I had to walk two miles, and was forced by a nasty marshal to stand in an obscure position while marshals and photographers were allowed to stand in prominent positions. Are they less prone to danger than I?

So, out of seven stages, I saw two. That's not good enough. Why must there be an air of secrecy about stage locations?

Wake up, rally organisers. Think of the spectators next time, because in their own way they are just as important as competitors.

DUBLIN, EIRE — PAT PYNE

And us?

I am sure that the Castrol '77 will deservedly be acclaimed as a very good rally. It is regrettable that for the competitors running at or near the back of the field it was not perhaps quite such a good event as for the earlier runners.

Of course some of the 'tailenders' might well have been glad of the opportunity to drive the last stages in the dark, but I and many like me were irritated by having to wait up to half an hour to get into Myherin 2 while the light was failing.

If this had been considered, a slight alteration of the time schedule could have seen every competitor finishing the stages in daylight.

The inconsistency shown in the seeding of the lower half of the entry was another obvious cause of annoyance among many competitors.

The great redeeming feature of this event for the people at the back of the field was that the stages were still in a good condition after more than 100 cars had been over them—something of a rarity these days.

Organisers should remember that the people at the back of the field are still 'Competitors' and like to think that as nearly as is possible they are competing under the same conditions as the 'stars'.

WOLVERHAMPTON, STAFFS — D. C. STOCK

Keep 'em to the point

His devoted reader can only deplore the Grotesque appointment of Professor Nicholas Brittan to the University of Bodoni (October 20).

It couldn't have happened to a Matura man, except perhaps Barry Gill Sans Andrew Marriott.

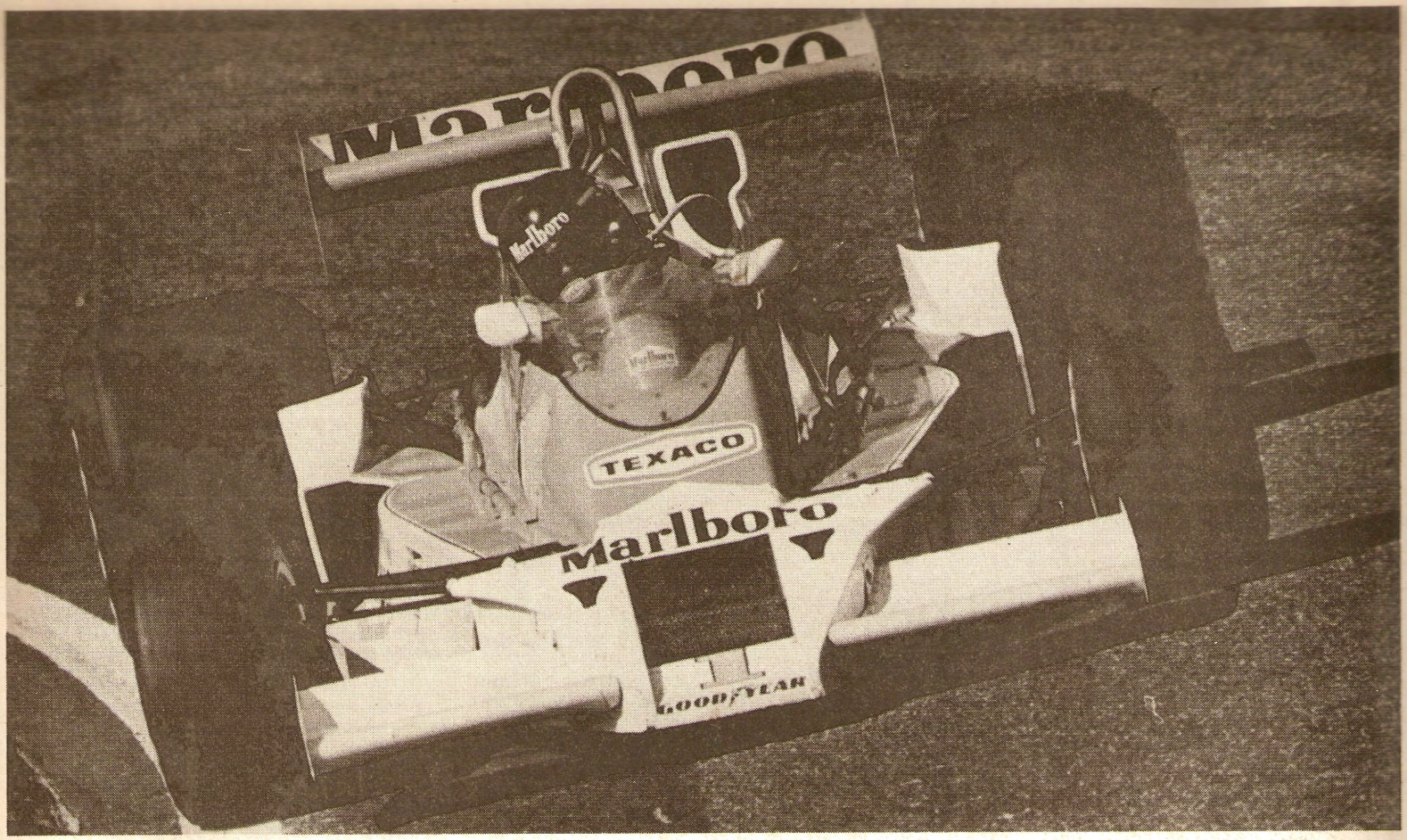
To Condensa long Fanfare the Vogue for his Old Style—at Times Roman, at others Spartan Bold, will leave its Imprint from Gloucester to Cheltenham and from Westminster to Winchester. We shall miss not having his Typewriter Chisel away at the Glamour Medium!

And from Bodoni it is surely only a short step to the University where his talents will inevitably lead him—Bologna.

INGATESTONE, ESSEX — PERPETUA CASLON

Then as now?

Twenty-five years ago this week (AUTOSPORT, October 24, 1952) a display of racing, competition and record-breaking cars added considerable interest to the Motor Show which, for the first time since the Hitler war, made its return to a buyers' market. Don Parker and Reg Bicknell were finally proclaimed champions in the two classes of the AUTOSPORT £200 British National 500cc Drivers' Championship. Parker won the AUTOSPORT trophy as outright champion in his Kieft while Bicknell clinched the award for best-placed non-series production car with his ingenious Revis. Spike Rhiando had decided to attempt a crossing of the Sahara on a motor-scooter. Troy Ruttman was the American Champion Driver, the 1952 Indy winner beating Duane Carter and Jim Rathman in the title race. The classic Pontedecimo-Giovi timed mountain run in Italy saw an Italian by the name of 'Namo' score an outright victory in his Volpini-Gilera 500 and also take the sports car class with a Stanguellini 1800. The classifieds revealed John, father of present-day saloon ace Jonathan, Buncombe's 1950 Healey Silverstone for sale at £795. The car had been timed on the Dundrod TT course at 108mph and was capable of 25mpg at 55mph and consumed oil at 750 miles per quart!



James Hunt stepped quickly off the front row into a lead he was never to lose with the Marlboro-McLaren M26.

Paradise lost

Hunt leads all the way—Andretti crashes after slow start—Two people killed following Villeneuve/Peterson collision—Reutemann claims second place as Laffite runs out of fuel on final lap—Final Grand Prix an anti-climax for Japanese organisers—Report & photography: JEFF HUTCHINSON.

It depends which way you look at it. From the purist's point of view, James Hunt did a great job. He led the Japanese Grand Prix from start to finish, carefully nursing a badly worn and vibrating front tyre caused by the abrasive Fuji track, and crossed the line at the end of the 73-laps race with almost a minute in hand over the next car, which was the similarly ailing Ferrari of Carlos Reutemann.

From the spectators' point of view (and that of the organisers of the Japanese Grand Prix, some of the people who pay motor racing's wages), he did a lousy job. He won the race, then stepped straight out of his car into a pair of jeans and rushed away from the track (along with Reutemann) without taking ten minutes extra to get his trophy, spray some champagne, and pose for pictures and the public packing the grandstands opposite.

"It's the racing they come to see," argue the purists. Maybe so, but it is a sad day for the sport when the people that put on the show cannot even spare a few minutes to let the public show their appreciation. In a country run on the basis of politeness and manners, Hunt had delivered the final result to the F1CA's hosts.

It was a most embarrassed Patrick Depailler who came on to the winner's rostrum, all alone, to spray the champagne and acknowledge the crowd after finishing a fighting third in his Elf-Tyrrell only four seconds behind the Ferrari and a couple of lengths clear of Alan Jones's understeering Shadow DN8, which he had passed in the exciting closing laps.

Fifth place went to the Ligier of Jacques Laffite. He was a lap behind the leaders, but until the last lap of the race he was heading for a strong second place until he ran out of petrol with 500yds to go.

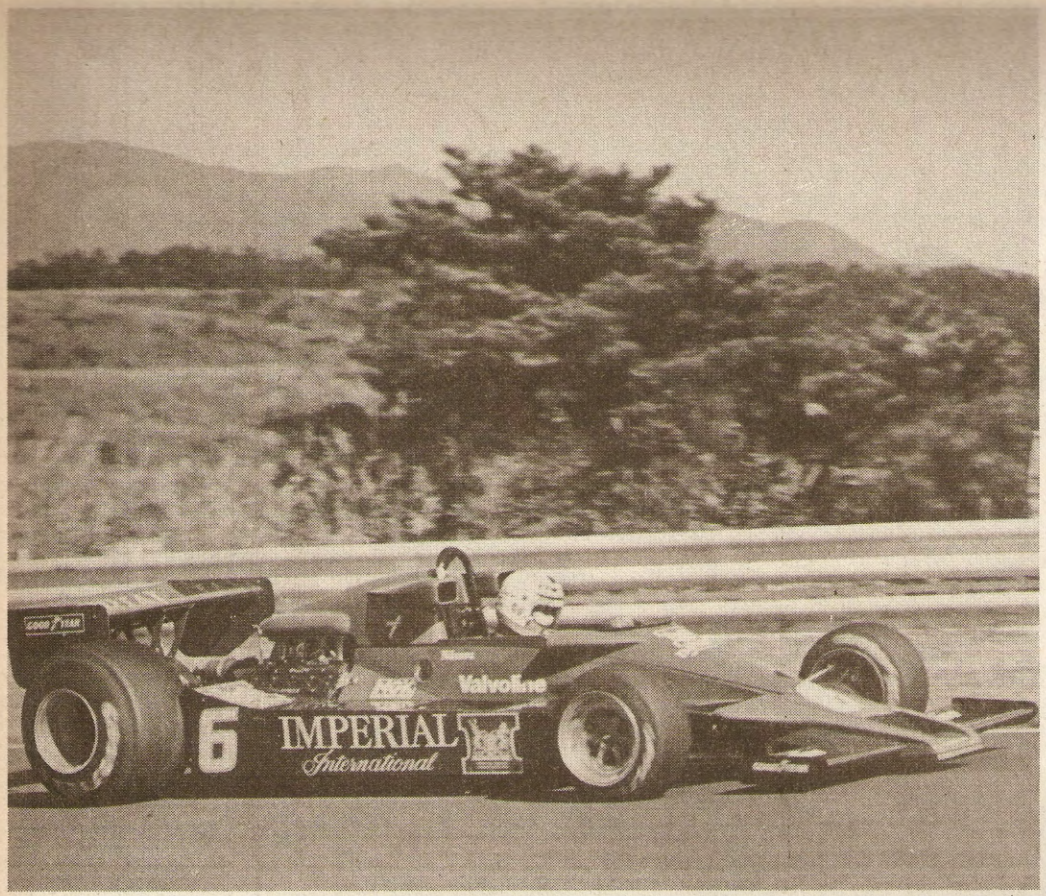
Laffite was just one of the many drivers placed second at various stages of the race, each of them falling by the wayside before the finish, leaving Hunt a welcome clear mile of track in which to look after his own problems.

Hunt's biggest break came right at the start, Mario Andretti's pole-position Lotus hanging back when he let the revs die as he let home the clutch. By the time Mario got down to the first corner, he was fighting to get tenth place, and Hunt was long gone with Jody Scheckter right on his tail. Struggling to make up the time as quickly as possible, Andretti bumped wheels trying to get by Laffite's Ligier. It broke the Lotus's steering arm and the car went off into the barrier at high speed. Andretti was lucky to get out of the badly damaged chassis without being hurt. The accident also put out Hans Binder's Surtees and one of the three Japanese drivers in the race, Noritake Takahara, driving the second Kojima, when they tangled trying to avoid a stray Lotus wheel which found its way on to the track.

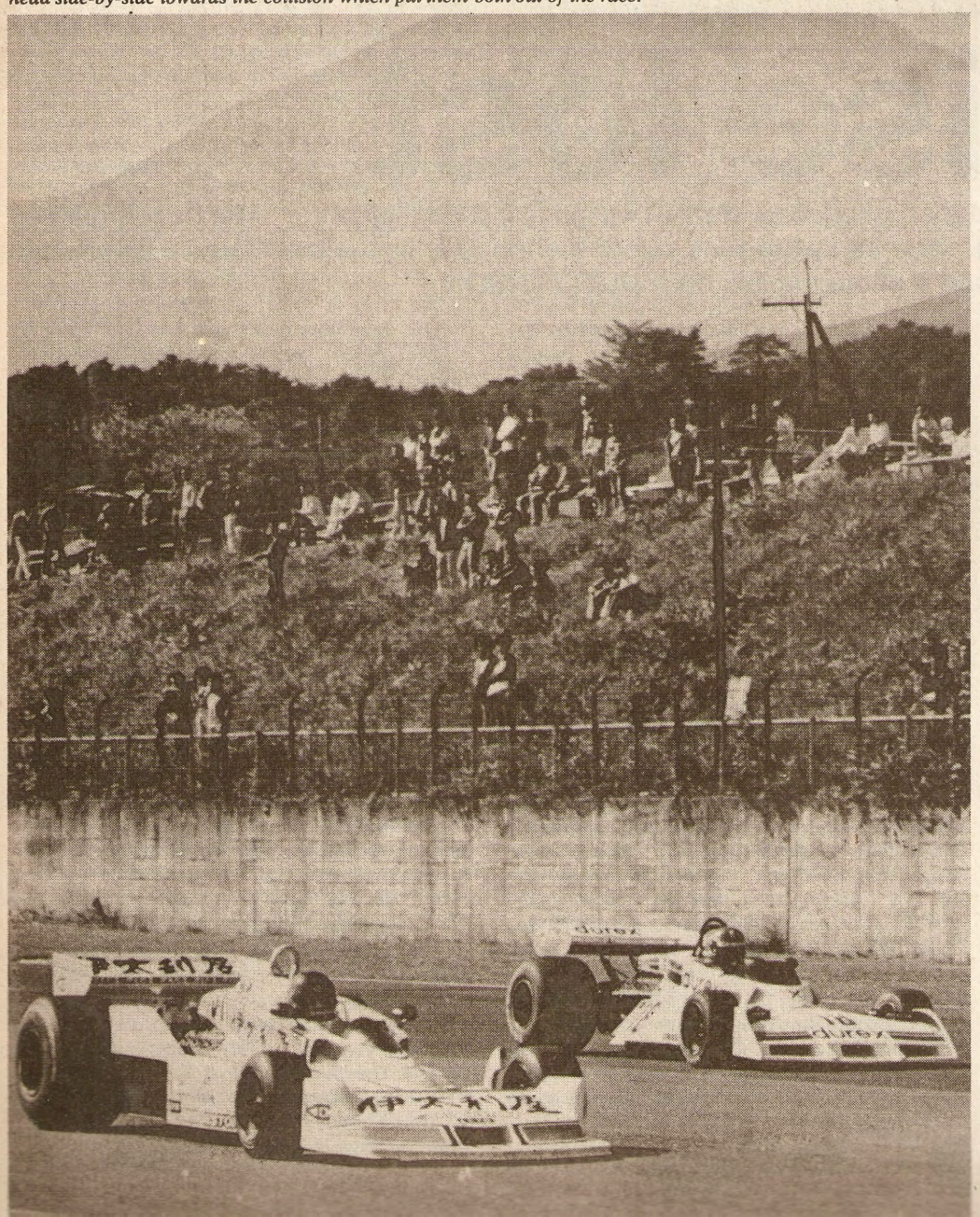
The race was marred a few laps later by a far more serious accident, however. Gilles Villeneuve's Ferrari collided with Ronnie Peterson's Elf-Tyrrell at the end of the main straight. Villeneuve ran into the back of Peterson's car under braking, the Ferrari cartwheeling into a prohibited area which, nevertheless, was full of spectators. Two people were killed and seven seriously injured, while fortunately Villeneuve and Peterson escaped unhurt. Villeneuve's car ended up way off the track a total wreck.

Other retirements among the 23 starters included Jochen Mass's McLaren and John Watson's Brabham, both while holding second place, because of engine and gearbox problems respectively. Scheckter's chances were ruined when he stopped for fresh tyres and rear wing adjustments in a bid to make his car more driveable. Clay Regazzoni's Ensign was another to hold second spot before he too dropped out with a blown engine, the second Ensign of Patrick Tambay also stopping earlier in the race because of engine problems.

The accident, the end of the race, the tyre problems which broke the field up even more than usual, and a total of 12 retirements (most of them among the front-running cars) left a bitter taste with which to end the season. Most F1 people sighed with relief when it was all over and time to go home, everyone looking forward to the brief and much needed rest.



Above: Gunnar Nilsson's Lotus 78 appeared in the colours of Imperial Tobacco. Below: Takahara and Binder head side-by-side towards the collision which put them both out of the race.



continued

Last year, with the World Championship hanging in the balance, there seemed good reason for staging the Japanese Grand Prix. The crowning of a new World Champion made the long, 17-hour haul to Tokyo, at the end of a long, tiring season, worth while. There was exotic scenery, everything was new. Even the weather couldn't quite douse the spark of magic of Grand Prix racing in Japan for the first time.

This year's Grand Prix had a directly opposite feel to it. There was the usual *déjà vu* feeling to a race second time around, and with the new champion already decided (and not even present) just 20 cars came from Europe. Only the Indian summer greeting the teams as they made camp for the last time this year could make up for what was missing at this race.

It hardly seemed a serious affair—a bit like a non-championship race. When it got round to 10am on Friday morning, and there was no doctor present at the track, everybody seemed quite happy to carry on sitting around enjoying the sunshine, while the Japanese public waited patiently (as only the Japanese can) in the half-empty tribunes opposite the pit lane. They must have thought they had come to the wrong place, as for half an hour they were treated to the sight of Vittorio Brambilla, Hans Stuck and half the Ferrari team racing each other on foot between the Ferrari pit's timing beams on the straight.

After an hour or so, Bernie Ecclestone wandered down the pit lane canvassing the other team managers about scrubbing the first practice altogether, and running a single two-hour session in the afternoon. To this all readily agreed.

Shortly before 1pm, the first engines echoed around the foothills of Mount Fuji, and practice finally got under way. The three Japanese drivers in this race were the first out, and raring to go. Kazuyoshi Hoshino, the man who had impressed us last year at the wheel of a Tyrrell 007, was now in the seat of Japan's latest Kojima 009/2, a tidied up, more streamline version of the other new Kojima 009 being driven by Noritake Takahara, who drove last year's race in a spare works Surtees and came home ninth. Making his Grand Prix debut in the ex-Hoshino Tyrrell 007 was Kunimitsu Takahashi, veteran of the Japanese racing scene at 37 years old.

The three Japanese cars, Bridgestone and Dunlop shod, also provided some competition for the Goodyear monopoly, for neither Michelin nor Renault were at this race. The French team decided to give it a miss until they get their car and tyres compatible. Other regulars deciding that testing in Europe beat testing 10,000 miles away, were the Copersucar team and Brett Lunger's McLaren setup. Hesketh Racing and Frank Williams also decided to call a halt to the season after the Canadian Grand Prix, which meant there were to be no qualifying problems at this race with only 23 runners. The number should have been 24, but when Ian Scheckter arrived at Tokyo's Haneda Airport he was greeted by a bevy of Japanese officials who were not impressed with, or fooled, by the tourist visa stamped into his South African passport. He was escorted to a nearby hotel, given two bodyguards for company, and after 24 hours of discussion returned to England on the next plane. Apparently, there were ways around the whole affair, which Jody Scheckter took, but a lack of communication between March boss Max Mosley and his driver resulted in still one less car on the grid. Mosley did not seem too concerned, while the Scheckter family were none too happy about the problems it might cause in the future.

For a driver, the Fuji International Speedway is not a particularly interesting circuit. It has few corners, most of which are fast and easy to drive. The most interesting corner is the long, almost flat right-hander that leads on to the main straight, most important to get the car working right for a good overall lap time. One thing that is very special about the place is the actual track surface, its basis of natural asphalt from the lava slopes of Mount Fuji making it the most abrasive track in the Grand Prix series.

Last year, this race had come down to a race of tyres, wet weather rubber being chewed up on the drying track in the closing stages of the race. This year, despite pleasantly warm weather, it looked like being the same story, the medium-soft tyres which almost everybody was using being very close to the limit for many of the cars. "It's going to be the toughest race of the year on tyres, you wait and see", said Mario Andretti, pole position man for the seventh time this season. Half a second faster than his race record on his way to victory here last year, Mario was still wearing a worried frown as he walked down the pit lane at the end of the final practice session. In a bid to relieve the overworked inside edge of his JPS 78's front left tyre, Goodyear had cut a channel around the edge, but on full tanks the tyre was still going to be pushed to its limit. "Running hard tyres on the left side doesn't help much, either. It wha-

lances the car, and makes it slide a lot more, which generates a lot more heat. You end up with the same problems only a much slower lap time", expained Mario.

The Lotus had been fastest in both the timed practice sessions, Andretti happy with his car by the end of the first practice session but for poor traction out of the slowest corner of the circuit. "It feels like its standing still there", he said on Friday. By Saturday evening he had "got it working a bit better now", although he had not been able to improve on his Friday best time of 1m 12.23s. After Canada, Andretti's Lotus had been fitted with a fresh Nicholson-McLaren engine, which he intended to keep in all weekend.

Like the last race, Andretti's closest rival was the 1976 World Champion James Hunt, starting the first practice in the Marlboro-McLaren team's spare M26 chassis to replace his wrecked Canada car, but then deciding that he wanted Jochen Mass's car for the final hour, which he got and kept for the rest of the weekend. Hunt also set his best time in the first session, despite complaints that he found the steering of Mass's car much heavier than his own, and the handling was not quite the way he wanted it. Hunt joined a growing list of drivers to end up sitting out the last few laps of practice when he was forced to stop with failing oil pressure. On Saturday he tried hard to better Andretti's best, but couldn't manage it, and like Andretti was more worried about his tyres than anything else. "The front left just wears out and I can't get it to last", said Hunt at the end of the untimed practice session, and he was still as worried at the end of the final hour. "I will have to try a harder compound tyre on the front in the morining warmup if the weather is still hot like this".

Both Friday and Saturday, it was the two Brabham-Alfa Romeos closest to the front row, John Watson and Hans Stuck both improving on Saturday. Watson improved by almost a second after engine overheating problems the first day had forced him to stop every few laps; his Brabham getting a fresh unit for Saturday, as did Stuck's. The German could not break 1:13.0, and was over half a second slower than his team-mate, but was still fourth fastest. Watson complained of a little bit of understeer, but Stuck was in big problems with understeer so bad that he was going through front tyres in a handful of laps. "If I put on a harder tyre I am sliding all over the road and almost two seconds slower, so what can I do?" he said on Saturday morning, but after going in the same direction as Watson the car was better, although still not perfect.

Jacques Laffite and Jody Scheckter shared the third row, both of them jumping up the grid after a day of mechanical problems on Friday. Laffite lost most of the first session when the metering unit of his Ligier's Matra engine seized up: "We think because the fuel here is too dry", said manager Gerard Ducarouge. To be on the safe side, the team added a lubricant to the fuel. The following day the car was fine: "Now the only problem is me", said Jacques, sitting straight-backed in a chair on the pit lane after twisting his back in the morning session. "I think it will be OK for the race, but afterwards they will have to lift me out of the car", he said with a grimace of pain.

He was joined for this race by Jean-Pierre Jarier in the team's T-car. "I hope we can carry on together next year", said Jarier, who was busy trying to get used to the car between fuel injection problems the first day. The second day he got the chassis working much better, and like Laffite was happy with the handling, although he was 1.5secs slower than Laffite. "The problem is the injection trumpets on the engine. I have a different length to Jacques, which makes good acceleration, but bad top speed. I am losing all my time on the straight, but will change to the same type for the race", said Jarier, who spent a lot of the final session trying to get a tow from his team-mate.

Scheckter was driving a replacement chassis, Wolf WR3, flown out from England following Canada, but the first day he was forced to switch to the T-car when the race car developed gearbox problems because of a wrongly assembled 'box. He switched to the spare, but then had the engine break on that, so by Friday night the South African was not very happy. On Saturday the car went much better and both Scheckter and his team manager Peter Warr seemed a lot happier with their chances. "We have got no problems with tyres", said Warr, although that significant statement would only be proved in the race.

Carlos Reutemann headed the fourth row in the Ferrari, the Argentine at his wit's end with the chassis by the end of practice. "I try everything, everything, but nothing makes any difference. It has a fantastic engine, but I just cannot get any traction. Something is very wrong with the geometry. Every lap is like this", said Reutemann, putting his thumb under his chin, "really dangerous".

Gilles Villeneuve was also lost in the second car, spinning every few laps in a desperate attempt to improve on his 20th place on the grid. Both the Ferraris looked nervous, as though they were on ice. "I have to drive like an old man around the corners



Second place dice between Scheckter's Wolf, Mass's Marlboro-McLaren and Watson's Martini-Brabham. Scheckter made a pitstop, and the other two retired.

and press the throttle on the straight, or else I spin", said Gilles, who couldn't think of a car he had driven that handled worse than the one he had to drive at this race.

Mass sat alongside Reutemann on the grid, and one could not help getting the feeling that Jochen was happy that it was his last race for the McLaren team. He was still trying hard, though, an oversteer problem upsetting his final practice session.

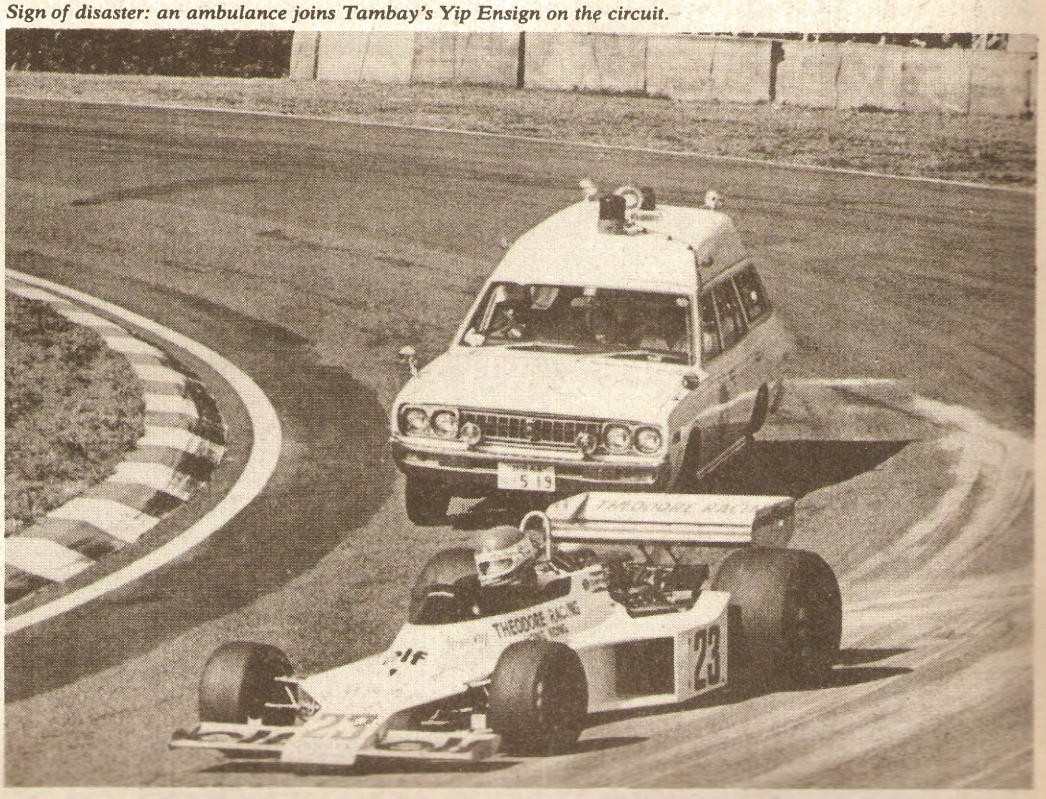
The invisible magnetic attraction that so often sees Vittorio Brambilla's Surtees and Clay Regazzoni's Ensign next to each other on the grid worked again, Vittorio had his first day's practice spoilt with a broken engine, although by Saturday afternoon he was happy with his Surtees, which was 1.4secs faster than that of his team-mate Hans Binder, 21st on the grid. The Austrian, not able to set his car up exactly to his liking, had a lucky escape on Friday when a rear suspension point broke going through the long right-hander, but Binder was able to limp into the pits for repairs.

Hoshino impressed everybody with a sixth fastest time on Friday, which he failed to improve on Saturday after a problem with the ignition pick-up resulted in lengthy repairs most of the day. He slipped back to 11th place on the grid, but this was still an impressive time. It was helped by special sticky qualifying Bridgestone tyres, which the team would be unable to use throughout the race, so he was not expected to hold such a good position for long.

Alan Jones and Riccardo Patrese came next with the two Shadows, yet again very evenly matched. Patrese had a shock absorber come adrift the first day which spoilt his times, but on Saturday things were much better and he joined Jones nearer the front of the grid. Both drivers were bothered by an understeer problem as in Canada which, despite endless adjustments, Jones could not completely eliminate.

Gunnar Nilsson shared the seventh row with Patrese, his Lotus redecorated a sickly combination of reds in the colours of the Imperial Tobacco Corporation of which JPS is a part. His new colours did not

Sign of disaster: an ambulance joins Tambay's Yip Ensign on the circuit.



continued

improve his luck. On Friday, the chassis settings were all wrong, while on Saturday, after going well in the untimed session, his final hour's practice was spoiled by low oil pressure and he had to stop twice to have his failing engine topped up with oil.

Patrick Depailler, heading the eighth row with the first of the two Tyrrell P34s, was also in engine trouble for most of practice. The first day he managed only a few laps in his race car before the oil pressure disappeared and he parked it, finishing the day in the training car which he said handled much worse. A brand new Cosworth development engine was fitted to his race car for Saturday, and that also blew up during the morning session, so he was forced back to the T-car for the final session.

Peterson was trying hard tyres on the second Tyrrell which, like Depailler's, was handling very badly here. He set his best time on the hard rubber.

Patrick Tambay sat alongside Depailler, upset that he could not improve his best time on Friday. There was no other reason for it than that he had reached the limit of his Ensign early on and could go no faster, no matter what he tried: "it's a joke", said Patrick.

Jarier and Peterson came next, with Takahara sharing the tenth row with Villeneuve. The original prototype Kojima 009 was slower on the straight than Hoshino's, otherwise he was happy with the way it was going.

Binder and Takahashi came next, the third Japanese in the race doing very few laps because of engine troubles—he did a couple of slow laps, and then kept stopping.

Alex Ribeiro brought up the tail end of the grid, the March team ending up the year in much the same way as they had started it.

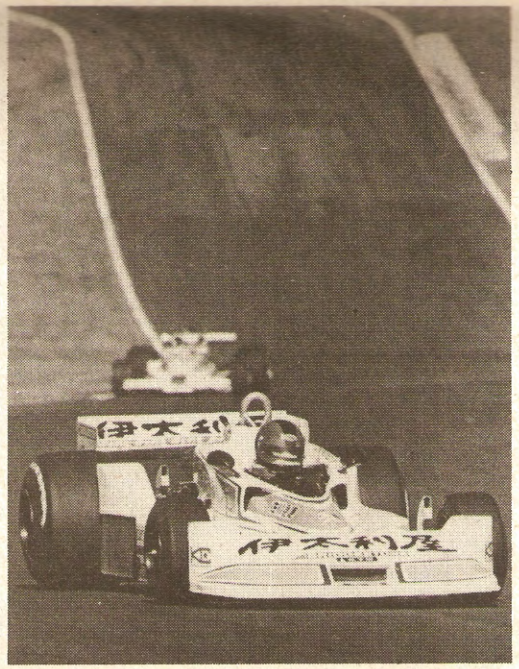
Practice was witnessed by very few spectators, and those that came did not get much for their money. The track was almost deserted during some stages of practice, which was run in an easy-going atmosphere which would have been more suitable for the Race of Champions meeting.

THE GRAND PRIX

Race day, like the practice days, dawned clear and hot, there being no chance of cooler weather and a respite for the tyres. During the morning warm-up session, several other drivers had 'doctored' the inside edge of their front tyres like Andretti in the hope of making them last a little better. Only two drivers, Patrick Tambay and Alex Ribeiro, had their cars fitted with hard front tryes, the rest taking their chances on the soft rubber, hoping that the usual oil and rubber laid down as the race went on would provided the wear rate safety factor. It didn't.

As the field got the green light, the red-and-white McLaren of Hunt made a perfect start, one made to look even better as it left the Lotus at its side floundering: "I let the revs drop too low", said Andretti later. The JPS was quickly gobbled up by half a dozen cars before it got going properly.

Around the first turn, Hunt had a good two lengths lead over the Wolf of Scheckter who had made an equally flying start to take second place, while Mass and Watson were right on his tail.





Left: Takahara in the latest Maso Ono designed Kojima-DFV. Right: An embarrassed Patrick Depailler is the sole occupant of the winners' rostrum after the race.

By the end of the first lap, Hunt had opened out his lead, for Scheckter was already in trouble with bad understeer. "When I got to the first corner the car almost went straight on", said Jody, who had felt the understeer as soon as he went out for the warm-up lap. He had quickly put on more front wing and made front damper adjustments to compensate for the understeer, but the car was no better. As Jody struggled to hold off Mass and Watson, Hunt was slowly getting further and further away.

Hunt's biggest worry was not Scheckter, or even Mass and Watson, it was Andretti. The American, although in eighth place at the start, was not likely to stay that far back for long.

Andretti also had the same idea, but halfway around the second lap he was in too much of a hurry. It caused his downfall in a most final way. He tried to drive around the outside of Jacques Laffite's Ligier at the medium fast right-hander after the hairpin, but the JPS's front wheel made heavy contact with the rear wheel of the Ligier, heavy enough to break the steering arm of Mario's car and send him shooting off the road into the barrier.

The car was badly damaged in the incident, and Mario was lucky to step out without injury. The same crash also resulted in an early end to the race for Binder and Takahara in the second Kojima. Binder came round the corner to find one of the 78's wheels lying in the middle of the track, took avoiding action, and tangled with the Kojima. Both cars went off, and were both sufficiently damaged to put them out of the race.

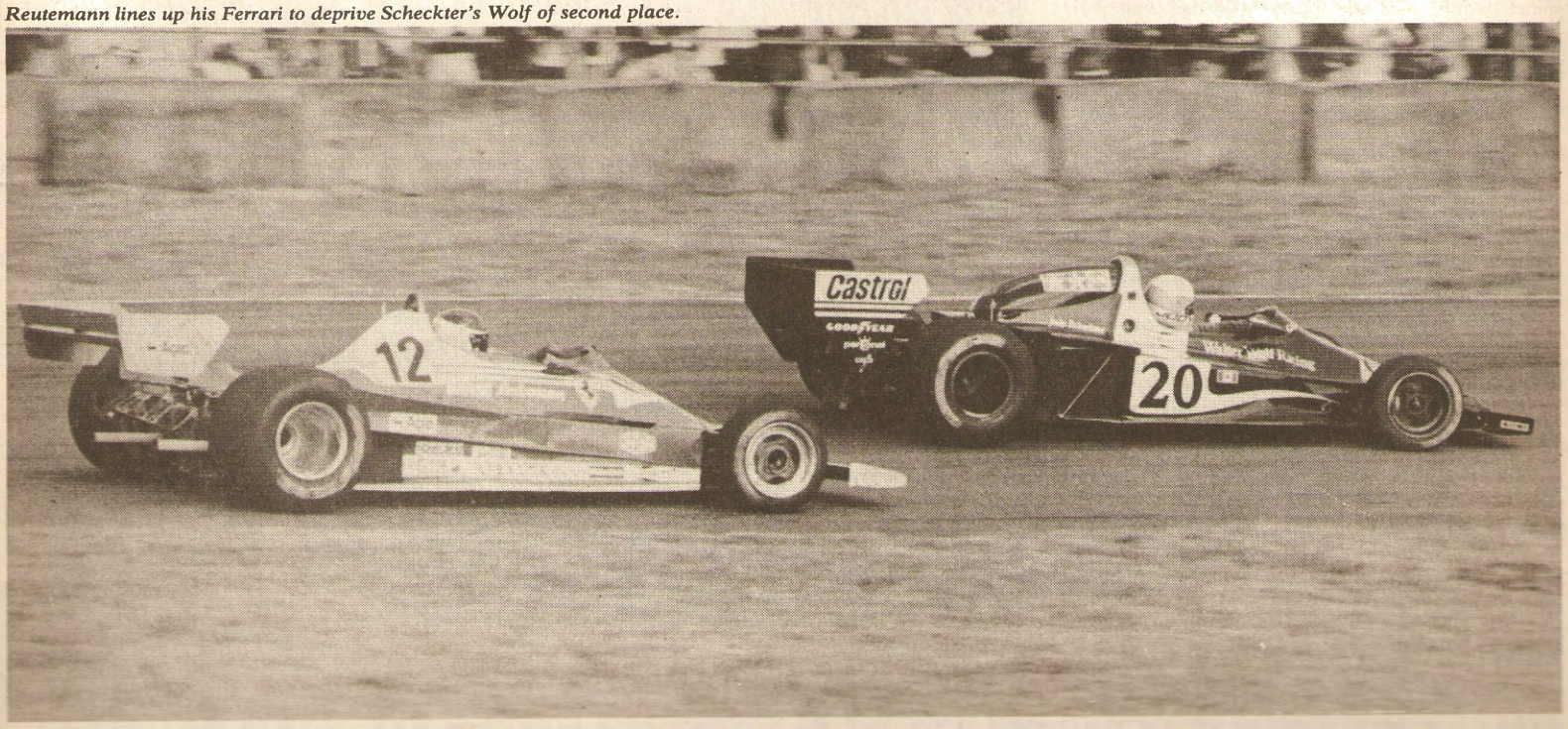
Two laps gone, and three cars out, while the second Ligier of Jean Pierre Jarier was not sounding too healthy, as it had not been since the warm-up laps. Lap 3 saw Jarier pull in the pits and call it a day, his engine suffering from a suspected broken valve-spring. At this rate we could all go home by half-distance!

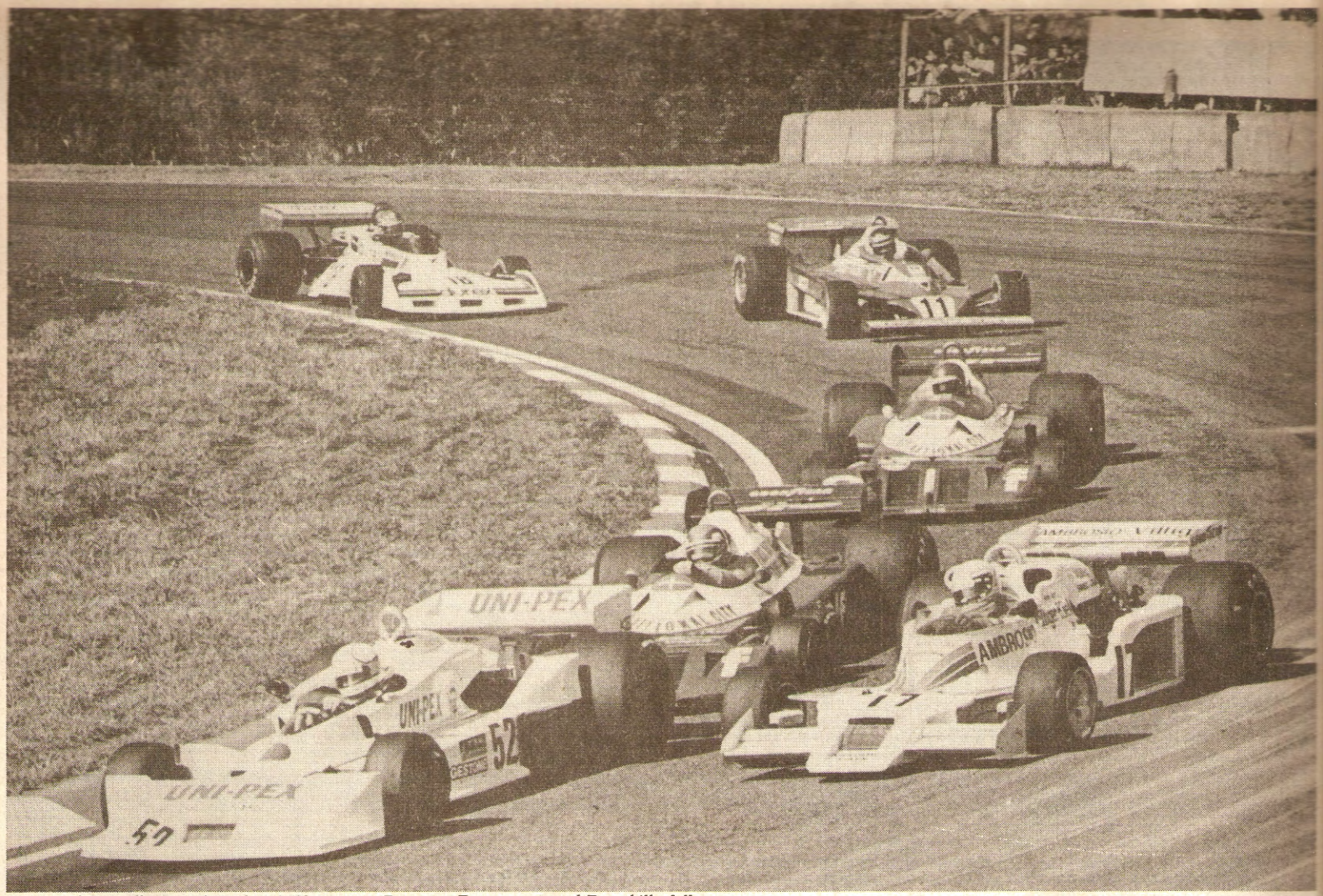
By lap 6, we had lost two more cars in an accident which brought out the ambulances on to the track for the second time. Unfortunately, this time they were badly needed. Villeneuve had run into the back of Peterson's Elf-Tyrrell under braking for the first right-hand turn at the end of the main straight. As the Ferrari hit the Tyrrell's rear wheels it was launched high into the air, landing nose-first and cartwheeling at horrifying speed into a prohibited area crowded with photographers and members of the public. Two people were killed and seven seriously injured as the Ferrari scythed through the crowd and landed behind them, with Villeneuve still strapped to the mono-coque/engine unit, virtually all that remained of the car. Incredibly, Villeneuve stepped out of the car unhurt and ran across the track to join Peterson. Ronnie said later, "he apologised to me and said that the brake pedal had gone to the floor"

The same lap as the accident, Mass had managed to find a way by Scheckter, while a lap later Watson also moved ahead. Regazzoni's Ensign was next on the road, while after him there was a fierce traffic jam building up behind Stuck's Brabham, which was understeering badly through the turns, but travelling fast enough to keep the pack at his rear down the straights.

Reutemann, Brambilla, Laffite, Patrese, Nilsson and Jones were scrabbling around in the wake of the Brabham, while Depailler was understeering as badly as Stuck, but keeping up with the tail of the train ahead of him.

Reutemann lines up his Ferrari to deprive Scheckter's Wolf of second place.





Jones and Depailler crowd Hoshino's Kojima, as Peterson, Reutemann and Brambilla follow.

continued

As Hunt dictated the pace of the race ahead of Mass and Watson, still dicing for second place, Scheckter was falling back into the grips of Regazzoni as the Wolf's handling slowly deteriorated. However, the main attention was now focused on this exciting big mid-field battle.

Reutemann was the first to find a way by Stuck's Brabham, but it had taken him until lap 21, Stuck finally having to give way as his prolonged hard driving with his understeering car had all but destroyed his front left tyre. Two laps later, Nilsson was by as well, while on lap 24 Stuck was forced into the pits for a 30secs stop to change the front tyre.

Brambilla had also dropped out of the bunch by this stage when a loose plug lead saw him stop twice at the pits and spoil any chances of a good placing, which left Laffite, Patrese and Jones holding the next places. Further down the field, Tambay had also decided to give up with the second Ensign, which was handling terribly and then developed a misfire from a broken exhaust, which gave him the exuse he needed to call it a day after a miserable weekend.

Although Hunt had a healthy lead over the second-placed cars, it was not so great that he could afford to slacken his pace as much as he would have liked, for already he could see his front tyres wearing badly and he was beginning to get a steering vibration caused by the uneven wear. His lead looked a lot more secure by lap 29, however. First, Mass disappeared with a blown engine just as he reached full revs in front of the McLaren pits, while Watson went out moments later when his Brabham got jammed in sixth gear.

This left Scheckter back in a distant (but temporary) second place, for by now Regazzoni's Ensign was right with the Wolf and it was only a matter of time before he took second place. That happened on lap 35, but the second place jinx now struck the Swiss driver after just eight laps. On lap 43, he ended his good race with a blown engine (which had been smoking for several laps from a fractured oil supply line).

On the same lap, Scheckter decided to stop at the pits for fresh rubber when "I was going through the fast right-hander in a full understeer drift on full lock, watching the rubber coming off my outside tyre". He was driving past the pits pointing to the front and rear of the car trying to indicate he wanted new fronts and rear wing adjustments, for the car was so undriveable. In the confusion he got fresh rubber all round, and took off nearly all the rear wing adjustment in the hope that it would make the car easier to drive. "If I had seen the car set up like that in practice I would have said it was a joke, and you could never drive it", said Jody, but it turned out to be a lot better than it had been and he demonstrated the point with fastest lap, this was the only thing left to him to go for, for the long stop had dropped him well back in the race for the points.

Regazzoni's retirement now saw Reutemann in second place, the Argentine also nursing bad tyre problems and understeer although he chose to keep on going rather than stop for fresh rubber. He was being rapidly caught by the Ligier of Laffite which, after many frustrating laps trying to get by Nilsson at the first turn, was finally through when Nilsson drifted wide, all his effort being spent on simply getting his Lotus in and out of gear after the shift movement had started to tighten up from the fifth lap onwards.

Nilsson held on to fourth place for a time before finally losing his place to Jones. The Swede's efforts all came to nothing, however, for ten laps from the end the gearbox jammed altogether and he drove slowly into the pits to retire, having bent the sturdy gear linkage in his efforts to keep going!

It took Laffite until lap 48 to get by Reutemann's Ferrari, pulling away to what looked like being a safe second place. But, with 45secs between himself and Hunt, there was no conventional way he was going to catch the McLaren.

Reutemann battled on in third place, still carefully nursing his tyres, while Jones's fourth place was threatened in the closing laps by Depailler's Tyrrell. Both cars were understeering badly, although the Tyrrell was faster on the straight, and Depailler used his advantage to gain time without overstressing his front tyres on the corners.

What had been a very processional middle part of the race was building up to an exciting finish as Depailler closed on Jones, and the pair of them closed up on the Ferrari. "I knew that, once I was by the Shadow, I would not be able to keep up a fast pace for long", said Depailler after the race, "so I made my move with five laps to go". He took the Shadow under braking at the end of the straight and held his advantage, although Jones was faster through the corners. Once ahead, Depailler used his better straightaway speed to his best advantage. It was still a close thing, however, for Jones had no intentions of letting him keep fourth place. On the very last lap, he almost got inside the wide sliding Tyrrell, only to lose out in the long drag to the line.

Hunt took the chequered flag as expected, while there was delight in the Ferrari pit (and disbelief in the Ligier pit) as Reutemann came through to take second place, the Ligier rolling to a stop just 500yds away with dry tanks. They had been full at the start, the team thought, although after the race it was suspected that a faulty fuel valve had not allowed the tanks to fill properly.

Depailler and Jones, only a couple of lengths apart at the finish, were only 4secs behind the Ferrari, these four cars being the only ones to complete the full distance.

Laffite took fifth place (and two points consolation) a lap behind the leaders, while next came the Shadow of Riccardo Patrese, the first time that both Shadow cars have finished in the points in the same event. Patrese had driven a sensible race, adjusting his pace according to his tyres, which had paid off in the end.

Over half a second behind the Italian came Stuck's Martini-Brabham, while a further lap down Brambilla took the next place, both drivers putting up a spirited performance despite their pitstops.

Takahashi was the first Japanese driver over the line with a steady drive into ninth place, which another lap later would have been tenth place behind Scheckter. Jody set fastest lap of the race with just one lap to go in a bid to catch the Tyrrell 007 which he used to drive himself.

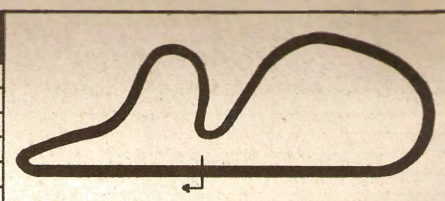
Hoshino took eleventh place, a mediocre performance considering his practice times, although it was expected as soon as his Kojima was switched to hard tyres for the race.

The final runner was Ribeiro's March, limping over the line with a very sick sounding engine after losing half its exhaust system and 500 revs for the last third of the race, while the hard tyres proved to be the wrong decision.

And so, thankfully, the 1977 season drew to a close. Earlier than expected in fact—for James Hunt explained to an open-mouthed Japanese official that he was not going to the podium because the police had not laid on the requested escort to the airport, so he had not got time to stay and collect the prizes. And then he was gone, leaving behind a lot of bad feeling, both within and outside the F1CA. Ken Tyrrell said that at the next meeting of F1CA he intends to propose that in future that if any driver failed to go to the podium, and stay around a short while to speak to the press, his team should be fined £10,000. "I am sure it will be accepted by everyone", said Tyrrell. Let's hope so.

■

JAPANESE GRAND PRIX. DATE 23 OCT. 1977 CIRCUIT FUJI



WORLD CHAMPIONSHIP ROUND 17 **LENGTH** 73 laps of 2.708 mile circuit. 197.724 miles
WEATHER FINE. DRY. WARM **No. of STARTERS** 23 **FINISHERS** 12
WINNER J. HUNT in MARLBORO-McLAREN M26 av. speed 129.145 mph
FASTEST LAP J. SCHECKTER in WOLF WR No. 20 on lap 72 in 1 min. 14.3 sec. 131.236 mph
EXISTING LAP RECORD M. HASEMI in KOJIMA-FORD KE 007 in 1 min. 18.23 sec. 124.640 mph
PREVIOUS YEAR'S RESULT M. ANDRETTI in JPS-77 at 114.093 mph

ENTRIES

NO	DRIVER	CAR	ENTRANT	FUEL/OIL CONTR	TYRE	CHASSIS	ENGINE	
1	J. HUNT	MARLBORO-McLAREN M26	MARLBORO TEAM McLAREN	TEXACO HAVOLINE	GOOD	M26/3	DFV	STARTED PRACTICE ON M26/1
2	J. MASS	MARLBORO-McLAREN M26	MARLBORO TEAM McLAREN	TEXACO HAVOLINE	GOOD	M26/1	DFV	STARTED PRACTICE ON M26/3
3	R. PETERSON	TYRRELL-FORD P34	ELF TEAM TYRRELL	ELF ELF	GOOD	34/6	DFV	
4	P. DEPAILLER	TYRRELL-FORD P34	ELF TEAM TYRRELL	ELF ELF	GOOD	34/7	DFV	RACE CAR.
4T	P. DEPAILLER	TYRRELL-FORD P34	ELF TEAM TYRRELL	ELF ELF	GOOD	34/5	DFV	
5	M. ANDRETTI	JPS-78	JOHN PLAYER TEAM LOTUS	– VALVOLINE	GOOD	78-3	DFV	
6	G. NILSSON	JPS-78	JOHN PLAYER TEAM LOTUS	– VALVOLINE	GOOD	78-4	DFV	
7	J. WATSON	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA FINA	GOOD	BT 45B-5	Alfa Plot-12	
8	H. STUCK	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA FINA	GOOD	BT 45B-1	Alfa Plot-12	
9	A. RIBEIRO	MARCH 761B	HOLLYWOOD MARCH RACING	– VALVOLINE	GOOD	761B-3	DFV	
10	I. SCHECKTER	ENTRY WITHDRAWN	ENTRY WITHDRAWN	– –	GOOD	– –	– –	
11	G. VILLENEUVE	FERRARI 312 T2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312 T2	Type 312 B.	
12	C. REUTEMANN	FERRARI 312 T2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312 T2	Type 312 B.	RACE CAR.
12T	C. REUTEMANN	FERRARI 312 T2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312 T2	Type 312 B.	
16	R. PATRESE	SHADOW-FORD DN8	AMBROSIO TABATIP SHADOW RACING	FINA VALVOLINE	GOOD	DN8-3A	DFV	
17	A. JONES	SHADOW-FORD DN8	AMBROSIO TABATIP SHADOW RACING	FINA VALVOLINE	GOOD	DN8-5A	DFV	
18	H. BINDER	DUREX-SURTEES TS19	DUREX TEAM SURTEES	FINA DUCKHAMS	GOOD	TS19-01	DFV	
19	V. BRAMBILLA	BETA-SURTEES TS19	BETA TEAM SURTEES	FINA DUCKHAMS	GOOD	TS19-06	DFV	
20	J. SCHECKTER	WOLF WR	WALTER WOLF RACING	FINA CASTROL	GOOD	WR3	DFV	RACE CAR.
20T	J. SCHECKTER	WOLF WR	WALTER WOLF RACING	FINA CASTROL	GOOD	WR1	DFV	
22	C. REGAZZONI	ENSIGN N177	TEAM TISSOT-ENSIGN WITH CASTROL	– CASTROL	GOOD	N177/MN-07	DFV	
23	P. TAMBAY	ENSIGN N177	THEODORE RACING HONG KONG	– –	GOOD	N177/MN-08	DFV	
26	J. LAFFITE	GITANES-LIGIER-MATRA	LIGIER GITANES	SHELL –	GOOD	JS7-02	Type MS 73/V12	
27	J-P. JARIER	GITANES-LIGIER-MATRA	LIGIER GITANES	SHELL –	GOOD	JS7-03	Type MS 73/V12	
50	K. TAKAHASHI	TYRRELL-FORD 007	MEIRITSU RACING TEAM	– –	DUNLOP	007/5	DFV	
51	N. TAKAHARA	KOJIMA-FORD KE009	KOJIMA ENGINEERING	– –	BRIDGE	009-1	DFV	
52	K. HOSHINO	KOJIMA-FORD KE009	HEROS RACING CORPORATION	– –	BRIDGE	009-2	DFV	

RESULTS

POS	NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS
1	1	J. HUNT	MARLBORO-McLAREN M26	73	1h. 31m. 51.68s.	129.145 mph.	LOCK FER	KONI	HEW FG 400/6	CHAMPION	LUCAS	LUCAS
2	12	C. REUTEMANN	FERRARI 312 T2	73	1h. 32m. 54.13s.		LOCK FER	KONI	FERRARI 312 TRANS.	CHAMPION	LUCAS	MARELLI DINOPLEX
3	4	P. DEPAILLER	TYRRELL-FORD P34	73	1h. 32m. 58.07s.		LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
4	17	A. JONES	SHADOW-FORD DN8	73	1h. 32m. 58.29s.		LOCK FER	KONI	HEW TL 200	CHAMPION	LUCAS	LUCAS
5	26	J. LAFFITE	GITANES-LIGIER-MATRA	72			LOCK FER	KONI	HEW TL 200	MARCHAL	LUCAS	MARELLI DINOPLEX
6	16	R. PATRESE	SHADOW-FORD DN8	72			LOCK FER	KONI	HEW TL 200	CHAMPION	LUCAS	LUCAS
7	8	H. STUCK	MARTINI-BRABHAM-ALFA	72			GIRL FER	KONI	BRABHAM-ALFA	CHAMPION	LUCAS	MARELLI DINOPLEX
8	19	V. BRAMBILLA	BETA-SURTEES TS 19	71			LOCK FER	KONI	HEW FGA-6	CHAMPION	LUCAS	MARELLI DINOPLEX
9	50	K. TAKAHASHI	TYRRELL-FORD 007	71			LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
10	20	J. SCHECKTER	WOLF WR	71			LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
11	52	K. HOSHINO	KOJIMA 009	71			LOCK FER	KAYABA	HEW FGA400	CHAMPION	LUCAS	LUCAS
12	9	A. RIBEIRO	MARCH 761B	69			LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS

RETIREMENTS

NO	DRIVER	LAPS	REASON
5	M. ANDRETTI	1	ACCIDENT.
18	H. BINDER	1	ACCIDENT.
51	N. TAKAHARA	1	ACCIDENT.
27	J-P. JARIER	3	ENGINE.
11	G. VILLENEUVE	5	ACCIDENT WITH PETERSON.
3	R. PETERSON	5	ACCIDENT WITH VILLENEUVE.
23	P. TAMBAY	14	ENGINE.
2	J. MASS	28	ENGINE.
7	J. WATSON	29	GEARBOX.
22	C. REGAZZONI	43	ENGINE.
6	G. NILSSON	63	GEARBOX.

CHAMPIONSHIP POINTS

DRIVERS

N. LAUDA	72	J. WATSON	9
J. SCHECKTER	55	R. PETERSON	7
M. ANDRETTI	47	C. PACE	6
C. REUTEMANN	42	V. BRAMBILLA	6
J. HUNT	40	C. REGAZZONI	5
J. MASS	25	P. TAMBAY	5
A. JONES	22	J-P. JARIER	1
G. NILSSON	20	R. ZORZI	1
P. DEPAILLER	20	R. PATRESE	1
J. LAFFITE	18		
H. STUCK	12		
E. FITTIPALDI	11		

MANUFACTURERS

FERRARI	95
JPS-FORD	62
McLAREN-FORD	60
WOLF-FORD	55
BRABHAM-ALFA	31
SHADOW-FORD	23
TYRRELL-FORD	23
LIGIER-MATRA	18
FITTIPALDI-FORD	11
ENSIGN-FORD	10
SURTEES-FORD	6
ATS-PENSKE-FORD	1

DATE FRI a.m. 21 OCT. WEATHER SUNNY. WARM.

PRACTICE 1

SESSION CANCELLED

DATE FRI p.m. 21 OCT. WEATHER SUNNY. WARM.

PRACTICE 2

5	M. ANDRETTI	1m. 12.23s.
1	J. HUNT	1m. 12.39s.
7	J. WATSON	1m. 13.20s.
8	H. STUCK	1m. 13.33s.
12	C. REUTEMANN	1m. 13.37s.
52	K. HOSHINO	1m. 13.55s.
6	G. NILSSON	1m. 13.66s.
2	J. MASS	1m. 13.71s.
22	C. REGAZZONI	1m. 13.72s
17	A. JONES	1m. 13.90s.
26	J. LAFFITE	1m. 13.99s.
16	R. PATRESE	1m. 14.02s.
23	P. TAMBAY	1m. 14.22s.
19	V. BRAMBILLA	1m. 14.23s.
27	J-P. JARIER	1m. 14.25s.
51	N. TAKAHARA	1m. 14.36s.
20	J. SCHECKTER	1m. 14.38s.
3	R. PETERSON	1m. 14.49s
11	G. VILLENEUVE	1m. 14.84s.
50	K. TAKAHASHI	1m. 14.88s.
4	P. DEPAILLER	1m. 14.94s.
9	A. RIBEIRO	1m. 15.21s.
18	H. BINDER	1m. 15.26s.

DATE SAT p.m. 22 OCT. WEATHER SUNNY. WARM.

PRACTICE 3

5	M. ANDRETTI	1m. 12.31s.
7	J. WATSON	1m. 12.49s.
1	J. HUNT	1m. 12.67s.
8	H. STUCK	1m. 13.01s.
26	J. LAFFITE	1m. 13.08s.
20	J. SCHECKTER	1m. 13.15s.
12	C. REUTEMANN	1m. 13.32s.
2	J. MASS	1m. 13.37s.
19	V. BRAMBILLA	1m. 13.37s.
22	C. REGAZZONI	1m. 13.52s.
17	A. JONES	1m. 13.56s.
16	R. PATRESE	1m. 13.58s.
6	G. NILSSON	1m. 13.76s.
52	K. HOSHINO	1m. 14.02s.
4	P. DEPAILLER	1m. 14.16s.
3	R. PETERSON	1m. 14.26s.
23	P. TAMBAY	1m. 14.30s.
51	N. TAKAHARA	1m. 14.44s.
27	J-P. JARIER	1m. 14.45s.
11	G. VILLENEUVE	1m. 14.51s.
18	H. BINDER	1m. 14.73s.
9	A. RIBEIRO	1m. 15.01s.
50	K. TAKAHASHI	1m. 15.14s.

STARTING GRID

POLE

1 J. HUNT 1m 12.39s. | 5 M. ANDRETTI 1m. 12.23s.

8 H. STUCK 1m. 13.01s. | 7 J. WATSON 1m. 12.49s.

20 J. SCHECKTER 1m. 13.15s. | 26 J. LAFFITE 1m. 13.08s.

2 J. MASS 1m. 13.37s. | 12 C. REUTEMANN 1m. 13.32s.

22 C. REGAZZONI 1m. 13.52s. | 19 V. BRAMBILLA 1m. 13.37s.

17 A. JONES 1m. 13.56s. | 50 K. HOSHINO 1m. 13.55s.

6 G. NILSSON 1m. 13.66s. | 16 R. PATRESE 1m. 13.58s.

23 P. TAMBAY 1m. 14.22s. | 4 P. DEPAILLER 1m. 14.16s.

3 R. PETERSON 1m. 14.26s. | 27 J-P. JARIER 1m. 14.25s.

11 G. VILLENEUVE 1m. 14.51s. | 51 N. TAKAHARA 1m. 14.36s.

52 K. TAKAHASHI 1m. 14.88s. | 18 H. BINDER 1m. 14.73s.

9 A. RIBEIRO 1m. 15.01s.

LAP CHART

AUTOSPORT

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5 M. ANDRETTI	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1 J. HUNT	20	20	20	20	20	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	20	20	20	20	20	20	22	22	22
7 J. WATSON	2	2	2	2	2	20	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	22	22	22	22	22	22	20	20	20
8 H. STUCK	22	22	7	7	7	7	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	12	12	12	12	12	12	12	12	12
26 J. LAFFITE	7	7	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	6	6	6	6	6	6	6	6	6
20 J. SCHECKTER	26	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	12	12	12	12	12	12	12	12	26	26	26	26	26	26	26	26	26
12 C. REUTEMANN	8	26	12	12	12	12	12	12	12	12	12	12	12	12	12	26	26	12	12	8	8	8	6	6	6	6	6	6	17	17	17	17	17	17	17	17	17
2 J. MASS	5	12	26	26	26	19	19	19	19	19	26	26	26	26	26	12	12	26	26	6	6	6	8	26	26	26	26	26	16	16	4	4	4	4	4	4	4
19 V. BRAMBILLA	12	19	19	19	19	26	26	26	26	26	16	16	16	16	16	16	6	6	6	26	26	26	26	16	16	17	17	17	4	4	16	16	16	16	16	16	16
22 C. REGAZZONI	19	16	16	16	16	16	16	16	16	16	6	6	6	6	6	6	16	16	16	16	16	16	16	17	17	16	16	16	50	50	50	50	50	50	50	8	8
50 K. HOSHINO	16	6	6	6	6	6	6	6	6	17	17	17	17	17	17	17	17	17	17	17	17	17	17	4	4	4	4	4	8	8	8	8	8	8	8	50	50
17 A. JONES	6	17	17	17	17	17	17	17	17	6	4	4	4	4	4	4	4	4	4	4	4	4	4	50	50	50	50	50	52	52	52	52	52	52	52	52	52
16 R. PATRESE	17	4	4	4	4	4	4	4	4	4	23	23	23	23	50	50	50	50	50	50	50	50	50	(8)	8	8	8	8	19	19	19	19	19	19	19	19	19
6 G. NILSSON	4	11	3	3	3	23	23	23	23	23	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	9	9	9	9	9	9	9	9	9
4 P. DEPAILLER	18	3	11	11	11	52	52	52	52	52	50	50	50	50	19	19	19	(19)	9	9	9	19	19	19	19	19	19	(7)									
23 P. TAMBAY	11	52	52	50	50	50	50	50	50	(19)	9	19	19	9	9	9	9	9	19	19	9	9	9	9	9	9	9										
27 J-P. JARIER	51	50	50	52	23	9	9	9	9	9	9	19	9	9																							
3 R. PETERSON	3	23	23	23	52																																
51 N. TAKAHARA	52	9	9	9	9																																
11 G. VILLENEUVE	50	27	(27)																																		
18 H. BINDER	23												-1 LAP																								
52 K. TAKAHASHI	9																																				
9 A. RIBEIRO	27																																				

38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
22	22	22	22	22	22	12	12	12	12	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	12
20	20	20	12	12	12	26	26	26	26	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	4
12	12	12	20	20	26	6	6	6	6	6	6	6	6	6	6	6	6	6	6	17	17	17	17	17	17	17	17	17	17	17	4	4	4	4	17
6	6	26	26	26	6	17	17	17	17	17	17	17	17	17	17	17	17	17	17	6	6	6	6	4	4	4	4	4	4	4	17	17	17	17	
26	26	6	6	6	17	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	6	16	16	16	16	16	16	16	16	16	16	
17	17	17	17	17	4	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	8	8	8	8	8	8	8	8	8		
4	4	4	4	(20)	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	(6)	19	19	19	19	19	19	19			
16	16	16	16	16	16	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	19	19	19	50	50	50	50	50	50	50			
8	8	8	8	8	8	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	50	50	50	20	20	20	20	20	20	20			
50	50	50	50	50	50	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	20	20	20	20	52	52	52	52	52	52	52			
52	52	52	52	19	19	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	52	52	52	52	9	9	9	9	9	9				
19	19	19	19	52	52	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	(9)	9	9	9	9										
9	9	9	9	9	9																														

LAP CHART BY COURTESY OF NORAH TYRRELL

RACE DATA BY ALAN PHILLIPS

Ladies first!

Spanish Rally marks Michele Mouton's first international win—Only 17 cars complete a tough event run in bad weather conditions—Munari and many other favourites retire—Canellas second for SEAT—Report and photography: HUGH BISHOP.

Following their excellent second overall on the Tour de France, that delectable pair of madamoiselles, Michele Mouton and Francois Conconi finished outright winners of the R.A.C.E. rally of spain last weekend. Driving the Almeras prepared 3-litre Porsche they finished well ahead of the 17 survivors of the toughtest ever Spanish Rally; Salvador Canellas bringing the only remaining works SEAT home in second place ahead of the G1 Kadett of Belgian, Pierre Dumont. This was Michele's first ever international win, and almost certainly clinches second place for her in the European Drivers Championship, Darniche having sewn that up, months ago.

Some 67 entries had been received, but after seeing the state of many gravel stages, several crews decided to save their cars, including Oliveras' Escort, while Bagration's Stratos could not be made ready in time and Leo Pittoni did not arrive from Italy with his Alfetta.

Sandro Munari/Piero Sodano, however, did make the trip, and led the 48 starters away from the racetrack at Jarama towards the first night's stages, all on tarmac in the hills between Madrid and Segovia. The first of these, a 7.3km affair, saw Sandro, hardly surprisingly, setting fastest time with the 4-valve Alitalia Stratos. He had after all come to Spain solely to win the World Drivers Cup to which the Italians, if no one else, show such great interest.

But it was really the fight behind him that fired the spectators. Beni Fernandez in his usual David Sutton-built RS1800 was locked in combat with Antonio Zanini in his 'official' SEAT, the Spanish championship being at stake, the national team being loth to give up a title they have held for the past three years.



After becoming a heroine of the Tour de France, Michele showed the men the way home last weekend in Spain.



Above: Mouton's Almeras G3 Carrera only just made the finish. Below: conditions were tough . . . the second placed SEAT of Canellas.

The rest of the entry was mostly Spanish with Salvador Canellas driving the second SEAT 124 Especial 1800. Fernando Lezama was in another (older) Sutton car and Cesar Perejoan also in a similar machine. Four private SEATS were entered for Salvador Servia, Carlos Trabado, Pedro Bonet and de Sousa, while Henry Inurrieta/Dave West were the only 'British' to make the journey, though their RS2000 (Gp1) was entered by Reverter Competicion, as indeed was Fernandez's G4 car. Giovanni Salvi, driving his very old RS2000, came from Portugal as did Carlos Torres in his Mazda RX3, both cars contesting in G1.

Pierre Dumont and Materne brought their G1 Opel Kadett GTE all the way from Belgium, while Werner Schweizer/Berndt Ostmann were out again in their trusty G2 version. The only other intruders were the French girls in the Elf backed G3 3-litre Carrera.

RALLY

From the outset Munari of course set the pace, taking five seconds on stage one, 16 seconds on SS2, three seconds on 3, 15 seconds on 4; with Beni Fernandez consistently second and Lezama, Mouton, Canellas and Zanini all being close together. Then, it began to rain, and with the rain, thick fog on the mountains. Stage 5, a repeat of SS1, saw Fernando Lezama actually beat Munari, while Zanini too was closing on Fernandez. But already gone were the two official Chrysler (Spain) Simcas, CID crashing the group 1 1200 Ti's suspension on some rocks on SS4, while poor Ortiz in the G2 car failed to make the first special stage. Having found a break in one of the pipes to his fuel-injection, he stopped to change it before the stage, only to discover that his sole spare was also damaged.

Once more over what had been the second test, brought competitors back to El Escorial and the completion of the first group of stages. Munari already held a minute lead after the six stages, then came Fernandez (with 30secs) from Lezama, with ½ min intervals also between Zanini and Mouton. Canellas was sixth, Inurrieta held seventh and a slim lead in G1 from Dumont.

Next came the even higher altitude stages around Rascafria, though the first of these, the 16km stage from Puerto de Navacerrada to Rascafria, was later cancelled due to an accident. This stage had to be tackled another two times during the night in addition to the 15km test from Rascafria to Miraflores de la Sierra. It was the first time over this stage that Schweizer went missing with rear axle trouble.

As the grey dawn broke through the swirling mists, these stages were tackled for the third and final time, and at the end there emerged neither Zanini nor Lezama, both having retired with engine failure, Zanini's broken camshaft leading to a holed block. His chances of regaining the Spanish title now look even slimmer. One final asphalt test lead back to a well earned nine hour halt at Jarama.

To this point Munari had been beaten just that once, and now held a comfortable four minute lead from Fernandez, with the ultra-consistent Michele two minutes further in arrears; Canellas fourth, Trabado fifth and Inurrieta now sixth and two minutes in the lead of G1.

By 9.30pm that Saturday evening the rains had eased a little, but the rally was now only just beginning, with the prospect of 273kms of very narrow, muddy and treacherous stages to come. The first was cancelled, the finish control having failed to arrive, SS2 and Munari was beaten a second time, both Fernandez and Canellas taking almost a minute from him on the 23km test, while de Sousa stopped with a broken carburettor.

The next stage saw the end of Inurrieta's hopes when he put a wheel over the edge on a very slippery hairpin and with no helpers around, was unable to get the RS2000 back on the road. Munari, however was back on form, and on the next stage lost his only real rival. Beni Fernandez, when the latter was forced to



retire having damaged the steering and front suspension on his RS1800. This left Sandro no less than 10 minutes ahead of Michele and Canellas seven minutes further back. SS5 was cancelled because of bad road conditions, but on the sixth, which lead back towards the main road from Madrid, Munari's engine started to go sick, Michele put in a fastest time, and there now only remained the sting in the tail, one 48km and one 58km stage, with two shorter tests between.

Sandro's engine cried enough on the first long one, stranding him in mid-stage, the SEATs of Bonet and Trabado also went missing on this test; both having suspension problems, while Sanchez had put his G1 Citroen GS well off the road.

As if to confirm her position, Michele was quickest over the two short stages, and had only the long 58km stage to finish, this in fact repeated much of the 48km test, and it was with some surprise that Sanchez stood watching as his team-mate 'Rizos' Munoz slid his Citroen off at the same spot . . . fortunately only 1½ mins were lost. Michele Mouton was soon confirmed as the winner despite the rear suspension of the Porsche collapsing as the car was driven into *parc fermé*. Canellas's second place now moves him into second in the Spanish Championship, but Zanini still has the best chance to catch Fernandez, especially with a 230bhp G5 car for the final three rounds.

25th R.A.C.E. Rallye de Espana
21-23 Oct '77
ECR-coeff. 4

1, M. Mouton/F. Conconi. (Porsche Carrera) 5h.39m.32s. (1st Gp3);
2, S. Canellas/Sabater (SEAT 124 Esp 1800) 5h.45m.08s. (1st Gp4);
3, P. Dumont/Materne (Opel Kadett GTE) 5h.57m.20s. (1st Gp1);
4, Salvador Servia/Brustenga (SEAT 1430 Esp 1800) 5h.58m.00s;
5, G. Salvi/J. Ferreira (RS2000) 6h.01m.59s.
(67 entries, 48 starters, 17 finishers)

Organisers: Real Atomobil Club de Espana
Total distance: 1,262kms, 481kms of stages, 208kms (17 stages) Asphalt (1 can) 273kms (10) Gravel—2 cancelled. 19 stages at night, 8 in daylight.
Rally run in two parts, 1st night—all tarmac (rain & fog), 2nd night—All gravel (rain then drier).

Leading Retirements
Ortiz/Cabal (Official Simca 1200 TI Gp2)—Broken injection pipe—Before SS A1;
Cid/Pons (Official Simca 1200 TI Gp1)—Broken suspension—SS A4;
Schweizer/Ostmann (Opel Kadett GTE Gp2)—Rear axle—SS A8;
Zanini/Petisco (Official SEAT)—Engine—SS A15;
Lezama/Abans (RS1800)—Engine—SS A15;
de Sousa/Sanjeronimo (SEAT)—Broken Carb—SS B2;
Inurrieta/West (RS2000 Gp1)—Stuck in mud—SS B3;
Fernandez/Formoso (RS1800)—Broken steering/front suspension—SS B4;
Munari/Sodano (Lancia Stratos)—Engine—SS B7;
Trabado/Puvill (SEAT)—Front suspension—SS B7.

Special Stage—Fastest Times	1st	2nd	3rd	4th	5th	6th
Sandro Munari-Sodano (Stratos)	17	1	1	—	1	—
Beni Fernandez/Formoso (RS1800)	1	10	7	—	—	—
Fernando Lezama/Abans (RS1800)	1	1	1	3	3	3
Michele Mouton/Francois Conconi (Porsche Carrera)	3	3	9	2	—	5
Salvador Canellas/Sabater (SEAT 124-1800)	1	3	1	7	6	3
Antonio Zanini/Petisco (SEAT 124-1800)	—	2	1	5	2	2

The RAC Rally line-up

Markku Saaristo in 'works' Leyland TR7; 22 FIA seeded drivers

Early last week we discovered the interesting and perhaps a little surprising news that the driver of a fourth official Leyland Cars entry on the Lombard RAC Rally was to be none other than Markku Saaristo, who requires no real introduction to regular readers of this magazine. While such an appointment must bring to an end the protracted speculation concerning Leyland policy regarding the hiring of foreign (as opposed to Colonial) drivers, it must be considered as no more than a 'one off' appointment—at least for the present.

Markku is to be the recipient of a brand new left-hand-drive TR7, but it is not being built at Abingdon. All the work on the car is being completed at the Cambridge premises of Safety Devices, and the car is eventually destined for a private customer in North America—the prelude, one imagines, to some increased customer work from this sector.

In the meantime, the addition of Saaristo to the team adds considerable interest to proceedings, and since it seems more than likely that Pat Ryan will also be at the wheel of a TR7 (assuming that at least one of the Corsica (Manx) cars can be re-prepared successfully in the short time available between events) Leyland's homogenous entry begins to look quite strong. The combined experience, local knowledge and speed of the regulars are now joined by that magic team manager ingredient—the Finn!

Markku himself will be remembered in this country with enthusiasm and admiration following his giant-killing exploits in Skodas on RACs, Scottish and Welsh Rallies in the past. But it was only in August this year that he finally got his hands on a really powerful G4 car when he was invited to drive Ove Andersson's 1600cc 16-valve Team Toyota Europe Corolla on the 1000 Lakes. Markku revelled in both the car and the challenge—finishing fourth overall on his first-ever drive in the car. Unlike one or two of his countrymen who have proved themselves very much as exclusive national specialists, Saaristo is a man who loves to drive on unseen roads and obviously thoroughly enjoys the challenge of the RAC—his return to England will doubtless be keenly anticipated. The car is, in fact, entered by Leyland International.

The organisation of the RAC is meantime moving into its final three weeks. There are a total of 69 stages this year (a reduction of seven on 1976) and together with a decrease in road mileage and a tightening-up of road timing, the rally promises to be that much tougher while being easier to follow. The media should find it a simple matter to file up-to-date reports thanks to the relative precision of road timing, and the organisers rightly make no apology for the ten first day stages (60 miles on Sunday, November 20) all of which are designed as spectator venues and which, it is hoped, will go some way towards deflating the massive spectator problems encountered last year—especially in forests at weekends. The entry list will be re-seeded after the Sunday run, and the rally proper gets underway from York early on Monday morning (November 21).

There will be increased emphasis on spectator control cars, taped off 'no-go' areas, etc, and the RAC have recently commissioned a 20 minute film on special stage direction and spectator control which Jim Porter will be bringing with him on his series of nationwide lectures to motor club stage commanders and rally officials, which start on November 4.

With the world's top rally drivers gathered in London beforehand, Pirelli are taking full advantage of this opportunity to stage what should be a most spectacular and entertaining evening at the Wembley Conference Centre on the Thursday before the start (November 17).

'Startalk' is the title for the show which will feature current drivers such as Bjorn Waldegaard, Roger Clark, Timo Makinen, Pentti Airikkala, Stig Blomqvist, Tony Pond, Brian Culcheth, Russell Brookes, Hannu Mikkola and Sandro Munari, as well as exheroes such as Erik Carlsson and Paddy Hopkirk, and Lancia competitions manager, Cesare Fiorio. Each day new names are added to the list and at the moment they are awaiting confirmation that Walter Rohrl and some of the Fiat drivers will be available.

The aim is to get away from the usual forum format and stage an evening more like a 'Parkinson show' but with Tony Mason in charge. Organisers are also getting teams to provide cars and hope to finish the evening with the drivers surrounding five models. Another star turn of the evening will be provided by Lance Percival who is currently composing calypsos about drivers, rallies and cars(!)

Starting the proceedings will be the showing of a film and a transparency show of a drive by Maurizio Verini in a Fiat 131 Abarth. It seems that the speeds attained in this film along narrow twisty roads will make even the strongest stomachs squirm a little!

The whole evening will be recorded and subsequently a 60 minute cassette will be on sale. Tickets for the evening which starts at 7.30pm will be £1.60 each and are available now from Pirelli Rally Show Tickets, 3 Holborn Circus, London, EC1N 2QA, on a 'first-come



Russell Brookes, who has been in Corsica since the Monday following the Castrol '77, has recently reported 'back to base'. The greatest surprise appears to be the realisation of how 'slow' the event is, most corners being taken in the region of 25/50 mph. Russell however has noted the extent of the corners, an average of 20/25 per kilometre (the Manx averages seven; San Remo 14!) while the longest straight he has so far discovered is 75 metres! The pot-holed roads have a maximum width of 12ft.

Markku Saaristo (below) and 'Tony' Fassina (bottom) are two of the later changes to be made to the Lombard RAC Rally entry list. Markku has stepped into the breach following John Buffum's continued commitment to the Canadian drivers and manufacturer's championships (see opposite); while 'Tony', a regular Lancia and Jolly Club entrant, steps into the car made vacant by Walter Rohrl. It seems that we may expect more changes to Fiat's line-up shortly. Meantime it seems that Ford will have to finish at least second in Corsica as well as winning the RAC to clinch the championship.





1	Roger Clark	Stuart Pegg	Ford Escort RS1800
2	Stig Blomqvist	Hans Sylvan	Saab 99 EMS Rallye
3	Markku Alen	Ilkka Kivimaki	Fiat Abarth 131 Rally
4	Pentti Airikkala	Risto Virtanen	Vauxhall Chevette
5	Bjorn Waldegaard	Hans Thorszelius	Ford Escort RS1800
6	Timo Makinen	Henry Liddon	Fiat Abarth 131 Rally
7	Sandro Munari	Piero Sodano	Lancia Stratos
8	Hannu Mikkola	Arne Hertz	Toyota Celica GT
9	Ari Vatanen	Peter Bryant	Ford Escort RS1800
10	Timo Salonen	Jaakko Markkula	Fiat Abarth 131 Rally
11	Per Eklund	Bjorn Cederberg	Saab 99 EMS Rallye
12	Walter Rohrl	Willi Peter Pitz	Opel Kadett GTE
13	Simo Lampinen	Soelve Andreasson	Fiat Abarth 131 Rally
14	Per-Inge Walfridsson	John Jensen	Toyota Celica GT
15	Maurizio Verini	Domenico Russo	Fiat Abarth 131 Rally
16	Bror Danielsson	Ulf Sundberg	Opel Kadett GTE
17	Fulvio Bacchelli	Francesco Rossetti	Fiat Abarth 131 Rally
18	Jean-Luc Therier	Michel Vial	Toyota Celica GT
19	Anders Kullang	Bruno Berglund	Opel Kadett GTE
20	Kyosti Hämäläinen	Howard Scott	Ford Escort RS1800
21	Andrew Cowan	Paul White	Chrysler Avenger
22	Andrez Jarosiewicz	Ryszard Zyszkowski	Polski-Fiat 125P
23	Russell Brookes	John Brown	Ford Escort RS1800
24	Tony Pond	Fred Gallagher	Triumph TR7
25	Chris Sclater	Martin Holmes	Vauxhall Chevette
26	Andy Dawson	Andy Marriott	Ford Escort RS1800
27	Leif Asterhag	Anders Gullberg	Toyota Celica GT
28	John Taylor	Phil Short	Ford Escort RS1800
29	Brian Culcheth	Johnstone Syer	Triumph TR7
30	Billy Coleman	David Richards	Fiat Abarth 131 Rally
31	Rod Millen	Mike Franchi	Mazda RX3
32	'Tony'	Mauro Mannini	Fiat Abarth 131 Rally
33	Nigel Rockey	Derek Tucker	Ford Escort RS1800
34	Paul Faulkner	Monty Peters	Ford Escort RS1800
35	Tony Drummond	X	Ford Escort RS1800
36	Tony Fowkes	Bryan Harris	Ford Escort RS1800
37	Gilbert Staepelaere	X	Ford Escort RS1800
38	Jean Ragnotti	Jean-Marc Andrie	Renault 5 Alpine
39	Jimmy McRae	Ian Muir	Vauxhall Magnum
40	Graham Elsmore	Stuart Harrold	Ford Escort RS2000
41	Jan Hettema	John Gittins	Ford Escort RS1800
42	Pat Ryan	Mike Nicholson	Triumph Dolomite Sprint
43	Malcolm Wilson	Ron Palmer	Ford Escort RS2000
44	Will Sparrow	Rodney Spokes	Chrysler Avenger
45	George Hill	Roger Jones	Vauxhall Chevette 2300
46	Lars Carlsson	Bob de Jong	Opel Kadett GTE
47	Robin Eyre-Maunsell	Neil Wilson	Chrysler Avenger
48	Terry Kaby	Bob Freeborough	Triumph Dolomite Sprint
49	Ruben Borjesson	Joe Hawkins	BMW 320
50	Juergen Barth	Lothar Boschen	Opel Kadett GTE
51	Henry Inurrieta	Dave West	Ford Escort RS2000
52	Gavin Waugh	Peter Handy	Chrysler Avenger GT
53	Reinhard Hainbach	Peter Linzen	Ford Escort RS1800
54	Walter Smolej	Hanno Menne	Opel Kadett GTE
55	John Haugland	Rupert Saunders	Skoda 130RS
56	Geoff Simpson	Alan Simpson	Ford Escort RS1800
57	Markku Saaristo	X	Triumph TR7
58	Erkki Temmes	Raymond Eriksson	Saab 99 Rally
59	Guy Frequelin	Jacques Delavel	Renault 5 Alpine
60	Fred Henderson	Colin Wilson	Toyota Corolla TE37

Piggy returns to win

Although the hoped-for entry from a works TR7 never materialised—the reservation was put in some time ago—the Stockshill Scarborough Stages last Sunday, run by 62CC, was nevertheless an entertaining event, especially for those who watched the cars over the Oliver's Mount stage at the start and again at the conclusion of the day's sport.

The rally was won comfortably enough by Piggy Thompson/David Greenwood in the former's RS1800 who led throughout the 13 stages and then eased off in the second half and allowed John Laley/Geoff Atkinson in a similar car to close to within half a minute.

Laley, while never a serious threat, was the driver of the afternoon for he stormed past Dick Rowland's RS1800 which had held second place at the break, and went on to finish just five seconds ahead. 'Yuk' Hodgson/Ian Jemison were fourth in another RS1800 a long way behind, and even farther away was John Cockerill in another Escort RS1800.

Tony Drummond did the event in a Kadett but the gearbox fell apart on the final stage, while last year's winner Mike Rawson fell off the road in the afternoon.

Eleven stages took place in the Wykeham/Dalby complex and total competitive mileage came to around 50. Fred Henderson completed a successful weekend (third on the Border) by winning his class in a customer's 1298cc (standard engine) Escort GT, while Steve Ward's infamous Mk1 Cortina made it back to Oliver's Mount, only to be excluded at the final stage when it was deemed that his machine was unfit to continue! We gather there was a slight question mark hanging over suitability of the steering. . . .

1. P. Thompson/D. Greenwood (RS1800), 3065s; 2, J. Laley/G. Atkinson (RS1800), 3095s; 3, D. Rowland/A. N. Other (RS1800), 3100s; 4, Y. Hodgson/I. Jemison (RS1800), 3177s; 5. J. Cockerill/M. Winspear (Escort), 3200s. **Class winners:** Fred Henderson/M. Leonard (Escort), 3477s and A. Powell/J. Renny (Escort) 3359s.

Vauxhall scoop?

. . . and surely this has to be correct

Did Vauxhall finally sign Pentti Airikkala last Monday week after the Castrol '77 in the presence of the Luton hierarchy, as was so widely rumoured at the time? According to a perceptive article, which appeared in last Friday's *Yorkshire Post*, the Finn has indeed signed the contract which almost all informed sources suggested he would. The *Post* even named a figure in connection with the deal—£50,000!

Airikkala—a 'silent' signing?



It certainly all seems highly credible, even the figure; and there was indeed little doubt of the impending signature on the Castrol '77. Vauxhall prospects for next year almost certainly involve Pentti in the international championship with, one imagines, some foreign rallies thrown in. In addition, we expect to see a development car in national rallies for Jimmy McRae.

Exactly where Chris Sclater fits into the DTV jigsaw is not entirely clear at present, although one assumes that they have made him some kind of proposition, of perhaps a 'freelance' nature.

The *Post* story went on to link co-driver Phil Short's name with that of Airikkala as the Finn's new co-driver for next year, but naturally you can't believe everything you read!

Trossachs: Scots finale on Sunday

This Sunday (October 30) at 10.01 hours the first car will lead away the entry of around 120 crews from Aberfoyle, the start of Lows for Opel Trossachs Rally; the event again organised jointly by Scottish Sporting Car Club, Strathclyde Police Motor Club, Apex Motor Club and Coltness Car Club. It will take place in the Forests of Loch Ard and Strathyre.

The Rally is the final counter in the Pirelli/*Triple C* Championship and also the final event of the Challengers division of *The Scotsman*/Glayva Scottish Rally Championship 1977.

Top crews include Peter Tokely with the TR7 now leading the Challengers Scottish Rally Championship; Donald Heggie who will be trying to make it three in a row; Murray Grierson (Datsun Violet), Andy Smith (RS1800), Ian Wilson (Chevette), Ian Gemmell (Escort) etc. Andy Dawson is also expected—navigating a Honda Civic!

Pirelli/*Cars and Car Conversions* are organising a pre-rally show on Saturday evening, October 29, in the Pavilion Hotel, Aberfoyle, commencing about 8.30pm. This is followed by an introduction by Tony Mason who thereafter introduces a number of guests including Andy Dawson and Jenny Birrell.

1, D. Heggie/I. Mungall (RS1800)
2, C. Samson/W. Greig (RS1800)
3, I. Gemmell/F. Bryden (RS2000)
4, M. Grierson/J. Shannon (Datsun Violet)
5, P. Tokely/D. Hodges (Triumph TR7)
6, I. Wilson/C. Young (Chevette 2300)
7, A. Smith/J. Meechan (RS1800)
8, D. Cowan/L. Cowan (RS2000)
9, D. Gillanders/R. Baird (RS2000)
10, T. Clark/R. Turnbull (Triumph Dolomite Sprint).

The following spectator points are available:
Start Car Park Aberfoyle MR 57/522009.
Special Stage 1 Renagour MR 500012 Parking available Invergard Hotel and the School House Playground. NB: No Spectator vehicles allowed on the access road between B829 at Milton and Stage Start. First car due at 10.06 hours.
Special Stage 5 Carron MR 71/958380. First car due 11.20 hours.
Callander Lunch Halt in Old Station Car Park. First car due 12.15 hours leaves 14.00 hours.
Special Stage 7 Strathyre MR 562168. First car due 14.20 hours. Parking south end of village and pedestrian access to forest (indicated by arrows).
Special Stage 10 Couligartin. Finish MR 500012. First car due 15.48. Parking as for Special Stage 1.
Finish Car Park Aberfoyle. First car due 15.55 hours.

Win some lose some

While Munari (right) suffered engine failure in Spain—he was leading the event by several minutes until near the end (see page 20)—Markku Alen on the Border Rally (see bottom and page 24) fell victim to a Kielder firebreak and Hannu Mikkola's Celica GT (below) went on to win.







Buffum heads for cliffhanger in Canada

The American-run Leyland TR7 of John Buffum and 'Vicki' continues on its winning way, with the crew's latest victory at the weekend on the Forest Rally in Ottawa, Canada.

This rally was a round of the Canadian Championship and the route was over 350 miles, 106 of these being competitive. Buffum's win means that he now leads the drivers' championship by just one point from Taisto Heinonen in a Toyota, and Leyland lead the manufacturers championship by eight points.

The scene is now set for a cliffhanger finish to the championship on the final round, the Tall Pines Rally on November 19, when both the drivers and manufacturers divisions will be decided.

● Last Friday evening at Burmah House, Swindon, Castrol hosted an organisers' meeting for the '78 Castrol/AUTOSPORT rally championship. Series co-ordinator Ian Parry would like to thank the eight (out of ten) clubs whose representatives took considerable trouble to attend, and hopes that a further meeting can be arranged during the early part of next year. Among many topics discussed were standardised regulations and computerised results, and apparently some progress was made towards settling differences and finalising methods, etc.

● The Car Spares Thomond '77 rally takes place this Sunday, October 30. The rally date is on the new Bank Holiday weekend and is being run totally in County Limerick with HQ and scrutiny in Limerick City. The route is 120 miles approximately with 80 miles of stages. All stages are fast tarmac and designed to prevent car damage. Start will be at 11.00 on Sunday morning and the first car will return to Limerick at 16.30. The entry is limited to 100 cars.

Easy for Mikkola

Samsons are champions a second time

The population of Hawick certainly knows how to put rallying in its place. Last Saturday morning saw two of the world's top drivers arrive to do battle over what are acknowledged to be among the toughest special stages in Europe, but the locals simply went about their daily business. There were more shopping cars than rally cars in the official car park at the start and, even as the mud-stained survivors returned there after enduring the ravages of Kielder, this Scottish Border town hardly batted a collective eyelid.

Whether they would have felt the same, standing on the first special stage, is doubtful. There, for seven all-too-brief miles, the Finnish Grand Prix which started on the Castrol '77 continued with renewed ferocity as Hannu Mikkola and Markku Alen set out to prove that they could cope with Kielder's rough, rocky tracks, firebreaks and unpredictable twists and turns. The winner here would strike a double blow for the forthcoming RAC Rally: it would prove that his car worked and it would give him a major psychological advantage over those who dread the prospect of Kielder on the last day of our World Championship round.

In the event, Mikkola won as he pleased, giving an impeccable driving demonstration to lesser mortals, the best of whom were around one and a half seconds per stage mile behind him. For Alen, the rally was a disaster from start to finish, ending with his Fiat 131 stuck firmly down a firebreak. He had learnt little about Kielder, except that the place exists and that it has firebreaks!

Second overall, two minutes clear of the rest, were the Samson brothers, who thereby clinched the Scottish rally Championship on the final round, their nearest two rivals both finishing down the same firebreak as Alen.

ENTRY

One week before the Border Rally, the entry list (for those not intimately concerned with the Scotttish Rally Championship) was uninspiring, to say the least. But a conversation at the finish of the Castrol '77 changed all that, when it was revealed that Kielder Forest might well account for as much as 20 per cent of the RAC Rally's forest mileage. Suddenly, the Border had its now traditional Finns.

The two teams concerned made an interesting contrast. Mikkola arrived in his Burmah-winning Celica, as used by Per-Inge Walfridsson for his disappointing outing on the Castrol. The car had been fitted with a new clutch (the old one started slipping in Wales) but had otherwise only been checked over at Toyota GB. It was also fitted, at Mikkola's request, with suspension that was around 10 per cent softer all round, in a successful effort to cure slight axle tramp. To look after the car, there was only English mechanic John Howlett, and one estate car. And, at 5 o'clock on the morning of the start, Howlett had to get up and change the differential, Mikkola having decided to risk the 5.3:1 'exploder' in place of the normal 'safe' 4.9:1 unit.

Fiat, on the other hand, arrived with Alen's Castrol '77 car, two laden 131 estates and sundry 131 road cars which just happened to appear at all the right places on this very limited-service event. Even for this little rally, they were taking no chances. The main objective was to try Pirelli's new MS35 (as used on the Castrol) on the rougher stages. It was reasonably typical of Fiat, however, that the new tyres, impounded by customs at Milan before the Castrol, had still not been released for this event. Alen was, therefore, left with four worn MS35 tyres fitted to the car, one new spare in the boot and two P7 spares in the service cars. More than one puncture and his rally would be over.

In deference to those who'd entered at the proper time, however, the entry list opened with Scottish Championship leader Bill Taylor, who ran his RS1800 at zero. Charles Samson was at one with his Esso-sponsored RS1800. The championship position was interesting: Taylor was on 79 points, Samson on 76 and both men could count only five points out of 15 if they won, by virtue of dropping inferior scores. And they were the only two drivers who could win the series.

Fresh from winning his second London-to-Sydney Marathon, Andrew Cowan was at number two with his usual Colt Lancer, merely washed down since its previous outing, on the Granite City in April. The car was, however, fitted with Yokahama's answer to the Pirelli P7—a really demon-looking, low-profile tyre with a pattern only one step removed from slick. Cowan hadn't used these before and was keen to see whether they worked.

The two Finns were next on the entry list, Alen at three and Mikkola at four, followed by Donald Heggie's still-troublesome F. English of Bournemouth RS1800. At six was Jim Howden (RS1800) who still had a chance of second place in the Scottish series; while at seven was the tired RS1600 of Dominic Buckley, who wanted mainly to win the North East regional stage rally championship, of which the Border was also the final round.

Fred Henderson was another late entry at eight, giving the Oates Garage Toyota Corolla its final outing with 16-valve Schnitzer power before the 'cooking' eight-valve engine goes in for the RAC. In preparation for the RAC, Henderson was trying a thinner front anti-roll bar, along with rubber bushes instead of rosejoints in the rear suspension. He also tried 195/13 rear tyres for a while, until he found that the car didn't have enough power to pull them, after which they were replaced by the usual 175 Dunlops.

The top ten was rounded off by Andy Smith's S&S Rallying RS1800 and the TR7 of Ken Wood. At 11 was Ian Wilson in the ex-Pentti Airikkala Vauxhall Chevette 2300 (Pentti's Jim Clark car), but now fitted with Uniband Remould Tyres!

Chasing points for the Castrol Group One title were David Porter (Chunky Chicken Magnum), who needed to win to take the title from an absent Ian Gemmell; Ivor Clark (Avenger) who had replaced his 1300cc engine with an 1850cc unit and had Dunlop's ubiquitous John Horton in the passenger seat; and Tom Clark (Dolomite Sprint), the fastest but least reliable of this trio.

RALLY

As usual with the Border, the format was very simple indeed. Start from Hawick at 10am, into the forest at Kielder village for six stages in the southern half of the complex; lunch at Plashetts and a run up to Byrness with four more stages, finishing before 3pm. There were almost 40 miles of stages in the morning, with no planned service until lunch, although it was possible to detour to Plashetts from any of the first three stages—a fact that most of the leaders needed to take advantage of.

The Forestry Commission had done a magnificent job, regrading the whole of the first half of the route since it was devastated by the Lindisfarne only a fortnight before. Sadly, the job was spoilt when their only compacter broke down, leaving the uncompressed surface smooth, but with a consistency rather akin to that of a ploughed field. After only two or three cars, the surface began to lift, revealing large boulders amidst heavy going.

Arne Hertz, being the co-driver he is, made sure that it was Mikkola who led the queue of cars into the narrow entrance of stage one. To be first on the road was an advantage that Alen apparently never appreciated—he visited his service crew en route and started the stage about tenth car.

The first stage looped around the edge of the forest towards Bloody Bush: fast, open roads on which Mikkola was in his element: 18 seconds faster than his nearest rival in seven miles. That his nearest rival was still Alen was a tribute to Finnish skill, for the Fiat driver spun and stalled midway through the stage, losing ten seconds or so. It was as near as he ever got. . . .

One mile into stage two, at the top of a steep hill at the end of a long, fifth-gear straight, the trees go straight on while the road goes square left. A classic Kielder firebreak. The Border, as with all Scottish events, gave crews tulip diagrams for each special stage. Firebreaks were marked, although the slippery surfaces made Halda readings suspect. All a co-driver could do was warn that a firebreak was upcoming; after that, it depended on how hard the driver was trying.

Mikkola nearly got caught. His Celica raised its not inconsiderable weight high on to two wheels and the car lurched sideways, landing just in time for Hannu to steer it round the 90-degree bend. Bill Taylor was next and he never stood a chance. His Escort went down the firebreak at high speed, tripped and fell end-over-end, coming to rest on its side. There was comparatively little damage, however, and the crew struggled to right their car, a job that took priority over the erection of a warning triangle. They were, after all, a very long way down the firebreak.

Alen arrived as though he planned to take those 18 seconds back from Mikkola on this one stage. As realisation dawned, he flung the blue and yellow car sideways, in which position it simply slid down the gap and bogged itself in the mud—undamaged but stuck. The tyre testing was over. Fiat sent an estate car into the stage to pull out their rally car (with permission from the stage commander), but it wasn't up to the job and the crew arrived at Plashetts minus one Fiat.

His main opposition gone, Mikkola set about stamping his mark on Kielder. His moment at the firebreak, along with time to recover, cost him fastest time on stage two. He punctured on stage three and, despite driving three miles on the flat, was second fastest. Apart from that, he conceded only the penultimate stage—and that to another Toyota! The Celica looked magnificent throughout, apparently much easier to drive now that the suspension has been softened. Mikkola was reportedly grinning everywhere he went.

Of the others, only the Samson brothers had a clear run. This is not meant to suggest that they would have finished other than second, for they have undoubtedly found their form of old once again, but that the results might have been closer. Henderson hit a large rock on stage two, pushing one front wheel back two inches, deranging the steering and causing a huge, fifth-gear spin later on the same stage. He had to reverse half a mile in order to turn round and a detour for service



After a cautious start to the season, the Samsons finished on a high note. . . .

THE SCOTSMAN SCOTTISH RALLY CHAMPIONSHIP

DIVISION 1 Drivers Overall	Snowman	Hackle-Gandy	Bank of Scotland	Granite City	Scottish	Jim Clark	Burmah	Rippin Saltire	Bowmaker Stages	Lombard Border	Total points
1. Charles Samson	—	—	10*	8*	13	13	13	15	15	15	81
2. Bill Taylor	—	15	15	11	10	—	—	15	13	—	79
3. Jim Howden	—	13	—	12	15	11	12	11	—	—	74
4. Allan Arneil	11	12	11	9*	12	9*	11	—	12	—	69
5. Drew Gallacher	15	11	12	15	—	8	—	—	—	—	61
6. Jim McRae	10	—	—	10	—	15	15	—	—	—	50
7. John Nicol	—	7	—	5	11	10	—	9	6	—	48
8. Donald Heggie	—	5	13	13	—	—	—	13	—	—	44
9. Murray Grierson	2	—	9	3	—	—	9	5	10	—	38
10. Bill Murray etc	—	—	—	—	9	—	7	6	—	11	33
Group 1 Drivers											
1. Ian Gemmell	5	—	4*	5	—	6	6	5	5	—	32
2. David Porter	—	6	1*	6	—	4	4	4	3*	5	29
3. Ivor Clark	—	—	—	2	6	5	—	6	2	6	27
4. Vince Finlayson	4	—	6	4	—	—	5	1	—	—	20
5. Alasdair Pearson etc	3	5	—	—	—	—	2	—	4	19	

* Scores to be dropped

on the road and, therefore, several grades of smoothness on the stages.

Cowan found that his demon new Yokahamas were not the answer. They apparently gripped superbly, but also punctured superbly, forcing him to Plashetts for a change back to ordinary knobblies. Then the radiator fan jumped off its spindle and through the radiator core. Cowan continued until the head gasket blew—his first-ever failure with the Lancer since he acquired it in 1975. As co-driver Hugh McNeil remarked, their Japanese tow rope was still brand new, wrapped in its polythene packet: "It took us a good while to work out how to use it. We're not used to such things."

Don Heggie, on the other hand, was having a typical Heggie day. He spun on both the first two stages, punctured on each of the next three (driving six, four and two miles), had the differential fail on stage six and was still 10th overall at lunch! He persevered until the ignition packed up shortly afterwards.

At Plashetts, the rally was two-thirds over. Mikkola led on 45m 05s from Samson on 46m 08s, Henderson on 48m 13s and Ken Wood on 48m 29s despite having broken an exhaust valve rocker on the second stage. Ian Wilson was fifth, on 48m 51s, finding that the Chevette was too soft for his liking. He, therefore, removed one coil from each rear spring, bringing his car closer to the set-up favoured by Chris Sclater.

Dominic Buckley had suffered head gasket failure on his 2-litre BDA but, as he did on the Jim Clark, he was continuing as best he could. At the probable cost of one alloy block, he made it to Byrness in 12th place overall, thereby adding the ANECCC Stage Rally Championship to his ANECCC Autocross title.

Meanwhile, word came in that Bill Taylor, whose maximum on stage two had only cost him around five minutes, was going again. The Samsons looked worried as the Scottish Championship was suddenly open again. For two stages, Taylor kept going; then on stage five, he rolled again, this time finally.

Tom Clark's Heron Dolomite Sprint didn't even get that far, however, this fast but unreliable car was put out by yet another niggling fault, when the heater hose filled the distributor with water on stage two, leaving Group One to Ivor Clark. The Avenger man was giving Dunlop Horton an interesting ride, revelling on what was for Clark a huge increase in power.

The final drama to affect the leading positions was played out over the eighth stage, when Ken Wood's TR7 threw a rod, punching a large hole in the block and, surely, putting him out of the rally. Not a bit of it. Co-driver Alan Barron was wearing a Ford anorak, of all things. And what better use for a Ford anorak than plugging a Leyland cylinder block? The jacket, along with much masking tape, was wedged into position, the car started and Wood calmly drove the remaining two stages to finish, albeit out of the running.

1977 Lombard Border Rally
Saturday, October 22
***The Scotsman*/Glayva Scottish Championship round 9**

1, H. Mikkola/A. Hertz (Toyota Celica) 65m 59s; 2, C. Samson/A. Samson (RS1800) 67m 28s; 3, F. Henderson/C. Wilson (Toyota Corolla) 70m 12s; 4, I. Wilson/C. Young (Vauxhall Chevette) 71m 20s; 5, J. Heward/M. Pitts (RS1800) 72m 55s; 6, I. Clark/J. Horton (Chrysler Avenger) 72m 59s; 7, B. Murray/G. Hood (RS1600) 74m 04s; 8, P. Tokely/D. Hodges (Triumph TR7) 75m 53s; 9, M. Maddison/K. Young (RS1800) 76m 11s; 10, J. Horne/G. Wilson (RS1800) 77m 09s.

Class winners: F. Macrae/F. Kennedy (Davrian) 84m 35s; B. Benson/N. Turner (Stiletto) 78m 48s; Henderson; Mikkola, Tokely.

Fastest stage times: Mikkola 7; Samson 2; Henderson 1.

Rally leaders: 1-10 Mikkola.

The Open: details

The new RAC Open Rally Championship is to be sponsored by the Hemel Hempstead based motor accessory manufacturers, Sedan Products Ltd. The seven round International Championship will be known as the Sedan Products Open Rally Championship and begins with the Mintex International in February 1978.

Sedan Products are planning to organise a major promotional campaign to support their involvement in the Open Rally Championship which carries a £4,500 end of season prize fund. The overall winner will recieve £2,000 whilst the second place driver has a £1,000 prize. Third place in the overall championship is worth £500. Also to encourage the up-and-coming drivers in the competitive Group One category there will be a £1,000 prize at the end of the year.

Besides the overall and Group One awards there will also be end of season prizes for class winners as well as a championship for motor manufacturers. Despite the now confirmed lack of a G5 class, many leading manufacturers have expressed interest in competing in the championship, and it is anticipated that the overall manufacturers award as well as an award for the manufacturer who wins the Group One category will provide an added incentive.

No registration will be required for the championship, but in order to score points each car must carry the official championship decals on all qualifying events. However, the Championship promoters will allow a waiver on the grounds of clashing sponsorship. In such circumstances the entrant shall be required to contribute a yet to be agreed fee to the championship promoters which shall be added to the prize fund.

For the Overall Drivers Award and Group One, points will be awarded on the following scale based on overall classification in the individual rounds. Drivers will be allowed to count their best six scores from the seven events.

Overall Drivers Points: 1st—15 points; 2nd—10 points: 3rd—8 points; 4th—7 points; 5th—6 points, down to 1 point for 10th overall.

The same points scale will be used for the Manufacturers Awards, but in this instance points will be granted to the highest placed car of each 'Automobile make' (ie, Ford, Chrysler, Opel, etc.) in general classification.

In the six capacity classes points will be awarded to drivers only in each class on the following basis: 1st—9 points; 2nd—6 points; 3rd—4 points; 4th—3 points down to 1 point for 6th place.

The class structure is as follows: Class 1: Group 1 cars up to 1300cc; Class 2: Group 1 cars over 1300 and up to 1600cc; Class 3: Group 1 cars over 1600cc; Class 4: Other cars up to 1300cc; Class 5: Other cars over 1300 and up to 1600cc; Class 6: over 1600cc. The competition is only open to cars of FIA Appendix J Groups 1 to 4 inclusive.

It's an encouraging sign of the increasing maturity of rallying that we don't *have* to sell it 'on the cheap' any more, and this is certainly reflected in the news of Sedan Products' forthcoming involvement with what promises to be a highly prestigious series, despite the fact that an absence of G5 has undoubtedly led to a reduction in manufacturer interest of late.

Following an 18-month period spent in motor racing, Sedan have decided that the essential limitations of racing (including the specialised track venues and limited crowd figures) no longer justifies their presence. They have rightly discovered that the vast expenditure required for such an exercise can bring them superior exposure in rallying, and they cite a general feeling of more widespread enthusiasm and increased promotional potential as their other main reasons for moving into the rallying sphere.

There was a time when the RAC would not have remotely entertained the thought of commercial interests 'interfering' with their administration of championships. Happily, however, such feelings have seemingly departed, and recent efforts to co-operate and encourage sponsors, not only into the sport but to get involved once they have 'taken the plunge', bodes well for the future.

February 24/26	Mintex International
March 24/28	Benson & Hedges Circuit of Ireland
May 11/14	Western Mail International Welsh
June 3/4	Esso Lombard Scottish
August 17/20	Burmah International
September 15/16	Manx International Trophy
November 19/23	Lombard RAC

Each individual event organiser will receive a donation of £500 from Sedan Products to assist with the purchase of equipment, particularly from a safety aspect.

Longer odds for Farrington

Like the *Motor*/RAC series, the BTRDA Gold Star Rally Championship will not be decided until the last event, for on Saturday the two main protagonists, Mike Bayliss and Robin Farrington, fought tooth and nail all day on the Soar Valley MC's Gems Brock event and ended up first and second and streets ahead of the opposition.

They now go to the Wyedean on November 5 with Bayliss very much the favourite, for Farrington has to finish in the top three BTRDA registered competitors while Bayliss can afford to hold something of a 'watching brief'.

The 1977 Gems Brock attracted 110 crews to the East Midlands to tackle 15 stages, including the use of three forests, Harry's Park, Fermyn and Fineshade, all in the Corby area, and the event's total stage mileage amounted to 34.

From the start Farrington, with his co-driver David Prince enjoying his second outing with 'the boss', stormed off into the lead and by the end of seven stages had opened up a useful 13secs advantage. Bayliss, with his usual co-driver Rick Green, was second and John Stangle was third, 34secs off the pace. The other main BTRDA contender Mike Brown was down among the middle order men after having had a one minute 'off' with the 3-litre V6 Escort.

Up front the all-Escort battle was waged furiously, but in the seond half it was clear that Farrington and Bayliss stood out. All went well until Fermyn when Farrington's luck ran out and the Escort became stuck in fourth when he was about two and a half miles into the fairly long stage. His precious lead evaporated as a result of the time lost and, although the fault was seemingly cured, it was not to be Farrington's day. On the penultimate stage, when engaged in a do-or-die effort to scramble back into the lead, the Southport driver had a big spin and, with the gearbox playing up again, that was the end of the challenge.

Stangle and Duff hung on to take fifth place and Dick Beeby, the Cambridgeshire farmer, and George Handley were sixth in only their second appearance in the championship, again in an Escort. Beeby was using the event as a shakedown for the RAC Rally in which he will be trying, at the fourth attempt, to get all the way round.

1. M. Bayliss/R. Green (RS1600), 271s; 2. R. Farrington/D. Prince (RS1600), 303s; 3. B. Mitchell/S. Sargeant (RS1800), 351s; 4. M. Brown/J. Mullord (Escort 3-litre), 356s; 5. J. Stangle/C. Duff (Escort), 370s; 6. D. Beeby/G. Handley (RS1800), 371s.

Bertie Fisher strikes again

Bertie Fisher further increased his rapidly expanding reputation for quick tarmac stage driving when he won the Donegal Highlands Rally last weekend—once again accompanied by the experienced Austin Frazer. Bertie is now determined to contest all the major Irish internationals next year and tackle the championship seriously. For him the Donegal Highlands was probably a final outing before Galway in February. Once more he drove the ex-Roy Cathcart RS1800 reliably and sensibly, though with considerably more fire and verve than on his previous (and first ever) outing in the car on the Cork 20 (where he finished second overall).

The Donegal Highlands Rally is a typical one-day Irish stage event—100 miles of stages in a total route of 130 miles, all based closely on the town of Buncrana, almost midway between the centres of Letterkenny and Londonderry. Principal opposition to Bertie came from Ronnie McCartney driving the same car he drove in Cork, but with an engine borrowed from Patsy McGarrity and accompanied on the event by none other than Beatty Crawford, the latter home in Ireland on three weeks vacation. Six stages were run twice during the day and the action began at the civilised hour of midday and finished at 5pm.

Bertie eventually won by 26 seconds from Ronnie, despite one or two problems on the way. One of the four links on the axle broke after only a third of the distance of the very first stage and, after desperate welding, Fisher began the second test on his maximum 15-minutes lateness. Three stages from the finish he also broke a rear spring and lost most of the rear brakes, so he only just made it to the finish—yet in between drove splendidly to keep a determined McCartney at bay.

Derek McMahon was third overall in his 2-litre G1 Chrysler Avenger. Ronnie McCartney having lent 'Big D' the engine which the latter had actually built for Ronnie!—that's the way things happen in Ireland—and Derek comfortably beat Pat Barrett into fourth place despite a 30-second 'off'.

1, Bertie Fisher/Austin Frazer (RS1800) 87.47s; 2, Ronnie McCartney/Beatty Crawford (RS1800) 88m 13s; 3, Derek McMahon/Seamus McGettigan (Chrysler Avenger GT); 4, Pat Barrett/Hugo McDaid (RS1800) 92.59s; 5, Trevor Cathers/Drew Wilson (Chrysler Avenger) 93m 29s.



Hugh Ward's Mini 1000 heads a crowd of 850s in the exciting combined event.

BRANDS HATCH

Magnificent seven

Seven extremely good events, all with good entries, ensured that Brands Hatch was a very good place for the racing enthusiast last Sunday. The weather was bright and clear, although rather on the chilly side and this, together with a following wind along Brabham Straight, meant that track conditions were conducive to fast lappery. In all, four lap records fell during the Rochester MC's Championship Race Meeting and another was equalled. The main race of the day was the final round of the SKF Steel Clubmans Sports Car Championship run over 20 laps of the Short Circuit and this was won in convincing style by former Champion Geoff Friswell, his Mallock U2-Hart Mk16 entered for the day by SKF. A thrilling Lord's Taverners FF2000 race went to Jeremy Rossiter (Reynard), though even this race wasn't as exciting as the final Townsend Thoresen FF1600 round in which the first eight finishers were covered by just over 3secs, with Trevor van Rooyen (SDC Royale RP24) to the fore. Nick Whiting (Escort) and Rob Mason (Imp) shared a scintillating new special saloon lap record of 47.4s in the Century Supreme qualifier, while the other winners were Steve Everitt (Midget), Chris Dobson (Mini) and John Wilmhurst (Ginetta G4).

The afternoon started unexpectedly well with a superb three way battle for the lead in an MG Car Club Midget Championship race between Mike Donovan, Steve Everitt and Mike Chalk, the last-mentioned in a Lenham-bodied version. Donovan was making his maiden visit to the Kent circuit but still managed to show the other two around for most of the distance. Chalk moved up to second place on the second lap but then had a coming-together with the leader at Clearways which left the Lenham with a crumpled front wing and the Midget with a tattered rear corner; but still the battle raged. Back-markers, which consisted mainly of the road-going Midgets fighting for a separate class award, contrived to delay Chalk at Graham Hill Bend on lap 6 so that Everitt scrambled back into second place but neither of them was able to find a way past the Barry Eggleton-entered car of Donovan. Until the last lap, that is, when Everitt pushed the nose of his car alongside at Paddock and then had the pleasure of seeing his adversary spinning away onto the outfield. Chalk tried as hard as he knew to wrest the lead on the last lap but failed by 0.6sec with Donovan recovering to finish a chastened third. Steve Fray held fourth place throughout but was being steadily caught by Fred Taylor (Midget) who had not practised and therefore started from the 10secs mark: "I only decided to do the race ten minutes before the start." David Sheppard won the standard car class and also set a new class lap record.

Practice for the Townsend Thoresen FF1600 race saw the Brazilian Francisco 'Chico' Serra on pole position with a time of 50.6s, while alongside him on the front row was his team-mate in the Van Diemen International Racing Services *equipe*, Donald Macleod (50.6). The next ten fastest were all within 0.6sec; this would be a close race! Serra led away through Paddock Hill Bend while MacLeod and Roger Pedrick (Race Care Hawke DL15/19) scraped through side-by-side with the Scotsman able to take the inside line for the Druids hairpin. Then, at the end of the lap, Trevor van Rooyen (SDC Royale) stormed through from nowhere having "done a couple of tweaks to the car" since practice and annexed second place with Pedrick being elbowed back to fourth, minus nosecone. The latter soon slid helplessly back into the pack while Serra, van Rooyen, MacLeod, Mike Blanchet (Lola T540), Bernard Devaney (Hawke DL19) and Yves Sarazin (Royale RP24) fought it out for the lead. The South African out-braked the Brazilian to take the lead at Druids on lap 3 and Blanchet moved all the way up to second in one glorious manoeuvre at the same place two laps later. Van Rooyen, however, was always careful not to leave any room for Serra to find a way past ("I just *had* to beat him!") and held on to a fine win with MacLeod taking third place. These three had edged slightly away from the rest who finished in the order Blanchet (a good run for the new Lola), Devaney, Sarazin and Pedrick.

Nick Whiting and Rob Mason ran alongside each other up to Paddock at the start of the Special Saloon car race but the *Kent Messenger*/All Car Equipe Escort of Whiting edged ahead and maintained a lead of a couple of car lengths over Rob Mason's superbly quick little Stiletto Imp. Both men broke the old lap record in a fine display and they both lapped third man, and third class winner, Peter Baldwin (1.3 Austin Mini Clubman-BDA).

The combined 1000cc and 850cc Mini event proved most exciting with dices all the way down the field, although none matched the intensity of that for the lead between Chris Dobson's Pearce Signs ex-Curnow championship-winning car and Peter Hill. Their positions changed several times over the course of the race but Hill out-braked Dobson for the lead at Druids on the last lap and then hugged the all-important inside line into Surtees. That should have decided the race but Dobson had other plans and drove bravely around the outside line! Side-by-side they went around the long loop through McLaren and Clearways with Dobson emerging from Clark Curve half-a-car's length ahead, which was enough to give him victory after a fine duel. Ken Brown and Mike Lenton diced for second place until the latter fell off with two laps to go, while local man Patrick Watts secured the 850cc class in his Whitepost Garage car.

Pole man for the main race of the day was Creighton Brown in the Team Camborough U2 but he opted, strangely, for the outside grid position and then made a poor start so that he was fifth at the end of the first lap behind Geoff Friswell and Martin White in U2's, Chris Greville-Smith (Phantom) and Vernon Davies (Engineering Products U2). White kept Friswell well within his sights for 11 of the 20 laps but then spun at Druids and so left the Coventry driver with an unassailable advantage. Davies spun also at the hairpin, due to locking front brakes, and the Phantom slowed towards the end so Brown inherited second place ahead of Peter Deal's Pink Panther and Ruari Gillies's Diamond. Richard Groombridge was out in David Childs's Centaur and looked certain of at least fourth place but then dropped back one position on the last lap with overheating worries.

Jeremy Rossiter made the best start in the FF2000 race and led from start to finish, although it wasn't an easy win as five other cars shadowed his Spax Reynard virtually throughout. Philip Bullman led the early chase in his Hawke but then slipped behind a charging Michael Bleekemoelen (F&S Crosslé) at Graham Hill Bend on lap 3. This remained the order until the end after a good, clean dice with Ian Taylor (Dulon MPX) beating Kenny Gray's Scorpion Royale for fourth after a tough scrap which saw the South African finish without a nosecone. Rob Wilson headed another dicing bunch in sixth place followed by Syd Fox (Palliser), Wil Arif (Reynard) and Bernard Devaney (Reynard).

The final race, for modsports, began with a trio of Davrian-Imps well in contention but ended with the best of them back in third place. Bob Jarvis retired from the lead when 'the oil filter blew off'; John Digby survived a very nasty accident at Clearways, although the car suffered rather worse and Pat Longhurst spun at Druids, so John Wilmhurst scored a good lap record-breaking win in his Whitegates Service Station Ginetta G4 from David Mercer's Elan and a recovered Longhurst.

JEREMY SHAW

MG Car Club Championship Race (10 laps)—overall and Modified class: 1, Steve Everitt (1.4 MG Midget), 9m 14.2s, 78.18mph; 2, Mike Chalk (1.4 Austin Healey Lenham Sprite), 9m 14.8s; 3, Mike Donovan (1.5 MG Midget), 9m 21.4s; 4, Steve Fray (1.4 MG Midget), 9m 29.6s. **Fastest lap:** Donovan, 53.8s, 80.54mph. **Road-going class:** 1, David Sheppard (1.3 MG Midget), 67.35mph; 2, Mick Marks (1.3 MG Midget); 3, Larry Quinn (1.3 MG Midget). **Fastest lap:** Sheppard, 1m 02.6s, 69.22mph **(record).**

Townsend Thoresen Formula Ford 1600 Championship Race (10 laps): 1, Trevor van Rooyen (Royale-Minister RP24), 8m 40.0s, 83.33mph; 2, Chico Serra (Van Diemen-Scholar RF77), 8m 40.2s; 3, Donald MacLeod (Van Diemen-Scholar RF77), 8m 40.2s; 4, Mike Blanchet (Lola-Minister T540), 8m 41.7s; 5, Bernard Devaney (Hawke-Minister DL19), 8m 42.0s; 6, Yves Sarazin (Royale-Scholar RP24), 8m 42.2s. **Fastest lap:** Pedro Nogues (Van Diemen-Scholar RF77), 50.2s, 86.31mph.

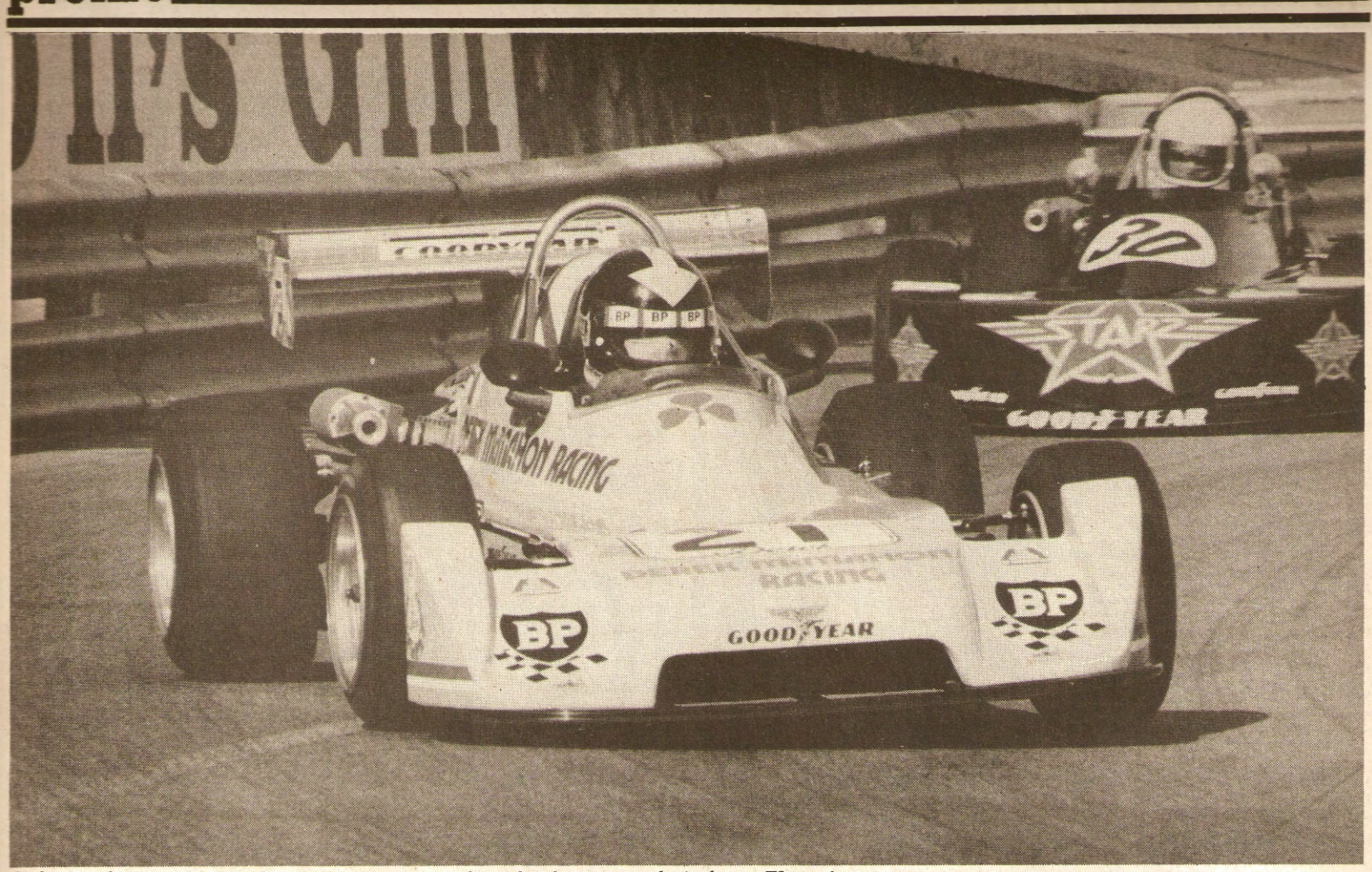
Century Supreme Special Saloon Car Championship Race (12 laps)—overall: 1, Nick Whiting (3.4 Ford Escort), 9m 41.4s, 89.43mph; 2, Rob Mason (2.0 Sunbeam Stiletto Imp-Ford), 9m 42.8s; 3, Peter Baldwin (1.3 Austin Mini Clubman-Ford), 11 laps; 4, Ed Punt (2.0 Ford Escort), 11 laps. **Over 2500cc:** 1, Whiting; 2, Barry Holdsworth (3.0 Ford Capri); 3, Dave Wilson (3.0 Ford Escort). **Fastest lap:** Whiting, 47.4s, 91.41mph **(record). 1301-2500cc:** 1, Mason, 89.22mph; 2, Punt; 3, Tony Whibley (2.3 Vauxhall Firenza). **Fastest lap:** Mason, 47.4s, 91.41mph **(record). Up to 1300cc:** 1, Baldwin, 81.09mph; 2, Alan Humberstone (1.3 Hillman Imp); 3, Steve Pengelly (1.3 Mini Clubman). **Fastest lap:** Baldwin, 52.0s, 83.33mph.

Graham Hill Mini 7 Championship Race (10 laps) overall and 1000cc: 1, Chris Dobson, 9m 38.8s, 74.86mph; 2, Peter Hill, 9m 39.0s; 3, Ken Brown, 9m 52.8s; 4, Jeff Vowles, 10m 10.4s. **Fastest lap:** Hill and Dobson, 56.6s, 76.55mph. **850cc:** 1, Patrick Watts, 69.75mph; 2, Peter Daniels; 3, Roy Finlay. **Fastest lap:** Finlay, 1m 00.6s, 71.50mph.

SKF Steel Clubmans Sports Car Championship Race (20 laps): 1, Geoff Friswell (Mallock U2-Hart Mk16), 15m 41.0s, 92.09mph; 2, Creighton Brown (Mallock U2-Morgan Mk18B/W), 15m 52.2s; 3, Peter Deal (Pink Panther-Abbott), 15m 54.6s; 4, Ruari Gillies (Diamond-Swindon R6), 15m 58.8s; 5, Richard Groombridge (Hollowbar Centaur-Morgan Mk15), 16m 01.8s; 6, Paul Gibson (Mallock U2-Holbay Mk18B), 16m 09.6s. **Fastest lap:** Martin White (Mallock U2-Longman Mk18B/W), 46.0s, 94.19mph.

Lord's Taverners Formula Ford 2000 Championship Race (12 laps): 1, Jeremy Rossiter (Reynard-Piper SF77), 9m 45.2s, 88.85mph; 2, Michael Bleekemoelen (Crosslé-Rowland 33F), 9m 46.2s; 3, Philip Bullman (Hawke-Titan DL16), 9m 48.0s; 4, Ian Taylor (Dulon-Fawkes MPX), 9m 49.0s; 5, Kenny Gray (Royale-Rowland RP25), 9m 53.0s; 6, Rob Wilson (Reynard-Racing Services SF77), 9m 54.4s. **Fastest lap:** Rossiter, 47.4s, 91.41mph **(equals record).**

Medway Trophy Race for Modified Sports Cars (10 laps—overall: 1, John Wilmhurst (1.5 Ginetta G4), 8m 56.0s; 80.84mph; 2, David Mercer (1.8 Lotus Elan), 8m 57.4s; 3, Pat Longhurst (1.1 Davrian-Imp Mk7), 9m 21.8s; 4, Steve Everitt (1.4 MG Midget), 9m 22.2s. **1500-2000cc:** 1, Mercer, 80.63mph; 2, Danny Arundel (1.6 Lotus Elan); 3, Paul Howard (1.9 TVR Grantura). **Fastest lap:** Mercer, 51.2s, 84.63mph. **1151-1500cc:** 1, Wilmhurst, 2, Everitt; 3, Mike Chalk (1.4 Austin Healey Lenham Sprite). **Fastest lap:** Wilmhurst, 52.0s, 83.33mph **(record). Up to 1150cc:** 1, Longhurst 77.13mph; 2, Ronnie Woods (1.0 Ginetta G15); 3, G. Tolchard (1.1 MG Midget). **Fastest lap:** Bob Jarvis (1.1 Davrian-Imp Mk7), 51.4s, 84.30mph.



On his introduction to Monaco this year he was two seconds quicker than anyone else in the wet F3 practice.

DD works wonders!

The tide of talented Irish drivers flooding into England appears never-ending. One of the leading names is DEREK DALY, whose career is outlined here by ROBERT FEARNALL.

At this time last year, a young Irishman named Derek Daly was in a quandary. He had just endured a comprehensive accident in his Formula Ford Hawke at Mallory Park, was completely penniless, but desperately wanted to move into Formula 3 for 1977. Twelve months later, he is favourite to win the coveted BP F3 championship title, and has made a remarkable debut in F2 by finishing a strong fifth, with an outright lap record. That is a glowing reflection on Daly's impressive driving talent, coupled with his boundless determination to 'make it' no matter how insurmountable the problems appear.

Derek Daly's life is motor racing. He is solely dedicated to his life-long ambition of becoming a contender for the Formula 1 World Championship title. He really enjoys the sport, too. Apart from driving he is equally at home spectating at meetings, encouraging the efforts of his fellow-countryman Bernard Devaney, chatting to marshals or his growing band of supporters, giving informed talk-ins at club nights, or conducting interviews with the Dublin press who have been converted into boosting their young hero's efforts.

Born on March 11 1953, 'DD' is second eldest in a family of five (three sisters and one brother). Home represented three districts of Dublin, the family now living in Templeogue; here their fashionable home has its walls and mantelpieces covered in DD's trophies, awards, paintings and pictures. The family home and its occupants brim with enthusiasm for Derek's racing career.

Derek has been interested in driving ever since he can remember, taking his father's car across driveways and up footpaths when he was barely able to see over the steering wheel. Although he represented his school in rugby and handball, Derek was not interested in any particular subject, yet he did excel in the final exams. He left school at 18 and joined the Gallagher building group as a trainee accountant. After six weeks of that, he took refuge working in a local garage and then spent a year in technical college learning about motor management 'for something to do'.

By this time his passion for competition driving was already aroused. While at school, when just 16 years old, DD took up stock car racing as "it was the only type of racing I could afford". He used to build up (in the local garage) and race an assortment of Minis, Anglias, Standards, Triumphs and an Austin Cambridge "which I rolled three times in as many months".

"It was all good fun", recalls Derek (nicknamed 'Demon Derek' by the stock car brigade). At the age of 19 he won the Irish Driver of the Year series and was runner-up the following season.

But ever since his first experience of circuit racing—watching the likes of Chris Summers and Sid Taylor compete at Dunboyne in the 'sixties—DD wanted to turn his attentions to proper car racing as soon as possible. In a typically Irish deal, for £400 and a road car in part exchange, Derek purchased an FF Lotus 61 from Eddie Jordan. He was prone to spinning in the early days, but won his fifth race in lashing rain at Mondello Park, defeating the champion Jim Sherry. An outright win against Formula Atlantic and Clubmans Sports cars in an equally wet Cruagh hillclimb helped Daly win his class in the Sexton Trophy (the Irish Speed Championship), and Derek's maiden race on this side of the Irish Sea resulted in a second place at Aintree.

Derek had borrowed £1000 from the bank to race the Lotus, explaining to the bank manager (with the support of his father) that he was starting a garage business. But to contest the 1975 season more cash needed to be raised, so together with fellow FF racing neighbour David Kennedy (for whom Derek had acted as 'mechanic' in Kennedy's early FF days), he decided to go mine-working in Australia during the winter of 1974.

"My girlfriend's brother had been out there and he told us about the sort of money one could earn in the mines. Within two weeks of first discussing the idea, we were on a plane bound for Australia", Derek recalls. "We raised enough money to get out there—£240 fare—and we reckoned by earning about £100 a week for less than a month, we would have repaid the initial outlay. We were right, and ended up coming back with the best part of £2000 each."

Derek kept his hand in at motor sport even when in Australia. "One of the mechanics in the town garage was Irish and happened to race

a stock car. He offered me a drive, and after lapping a couple of seconds faster than him I was offered a race in it. After winning that and the next three races in succession, I was banned for beating the person who was trying to win the championship."

On his return from Australia, Derek, now sporting a beard, acquired Gary Gibson's Crosslé 25F "which was a good car but had a rubbishy engine." Although he scored a couple of heat wins, "I was wasting my time in the finals with such a useless engine." In the annual mid-season Irish FF Festival at Mondello, an incident with Devaney resulted in DD's Crosslé being rolled into destruction.

This proved to be the first turning point in Derek's career. "John Crosslé offered me a new 30F, and I had to pay for a new engine which was a bit difficult as I had used up all my Australian money. David Kennedy had temporarily packed up racing, and he lent me £800 and I persuaded the bank to lend me another £1000 on the basis that I was expanding the garage business which I hadn't even started with the first £1000 loan!"

In the nine races remaining that season, Derek took pole position and won each time, setting four lap records in the process. One of the best performances was at the annual Phoenix Park fixture where Derek came through from 14th place on lap 1 to win; as well as winning the Irish FF Championship at his first serious attempt, he was voted Driver of the Year. Looking towards the following year, DD approached Derek McMahon at a Kirkistown meeting with a view to sponsorship. DD recalls that at that time, McMahon's reply was something in the order of "I need you like a six-inch hole in the head, but you can order me a large vodka!"

Derek's sights were now set on making an impression in England. He had sampled English FF racing with the Crosslé during 1975, winning a club race at Silverstone and featuring well in the Festival at Snetterton—setting the fastest lap of the day, which equalled the lap record, and leading the final until the engine cut out.

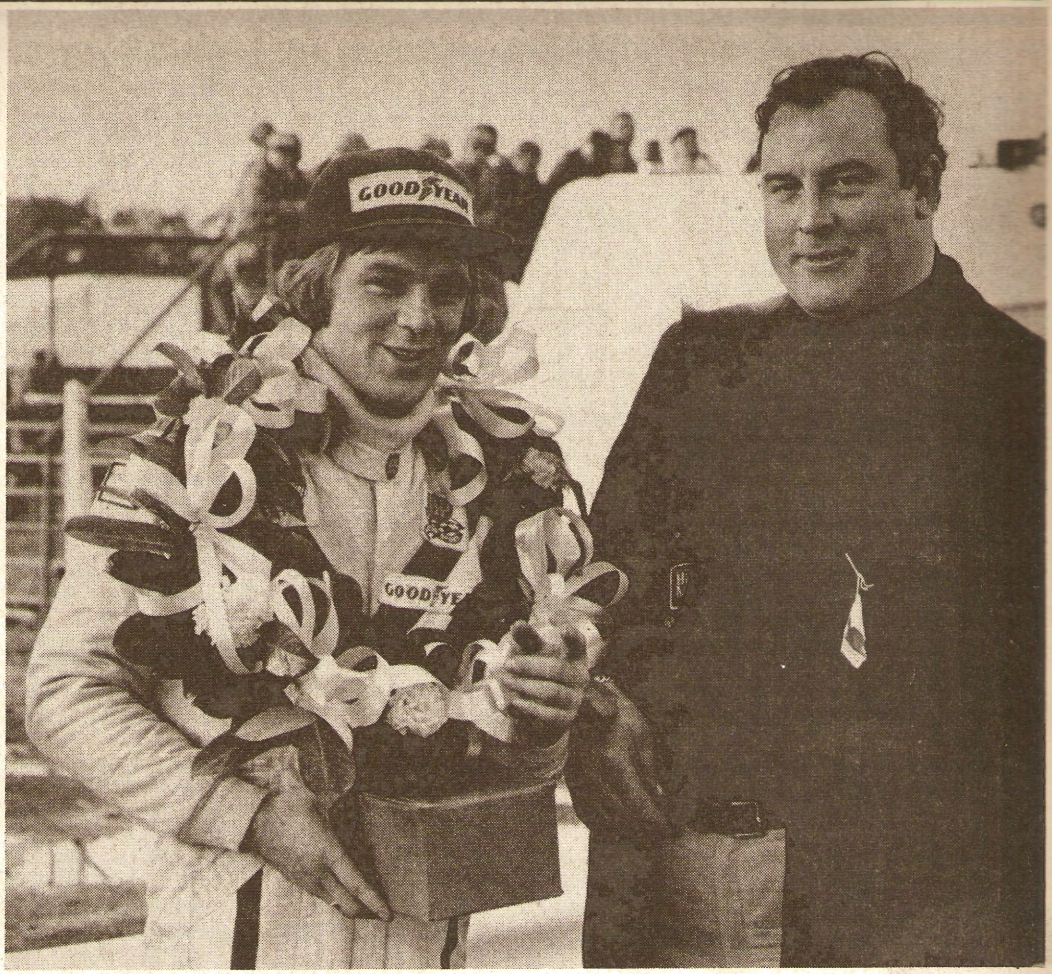
The Crosslé belonged to Derek, so by selling that at the end of the 1975 season he had a bit of money to try to arrange a works assisted car for the 1976 British FF season. He eventually decided on a deal with Van Diemen "as there was an FF2000 drive on offer too", but at that time Van Diemen's FF1600 wasn't competitive, although he did win, in true Jody Scheckter style, the FF race supporting the Brands Race of Champions.

An offer from Hawke to drive their works DL15 in a team with Devaney still stood, and after five races with Van Diemen, Derek went to Hawke.

Accommodation in Northampton arranged by FF rival Jim Walsh housed Derek and Bernard when they first moved to England, and DD spent his weekdays working on Roger Springett's ex-F1 Shadow *équipe*. However, this didn't prove too convenient, as the FF cars needed to be based at Hawke's factory in Southend, so their ex-coach transporter was turned into a draughty home for the remainder of the year, sited, when not at circuits, on the perimeter of Southend Airport. The local Kentucky Fried Chicken establishment thrived on their new daily customers from Dublin! The stories relating to the escapades in this mobile den of iniquity are best saved for DD's memoirs; suffice it to say they suffered a major setback early in the season when their 'home' was broken into and everything from sleeping gear to cooking equipment was stolen.

Derek's 1976 racing career was punctuated with a combination of minor, niggling mechanical derangements and incidents, but wherever it raced Daly's Hawke DL15 was always in contention for victory. The season resulted in 20 heat and final wins, and lap records at Oulton, Snetterton and Mondello.

His worst shunt—'because it hurt'—came on the warming-up lap at Oulton. The circuit was absolutely flooded and Derek's Hawke aquaplaned straight-on into the sleepers at Lodge corner. The front bulkhead trapped his left leg and, after being carefully cut out of the wreck, he was taken to hospital where they removed the bottom of a leg muscle, leaving a permanent hole and a leg that won't fully bend.



DD and Big D, after his most recent Mallory win.

The other bad shunt was in October at Mallory, where the throttle stuck open at the Esses and he slammed into the sleepers at an alarming rate, luckily escaping with bruising.

These shunts left Derek without a penny, and by now he was racing on credit for Hawke; he worked there day and night until early December as a chassis builder to pay off his rather large bill. Living like a nomad assisted in saving money, but by the end of the season such an existence had drained him and he needed to spend part of the winter at home to recuperate.

But the 1976 season still had one major event left, the Brands Hatch Formula Ford Festival. Following so closely on to the Mallory shunt, Derek went for help to Hawke boss Mike Keegan, who lent him £150 to do the race. But he was still without a car—until Derek Warwick crashed the works prototye DL17 at Brands during the week of the Festival, and the resultant heap of bits were handed to Derek with the tag, "if you can straighten it out in time, you can race it at the Festival."

Needless to say, DD succeeded in rebuilding the car in time and, watched by most of his family, he was desperate for a good result. And what finer way to end the season than to win his heat, quarter-final and semi-final, then to dominate the final, and set fastest lap in all four races. The season's trials and tribulations paled into insignificance as Derek went up the Brands presentation balcony to be awarded his victory spoils by James Hunt. While the massive winner's trophy was taken home to fill another mantelpiece, the first prize of £200 helped repay his debts at Hawke.

Last year was one of Formula Ford's most competitive years ever, and Derek was often in the thick of it: "I took chances like everyone else and, if the opportunity was there, then I would go for it; but I never hit a car in a deliberate attempt to knock it off." One of his fiercest opponents was his former companion Kennedy, and it was apparent that for various reasons their friendship had become very strained.

In an attempt to further his image at home, Derek entered the Dublin Formula Atlantic Grand Prix at Phoenix Park in September. He hired a Modus for £500 and borrowed an engine, but the under-financed effort was all in vain as the engine promptly blew up and landed DD in a legal wrangle.

The Brands Festival win did not give Derek any elusions of grandeur. He knew it wasn't going to lead to instant offers of works Formula 3 drives for the next season, so he spent as much time as he could seeing people with whom he could possibly secure a deal.

His efforts were vindicated at the time of last year's RAC Rally. A mutual friend of Derek's and Derek McMahon's suggested that Big D—an avid motor sport enthusiast and competitor from County Donegal—should concentrate part of his involvement in supporting a budding World Champion, also from Eire. McMahon, whose business interests include being Chairman of Donegal Oil Co Ltd (a large Shell distributorship), and Managing Director/Chairman of a truck, tractor and car dealer network, liked the idea. Within 24 hours, he had agreed to purchase Daly an F3 car and engine.

Barely had Daly been 'phoned the news back at his Templeogue home (where he had returned for the weekend) than McMahon was celebrating his new venture—in true McMahon stlye—in the bar of the RAC Rally HQ in Bath. DD took the initial news in disbelief, but one week later he was on parade at the BRDC Dinner to discuss the details with McMahon.

It was not an open-ended sponsorship arrangement, and Daly persisted with unwaning enthusiasm in obtaining assistance from Goodyear, Champion, and BP as well as establishing the team in McMahon's competition



DD works wonders

continued

workshops at Bobbington Airfield near Wolverhampton. A new Chevron B38 with Toyota-Novamotor engine was chosen, but late delivery meant that DD was unable to carry out the hoped-for winter test programme to acclimatise to F3 well in time before the season commenced; in fact, the car arrived a few days before the first race at Silverstone's International Trophy meeting, in which DD finished a steady tenth.

Consistent rather than spectacular results were predominant in the first part of the season, a combination of Daly getting used to the formula and an over-riding concern for the team's financial position. They really couldn't afford any shunts, and had only one engine at their disposal until one of McMahon's friends, Archie Phillips, purchased a spare engine in May and DD promptly broke the Brands Hatch lap record and finished a highly competitive second.

"Apart from tidying up my driving style to adapt to F3 from FF, one soon gets to learn that you've got to run an efficient team in which everything one does in testing or racing, is recorded. Times half a second slower than the pole position man can put you back three or four rows, and therefore one must be aware of what every bit of the car is doing under varying conditions and circuits. This year, being a small private team, I have gained extensive technical knowledge in setting up a car."

An example of the initial inexperience of the team came in the European Formula 3 round at Zolder. DD won his heat convincingly and had pole position for the final: but it had been raining prior to the start, and a wrong choice of tyres threw away a possible win.

The season's high spots for Derek include being two seconds quicker than anyone else in the wet practice for the F3 race at Monaco; leading the F3 race at the Silverstone British Grand Prix; winning the Formula 3 race supporting the Austrian Grand Prix at the Osterreichring; winning again in Europe, at Croix, against the best in the FIA European F3 series; three successive British BP round wins at Brands, Mallory and Donington; and lap records at Brands and Snetterton. A cursory glance at the results of BP and Vandervell rounds this year show that Daly's Chevron has one of the best records for consistently finishing in the Championship points.

However, in true Hunt and Scheckter F3 style, Daly's season has not been without its controversies, pertaining to the shunts involving Stephen South at the Monaco and Silverstone Grand Prix meetings. He says, "At Monaco, South missed a gear and I was more than half a car's length ahead when we interlocked wheels." At Silverstone where Daly was holding off South in a thrilling battle for the lead, "I missed a gear out of Becketts and his March drew alongside, but then he turned across me when it wasn't necessary. We could easily have gone side-by-side through Chapel and he would have had the inside line for Stowe, There was no need to cut across when he did and there was no way I was going to back off with Hangar Straight coming up".

"The bad publicity worried me to begin with, but wore off the more I thought about the incidents. From the start of the season some people have said my driving was too forceful or too hairy, but you have to be forceful if you have a will to win. There was no way I was going to give up forceful driving or weaving when anyone else equally trying to win applied the same tactics."

But now, even Derek admits that the Silverstone shunt did change his attitude. It had been a great disappointment to DD, not only for his sake but for McMahon's, and the large entourage of Irish DD-supporters who had come across for the race. He needed to rid the unnecessary threat of being tarnished with an unfavourable driving reputation, and to start winning races. He knew he had to adopt a more mature approach in calculating his bid for victory and not force the issue in a do-or-die manoeuvre halfway through the race.

European round at Croix-en-Ternois and scored his first F3 win. "Such an easy win," as Derek describes it, was ample proof that his slightly revised policy of planning his moves (and to continue making demon starts) was the way to go.

DD has been known to lose his temper this year. He did at Monaco after the South incident, and was equally annoyed at Snetterton in a BP round when Unipart driver Ian Taylor came out of the pits in the latter part of the race deliberately to force off any bid by Derek to take Taylor's team-mate Tiff Needell's fourth place after DD had come through from 13th place on the first lap.

Derek was also incensed by the RAC's decision to reinstate Stephen South's BP points from his exclusion at Silverstone in April."He was told like us on the grid by the eligibilty scrutineer, that the rear wing was too high. We altered ours and it seriously affected the car's handling for the race. He did nothing about his wing, finished third in the race, and now gets away with it. Instead we get penalised for abiding by the regulations—it makes a complete mockery of the championship."

With their private F3 team achieving success and recognition (Swan Lager and Jim Beam whisky chipped in some financial aid mid-season) DD had his sights firmly set on arranging an F2 drive for 1978. Derek McMahon has thoroughly enjoyed the involvement with 'his monkey' (as he refers to him), and Big D is anxious that Daly should have the opportunity to make it to the top. Needless to say, McMahon will be backing Daly again in 1978. After his F3 win in Austria, Daly was offered a one-off F1 drive by Sid Taylor in next year's International Trophy but, of more concern to DD, there was an opportunity to impress in F2 before the 1977 season was over.

The break came in September when Motor Race Consultants and Guy Edwards arranged for the 24-year-old Dubliner to make his F2 debut in a European round at Estoril on October 2, driving the Ardmore ICI *Newsweek* Chevron-Hart B40. The facts speak for themselves. He qualified sixth fastest in practice, finished fifth in the 50-lap race, set the race's fastest lap which broke the outright record, and had no spins or shunts throughout. DD returned from Portugal delighted, and "more determined than ever to do a full F2 season next year."

As for his F2 debut, "I was surprised how easily I adapted to it. The power of the engine is a lot more progressive than I thought but I soon felt I'd enough confidence to chuck the car round at high speeds."

Opposite page: the controversial Silverstone incident. Top: Daly misses a gear as South gets alongside at Becketts; centre: South moves across on Daly as they head towards Chapel; bottom: neither driver gives way, the cars touch, and Daly spins in the dust as the March barrel-rolls overhead. Eventual winner Olofsson gets a grandstand view.

But the intense heat had a detrimental effect. "In practice I could only manage 15 or 20 laps at a time before I had to stop. I couldn't get my breath quick enough in the car, and I would have to come in the pits, take my overalls off and keep drinking water. I was totally alien to the feeling.

"For the race, I'd a pipe fixed into the overalls to blow in cool air and I planned to pace myself and drive as easily as possible for the first half". This is exactly what he did, so that in the closing stages he still had enough energy to displace Ingo Hoffman for fifth place and hold off a hard-pressing Riccardo Patrese. "At the end of the race, I was physically wrecked and, because of the G-forces, my neck had given up, so that in the closing laps my head was bobbing around from side-to-side against the roll-bar.

"The other surprise I had was the methods people used in F2 of stopping fellow drivers from overtaking. I had first-hand experience on one occasion and it really was surprising!"

In order that he faces no heat problems contesting the 1978 European F2 Championship, Derek is endeavouring to contest the New Zealand or South African Formula Atlantic series during the forthcoming winter months. As well as sorting out a competitive F2 seat, Derek has ambitions to contest selected rounds of next year's national Formula 1 series, for experience. He is in discussion with various interested parties for drives next year following his Estoril performance.

Derek Daly is well suited to his vocation as a Grand Prix contender. He drinks nothing but pints of milk and spends each morning running three miles to keep fit. Instead of living out of a coach, he has been spending this season in comfortable digs near the F3 car's base, south of Wolverhampton.

Helped by McMahon's fatherly advice, Derek is concerned to maintain his and the team's appearance. Daly's long-haired, bearded guise was early replaced by a smartly attired, well-groomed gent, while the Chevron and its *équipe* have been immaculately presented at every race—all attributes of someone eager to impress.

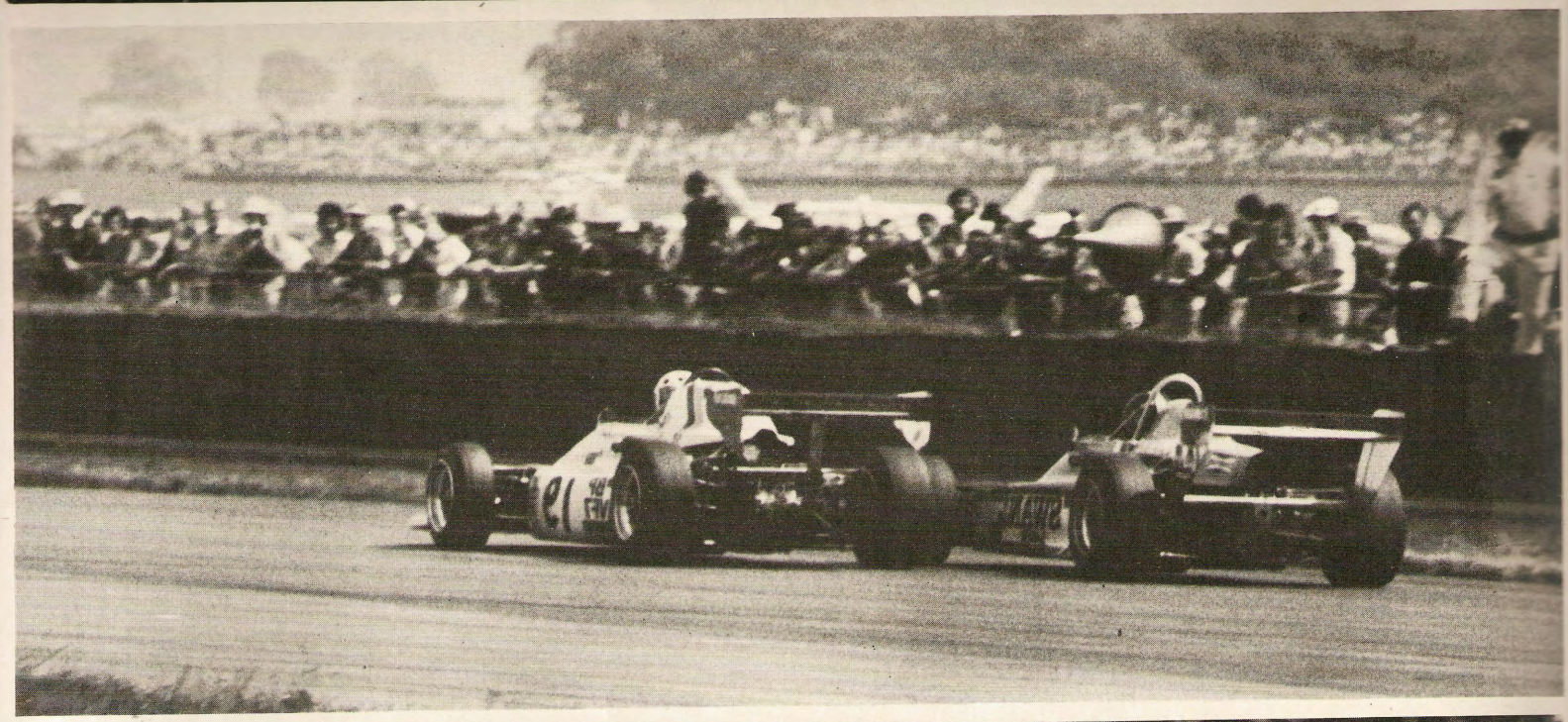
This season has taught him much of being an all-round team manager. As a private operation, Derek spends his time in the car's workshops, doing anything from arranging spares to helping rebuild the engine when, for instance, their engine builder went on holiday. He also tries to make the occasional pound buying up damaged single-seaters and rebuilding them for selling.

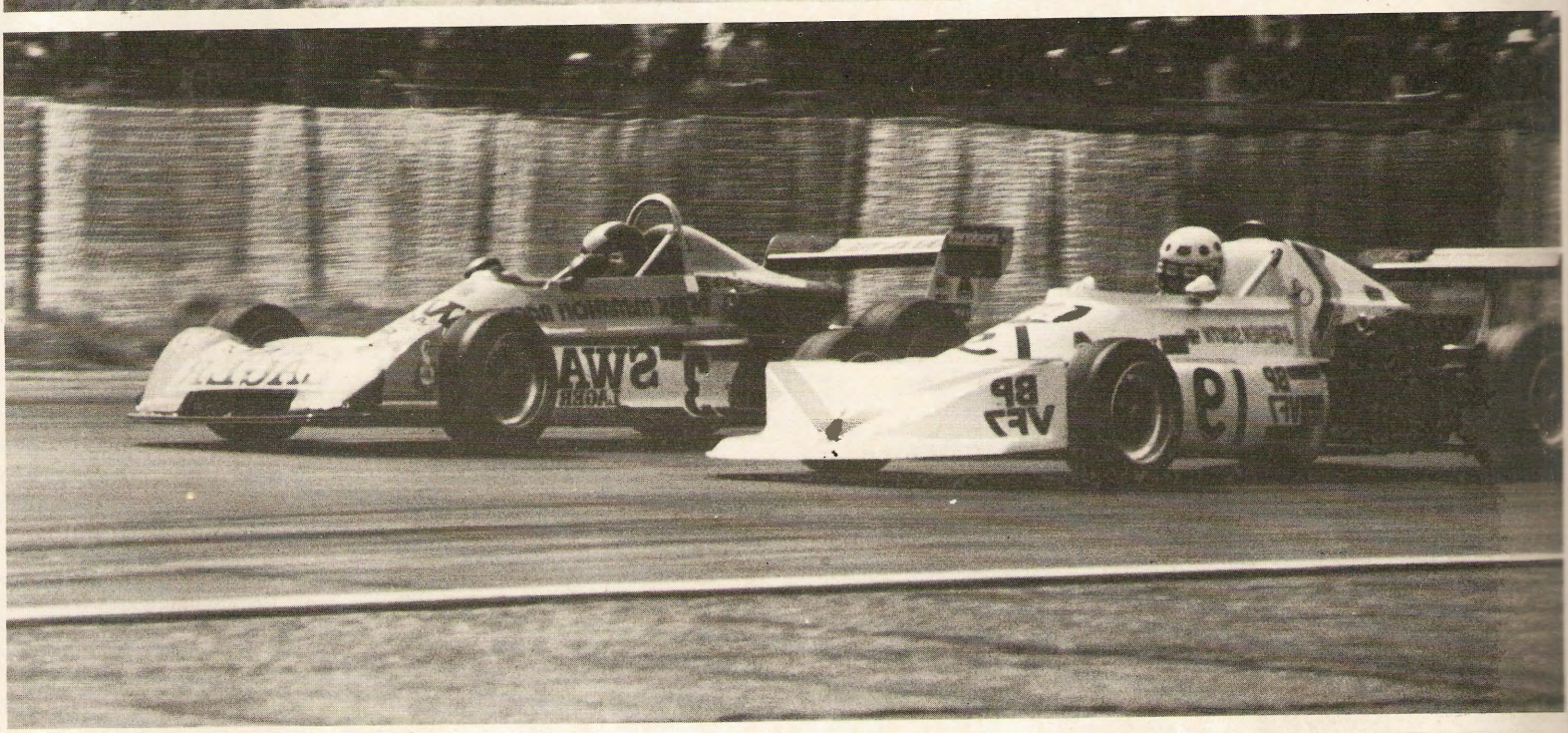
Max Mosley said in a recent interview assessing driver potential, "Anyone who really has the talent makes it in the end, even if they have to go out and borrow the money. I think anyone who has the ability to succeed in the top league of Formula 1 has got the determination to get there in the first place."

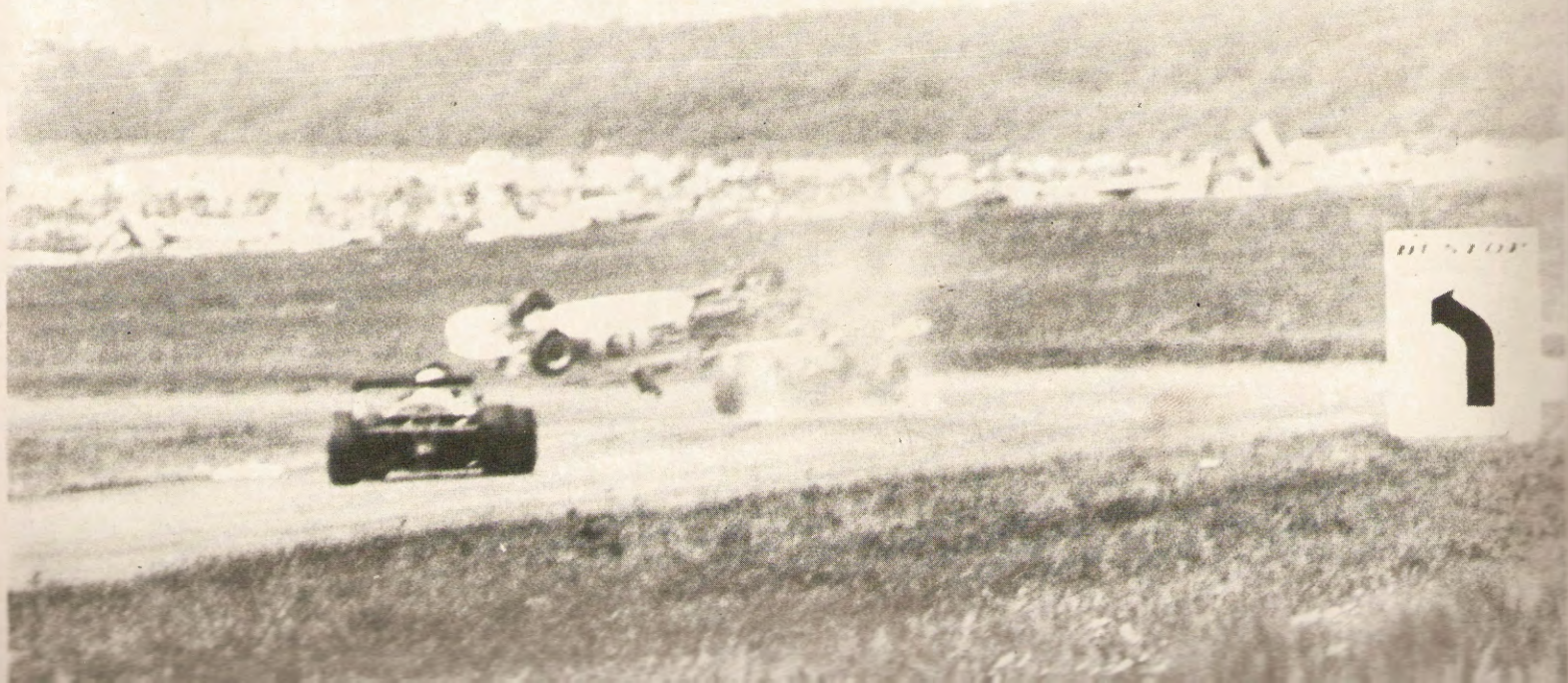
Derek Daly is proving that he has that ability and determination.

our centre spread

OVERLEAF: The bright yellow Derek McMahon Racing Chevron B38 has been among the front-runners in both British-based F-3 series this season. With additional support attracted following his Austrian success from Jim Beam Whisky, he has moved into Europe with a couple of F3 wins prior to his impressive F2 debut at Estoril. Photo Jeff Bloxham.



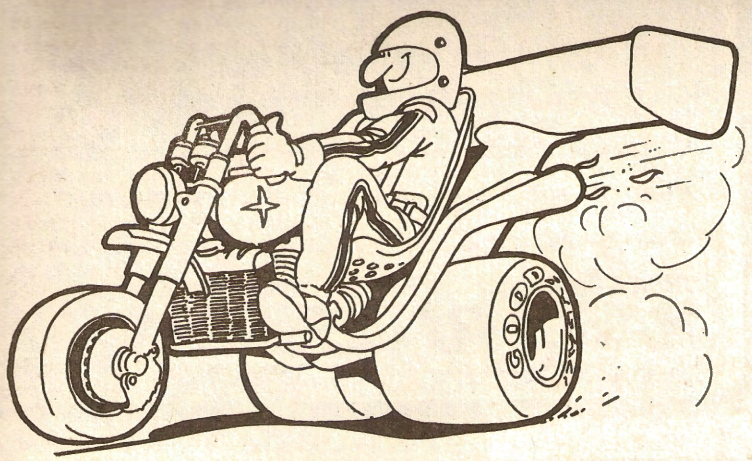





BP
BP
RACING
GOODYEAR


GOODYEAR
DEREK DAIMOND RACING

by Eoin Young



A friendly bike

A disgruntled Irish reader wrote in after an earlier *Kickstart* column suggesting that if I wasn't out of my tree for suggesting that Jochen Rindt could go for a 120mph jaunt on his big Kawasaki, then Jochen was for trying it. One hears that the big Kwaka has its high-speed handling quirks, but I've just been trying a superbike which should pack close to 120 miles into an hour if you really felt like putting your mind to it. It's the R100S BMW, the latest flagship of the BMW fleet with its time-honoured (old-fashioned?) flat-twin tweaked out to 1000cc, and clothed in a squared-off stylish fairing aimed at lifting big bikes into the sort of price and performance stratosphere enjoyed by the latest line in BMW coupes. The big Bee-Em costs £3000.

Even when you say it fast, it sounds like a lot of money. They had plush armchairs in BMW's jewel-box stand at the motorcycle show so that you could be sitting comfortably when they told you the price. For £700 less you could get yourself a 900cc Super Sport Ducati with desmodromic valves and a Ferrari sort of charisma. The BMW is what it sets out to be: an expensive, high-speed tourer, distinctive in appearance so that the rider who puts out three grand for the privilege can be seen to be riding one of the most expensive motorcycles on the road today.

It's a heavyweight. Certainly much more motorcycle than I need to own. There must have been a knack in lifting it on to its centre stand, but I never discovered it. Stopping got to be a dread during the first few days of the test because I knew I'd have to wrestle the thing up on to its stand. You could recognise the looks of envy from riders coming the other way, wishing they were on it, while I was wishing I wasn't.

The R100RS required special attention. Show it you were scared and it had no mercy. You got the impression that it would roll on you, given half a chance.

But as the test period went on, BMW's biggest bike started to get friendly. Wind it up through the five speeds and you knew all about the 70bhp on tap. You were wafted into the 80s with ease. It gets to 60mph in a whisker over 4secs, which ain't hanging about. Shaft drive instead of chain didn't make itself apparent, but you weren't worried about a superbike's normal appetite for chains if you were a serious sort of tourer. Brakes were excellent, as they should have been with twin drilled discs in front and a big drum at the back.

BMW call their riding compartment on the R100RS a "fully-integrated cockpit developed in wind tunnels". As luxury items you get a clock and a voltmeter mounted forrard in the cowling and a pair of excellent mounted-in mirrors.

So who needs a clock on a motorbike? It's surprisingly useful because it isn't easy to reach for your wristwatch when you're gloved-up and riding. And for three grand you expect that sort of icing on the cake.

The flat-twin engine layout goes back to the dawn of BMW, 54 years ago when the first flat-twin, shaft-drive bike came off the line. The finned cylinders poke out just ahead of your feet and at low speeds in traffic your feet are kept pleasantly warm.

Critics say that the engine layout is antique and that BMW are dressing mutton up as lamb to keep the machinery on the market; they point to the Yamaha XS750 as a shaft-drive Jap in the same market sector as the BMW, but which boasts three cylinders and overhead camshafts against the Bee-Em's pushrod twin at more than twice the cost of the Yamaha. But the people who fork out for the privilege of driving a BMW car will fork out in the two-wheel world to ride the biggest and best BMW—it's all part of the sales strategy. Tell the public your goods are the best, the most glamorous and the most expensive, and you'll have customers queueing. Be British and make a thing about the traditions of kick-starting, oil on the outside as well as on the inside, and you get a wave of apathy. . . .

When you've got a bike like the R100RS, you tend to travel. Take *Classic Car* editor Michael Bowler, for instance. He's a bike man on the side and recently rode his R100RS to Monza and back for a vintage meeting. He said he did 590 miles in the day coming home, cruising comfortably at around 80mph, and was returning 55 miles to the gallon with panniers, which can be reckoned to upset some of the aerodynamics on the RS.

Period pieces

£3000 is probably a little more than you had in mind spending on a bike if you're really a car man at heart. If you've got to find a plausible reason for buying a bike (ie a reason that will placate your parents/wife/girlfriend), why not check out a 1950s British bike?

I've got a 1958 350 AJS single which I'll tell you more about anon, but if you want to check out British thumpers you could do worse than pay a visit to Honor Oak Motorcycles at 123 Brockley Rise, London SE23. They've got piles of bits for old Brits as well as restored and unrestored bikes for sale. There was a just-finished 650cc Triumph 110 at £550, a very clean ES2 Norton at £525, and a 1955 trials Matchless with a 350cc alloy motor for £400. They had roughies out the back if you wanted to rebuild your own, but the prices of rebuilt bikes give you an idea of the market.

Back to the Isle

Mike Hailwood says he is about to make a comeback at the Isle of Man, but his old sparring partner, Giacomo Agostini, doubts that Mike is serious about another crack at the TT. "I think Mike has been off a bike for too long," said Agostini at Monza before the Grand Prix. "I think it's too late for him to come back . . . I don't think he'll race there . . . I think Mike just talks about racing again at the TT. . . ."

But it seems that Mike is very serious about returning to the Isle of Man in a casual sort of way, if you follow me. He wants to race round the Island again, but it isn't as though he was chasing another title. He just wants to do it because it's still there. Sort of like climbing mountains. Agostini says no way will he go back and race in the TT after pointing out its safety shortcomings in no uncertain terms a few years back. "I speak about the safety before and now the offer of money doesn't make the danger less. Phil Read, he changed his mind about the Isle of Man because of the money, but me, I will not. . . ."

I suppose the parallel is Niki and James refusing to race again at the Nürburgring because of the inherent dangers in the length of time taken to attend accidents. But "Mike the Bike" never went along with the safety lobby in Formula 1, even if it was the 'Ring that curtailed his car racing career, and nearly took his life into the bargain. Mike was always a fan of the Isle of Man TT course, probably because he'd been able to tame the mountain circuit on all sorts of bikes in all sorts of weather. The bike people point out that Mike lapped at 108mph breaking all sorts of records in 1967—his last year there—riding the 500 Honda which was a pig, but now you're not in the running if you can't get round the Island faster than 108mph. It's a whole new ballgame.

Ted Macauley, Mike's journalist mate from the old days, is acting as his agent for the TT return, and if you'd like a sponsorship slice of Mike in the '78 TT, give Ted a bell at 061-773 2854.

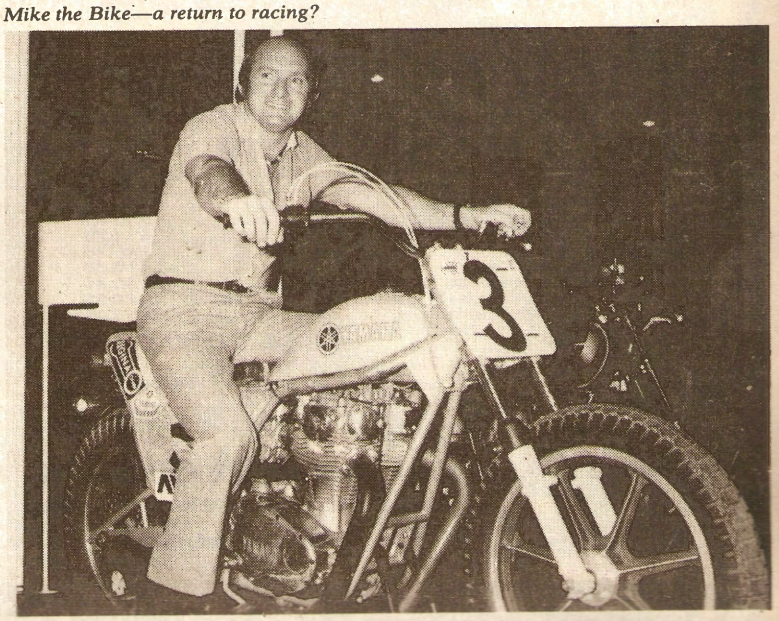
Monza gate-fold

I care for the story of the Brambilla brothers in the old days when they used to work for their Dad in the family Moto Guzzi dealership in Monza.

Vittorio and Tino used to arrow in to work in the mornings along the dual carriageway on their Guzzis and simply peel off into the gateway on full noise, having worked their braking distances down to the last millimetre because it was a daily occurrence. Until the day their Dad forgot to open the gates. Apparently there was the high-pitched howl of two motorcycles approaching fast, the appropriate downchanges for the fast peel-off through the gates, and then a tortured squeal of rubber and one SPLUG closely followed by another SPLUG as both Guzzis hit the gates and both Brambillas were deposited on to the footpath.

It sounds too true to be a made-up tale, doesn't it?

Mike the Bike—a return to racing?



by John Bolster



The clean, aerodynamically efficient lines of the G Spécial are particularly attractive from the side.

Remarkable value

Some seven years ago, the then-new Citroën GS was elected car of the year. What amazed us then was that it could be competitively priced, for its specification included the advanced Hydropneumatic suspension and power-operated disc brakes, as used on the big Citroëns, while its horizontally opposed overhead-camshaft engine is notoriously an expensive type to manufacture.

The car brought unaccustomed luxury to its class and though it had certain faults, such as a noisy transmission and poor carburation, these were ironed out remarkably quickly. In only one respect was it disappointing, for its fuel consumption figures were mediocre, and this is a field in which Citroëns have always excelled.

Now, Citroën have brought out a new 1130cc engine, to replace the 1015cc unit used in the less costly versions of the GS. Following the modern trend, it peaks at 750 rpm less than its predecessor and has a little more torque in the middle ranges, but its chief *raison d'etre* is its fuel economy, which is now as competitive as its price.

The subject of the present test is the G Spécial, which is still remarkably elaborately equipped, though it is the cheapest GS model.

Such things as a rev-counter, clock, speedometer trip recorder, brake pad wear warning light, boot light, Jersey cloth upholstery, and even a starting handle, are worth considering in relation to the £2489 price ticket, not to mention the 2-years/65,000 miles guarantee of the Hydropneumatic suspension system.

The G Spécial is still unmistakably a Citroën, with its single-spoke steering wheel and self-levelling suspension. The power-operated brakes, though just as potent, seem to have more 'feel', and the steering does not become heavy on sharp corners, like that of the smaller models. Once again, you have to remember that Citroën direction indicators are not self-cancelling.

It has a functional cockpit.



Low-drag body shapes have for long been a Citroën speciality and this one is obviously very efficient. With only 56.5 bhp, I recorded a mean maximum speed of 95 mph and, in the down-wind direction, I timed the car on several occasions at 98 mph, with the speedometer well past the 100 mark. Once it has attained this speed, the G Spécial can keep it up for mile after mile and it is surprisingly quiet while doing it.

Curiously enough, the machine seems rather less refined at traffic speeds, as although the engine is flexible, it is necessary to use the lower gears a good deal to keep up the performance; the sound of the cooling fan makes the engine seem fussy when the car is driven in this manner. In fact, it's a pretty substantial vehicle for its engine size and second and third are there to be used. The gearbox is greatly improved, being quiet as well as enjoyable to handle.

Outstanding stability in side winds, always a feature of the *marque*, is combined with a good sense of control on slippery surfaces. Driven very hard, the car ultimately understeers and there is a fair angle of roll, but under more normal circumstances it feels well balanced with moderate roll, and quite high cornering power. The ride is very comfortable, but some thumping can be heard rather than felt over particularly sharp bumps. Though the suspension travel is considerable, the car does not feel as softly sprung as the big Citroëns.

Perhaps the most important improvement in the new G Spécial is its fuel economy. I recorded an overall figure of 34 mpg, which included all the maximum speed and acceleration testing. In everyday use as a family car, it will certainly do considerably better than that, which is on a par with some lighter and less luxurious makes.

The body is easy to enter through its four doors and provides generous space for four large people and their luggage. The designers have kept all the rear suspension parts out of the way, so the boot is very roomy despite the shortness of the tail, with an exceptionally low floor and no sill over which heavy objects must be loaded. This extra weight merely causes the self-levelling suspension to take effect, unlike those cars which resemble ducks as they waddle along.

With discs all round—unusually large ones in front—the power-operated brakes have a fine reserve of power. This is a sensible piece of design, as a car with a slippery shape does not have a built-in wind brake and consequently the discs have more to do during hard driving. The clean aerodynamic form also passes silently through the air, causing no objectionable wind roar. Proper eyeball ventilators, with their own separate ducts, keep the atmosphere fresh, and the heating is effective when the engine is working reasonably hard.

The Citroën G Spécial is a car of sophisticated modern design. It is remarkable that it can be produced at such a competitive price and no doubt there are many prospective owners who will be glad to avail themselves of the traditional luxury of the big Citroëns, at a figure they can afford. Though the new 1130cc engine has considerably lower torque than the 1222cc unit of the GS Pallas, its petrol economy will justify this in the eyes of many people and its high maximum speed is outstanding among small-engined cars.

Specification and performance data

Car Tested: Citroën G Spécial 4-door saloon, price £2489.

Engine: Air-cooled boxer 4-cylinders, 74 x 65.6mm (1130cc). Compression ratio 9 to 1. 56.5bhp at 5750rpm. Single overhead camshaft for each cylinder head, driven by toothed belts. Dual-choke Solex downdraught carburetter.

Transmission: Single dry plate clutch. 4-speed synchromesh gearbox with central remote control, ratios 1.03, 1.50, 2.29, and 3.82 to 1. Spiral bevel final drive, ratio 4.125 to 1. Double constant-velocity driveshafts to front hubs.

Chassis: Combined steel body and chassis. Hydropneumatic independent suspension by wishbones in front and trailing arms behind, with height correction for constant ground clearance, engine-driveh high-pressure pump and accumulator. Manual height selector for rough tracks. Power-operated disc brakes, inboard in front with additional hand-brake calipers. Rack and pinion steering. Bolt-on disc wheels, fitted 145-15 ZX tyres.

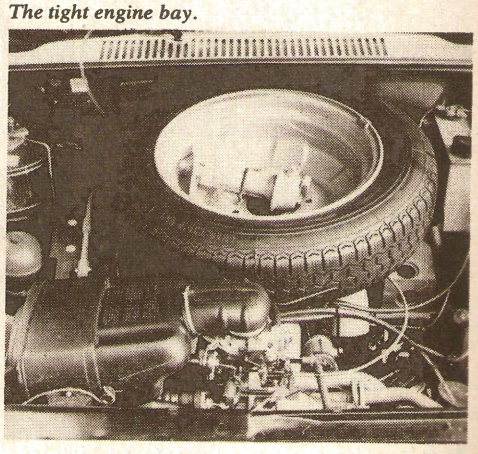
Equipment: 12-volt lighting and starting. Speedometer, rev-counter, voltmeter, fuel gauge, clock, heating, demisting and ventilation system, with heated rear window. 2-speed windscreen wipers and washers. Flashing direction indicators. Starting handle. Brake pad wear and hydraulic pressure warning lights.

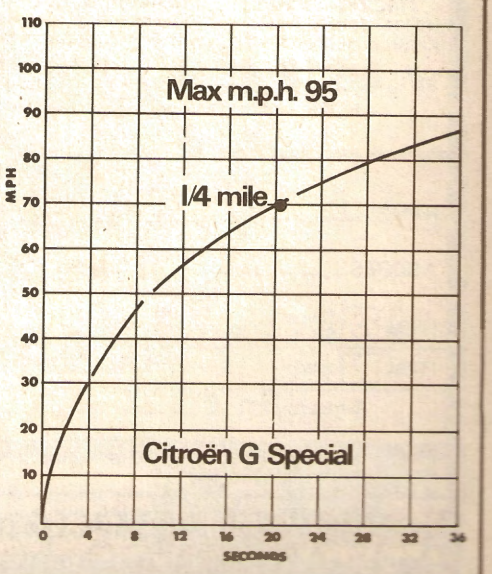
Dimensions: Wheelbase 8ft 4¼in. Track 4ft 6¼in/4ft 4in. Overall length 13ft 6¼in. Width 5ft 3¼in. Weight 18 cwt 23 lbs.

Performance: Maximum speed 95mph. Speeds in gears, third 72mph, second 47mph, first 30mph. Standing quarter-mile 20.2s. Acceleration: 0-30mph 4.5s, 0-50mph 10.9s, 0-60mph 15.3s, 0-70mph 21.2s.

Fuel consumption: 33 to 39mpg

The tight engine bay.





Sporting Sprint



At last the Alfasud Sprint is available in the UK. Readers may remember that I drove it, in left-hand drive form, in the mountains of Italy some time ago; now, I have driven the right-hand drive version for an hour or so in England, just to whet my appetite for my forthcoming full road test.

This new, up-market 'Sud has the larger, 1286cc, flat-four engine and the five-speed gearbox. Though the new and very attractive body shell has a low roofline, it provides a surprising amount of room for the rear passengers, in which respect it is almost unique among small sports coupés. The rear window opens to give access to the luggage boot and although this is not a semi-estate type of body, the back shelf can be rolled up to reveal quite a capacious compartment, with the spare wheel concealed underneath.



The driver has a good all-round view and the angle of the steering column is adjustable; the pedals at first seemed too close together, but I soon became accustomed to their location. A natural movement drops the left hand onto the gearlever, which gives very precise selection and will become still lighter in action after a greater mileage.

An excellent choice of suspension settings has been made, for although the car feels taut and firm in the sporting manner, the ride is never really hard and bad bumps seem to disappear. With its lower centre of gravity, the Sprint handles even more responsively than the other Alfasud models, which is saying a great deal. Personally, I was most impressed with its refinement and with its remarkably quiet running at cruising speeds not far short of the maximum. As to that, I reckoned it at 104mph in Italy and I have no reason to change my mind.

There are many people who want a pretty coupé but need proper rear seats; some of the 2 plus 2 coupés that I test are really only two-seaters. The Alfasud Sprint has an outstanding performance for a 1300, but somehow it combines attractive lines with back seats that can be used. As it is also more refined than many cars with larger engines, there will be no problem in selling this more expensive 'Sud, and don't forget that the price covers service charges that have to be paid for with other makes.

Specification and performance data

Car tested: Alfa Romeo Alfasud Sprint 2-door 4-seater coupé, price £3999.

Engine: Front-mounted water-cooled horizontally-opposed 4-cylinder 80 x 64 mm (1286cc). Compression ratio 9 to 1. 76 bhp DIN at 6000 rpm. Single belt-driven overhead-camshaft per bank. Weber twin-choke downdraught carburettor.

Transmission: Single dry plate clutch. 5-speed synchromesh gearbox, ratios 0.931, 1.115, 1.435, 2.062, and 3.545 to 1. Hypoid final drive, ratio 4.11 to 1. Driveshafts to front hubs.

Chassis: Combined steel body and chassis. Macpherson independent front suspension. Rack and pinion steering. Dead rear axle on Watt's linkages, Panhard rod, and coil springs. Dual-circuit servo-assisted disc brakes, inboard in front. Bolt-on steel wheels, fitted 165 70 SR 13 tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev counter. Oil pressure, water temperature and fuel gauges. Heating, demisting and ventilation system. Windscreen wipers and washers. Flashing direction indicators. Reversing light.

Dimensions: Wheelbase 8ft 0.7in. Track 4ft 6.4in. Overall length 13ft 2.2in. Width 5ft 3.4in. Weight 17¼cwt.

Performance: Maximum Speed 104mph.

Revised Civic



Although the Honda Civic is one of the better cars to emerge from Japan it has lacked a true 'hatchback'. This has now been remedied with the introduction of the 1978 three- and five-door models (above).

As with other cars of this class the rear seats fold down to increase luggage capacity, there is also a small parcel shelf to protect luggage from prying eyes when the seats are in the upright position.

Other major changes include a three inch increase in the wheelbase to give greater legroom for rear seat passengers. The engine has also been modified to produce 60bhp at 5500rpm, an increase of five bhp over the old model, while braking efficiency has been increased by 15 per cent by enlarging the servo unit.

External changes to the new cars include a redesigned grille which incorporates a front spoiler for greater stability, while the bumpers, front and rear, now incorporate corner rubbers. Reversing lights are standard as is a rear fog lamp.

Interior changes include a choke warning light, larger interior mirror, and redesigned switches and knobs; all models now have seats with cloth inserts.

Approximate prices for the new cars are: five-door saloon £2535, £2700 (auto) and three-door models £2375 and £2540 (auto).

Specification and performance data

Car: Honda Civic 1200cc 5-dr, 3-dr.

Engine: Four cylinders 72x76mm (1238cc); 60bhp at 5500rpm; compression ratio 8.1:1; belt-driven overhead camshaft; Hitachi twin choke carburetters.

Transmission: Single plate dry diaphragm spring. Four-speed manual ratios; 3.181, 1.823, 1.181 and 0.846 to 1. Automatic 1.634, 1.034 to 1. Final reduction; 4.642:1 (manual) 4.117:1 (automatic).

Chassis: Combined steel body and chasis: Independent MacPherson strut, coil spring, telescopic shock absorber (front); rack and pinion steering; independent MacPherson strut, coil spring and hydraulic shock absorber (rear). Servo-assisted dual-circuit disc/drum. Bolt-on steel wheels, 155SR12 tyres.

Dimensions: Wheelbase, 11ft 7in (3-dr), 11.9 (5-dr); track, front 4ft 3in rear, 4ft 2ins; overall length, 11ft 7ins (3-dr), 11ft 9ins (5-dr); width, 4ft 11ins; weight, 14.9cwts.

Performance: 93mph; 0-60mph 19.7s.

Fuel consumption: N/A.

● Apologies to Mercedes, whose latest two-door coupes were erroneously credited with only three seats due to a misprint in our *New Cars* page on October 13. The 230C and 280CE models, of course, both carry four people in comfort.

● Caterham Cars have now taken over the assembly and future development of the Lotus Twin-Cam engine. A Ford cylinder block is still used, bored out to 1558cc, but the current 1600 block can be used when the 1500 is phased out. A special steel crankshaft ensures reliability. This big-valve engine, fitted with twin Dellorto carburetters, has been tested at MIRA for exhaust emissions and has been awarded the certificate of compliance.

edited by Robin Bradford

Ward finds Lady Luck

Richard Ward, the Yorkshire driver who has raced Jamuns in FF1600 since 1974 has at last had a stroke of good fortune come his way as Jeff Cox from GGS Engines has offered to loan him his spare engine for the Formula Ford festival at Brands Hatch next month.

Ward's tale of woe started in 1974 when he bought a Jamun T2 chassis from Keith Wilson which was written off after only a dozen races. Undaunted, Richard sold his house and with most of the equity built a newer Jamun over the winter months. Before he could get it to the circuits, however, it was damaged on a trailer on the M1. Pending an insurance claim, Ward waited throughout the season in the hope of doing a few races but, barring a couple of outings in a hired Dulon, 1975 was wasted. The money finally arrived in early 1976 when Ward bought his third Jamun, a T3C and entrusted the preparation to Alan Morton-Jacobs who had plans for a grand attack on an FF1600 series with sights on F3 for the next year.

Ward was onto a loser again when Morton-Jacobs's garage premises were burned down and the Jamun was once again damaged. By the beginning of this season , however, it was patched up again by the almost penniless driver but he could not afford to race so he went testing, using his 1971 engine, to improve his lap times. Having got below the record at Donington his only engine blew leaving him without a unit for the season. In desperation he used the AUTOSPORT engine builders directory and Jeff Cox was one of several people who replied. Richard would like to express his thanks to GGS Engines without whom he could not go racing.

Wild kisses in Norfolk

The Templar Tillers-sponsored Reliant Formula 750 Ladies' race provided a pleasant finale to the 1977 Snetterton season. Templar Tillers, Tony Hazlewood's concern, also backs Mike Wilds Group 8 programme and Mike was on hand to dispense prizes and kisses at the informal presentation ceremony in the collecting area. Winner Lynda Whatley—husband Mike also won on Sunday in the F4 event—was driving Lyn Evans' Centaur and had been runner up the previous year. Lesley Robinson, who finished second, set fastest lap in the rapidly falling dusk, a time that would have qualified halfway up the 'proper' F750 grid. Many thanks to Christine Elmes, who organised things and to everyone who gave prizes; hopefully this piece of fun will become an annual event.

● The North Down MC organise their H. W. Clark Trophy Rally on November 12/13. The 150-mile rally is supported by H. W. Clark Timber & DIY of Erith and the Chatham Motor Company of Gravesend. Regs are available from Mrs S. Fox, 34 Coniston Close, Dartford, Kent. Tel: Dartford 76140 (SAE please). Each entrant will receive a free petrol allowance and prize draw ticket.

Local press support for FF championship

A new championship for Formula Ford 1600 drivers is announced this week by the *Croydon Advertiser* Group of Newspapers which circulates in South London, Surrey and Kent.

Every driver who lives or works inside the *Advertiser* Group's sphere of influence' will be eligible to take part. Points will be awarded for any FF1600 race in the country and prizes will be awarded at the end of the season. The newspaper sees the championship as a valuable way of assisting FF1600 competitors to gain sponsorship if they haven't already obtained it (and to maintain it if they do!) and as a new outlet for potential and existing advertisers in the Group's ten newspapers. Coupled with the championship will be increased coverage of motor sport in the *Advertiser* series with its circulation of over 100,000.

Local drivers already include Jeff Allam (a younger and lighter version of Gerry Marshall!), Trevor Reeves the rallycross man and a gridful of FF1600 drivers including Peter Lawrence, Tom Whiter, Ed Johnson, Paul Pierce and Mike Wallaker.

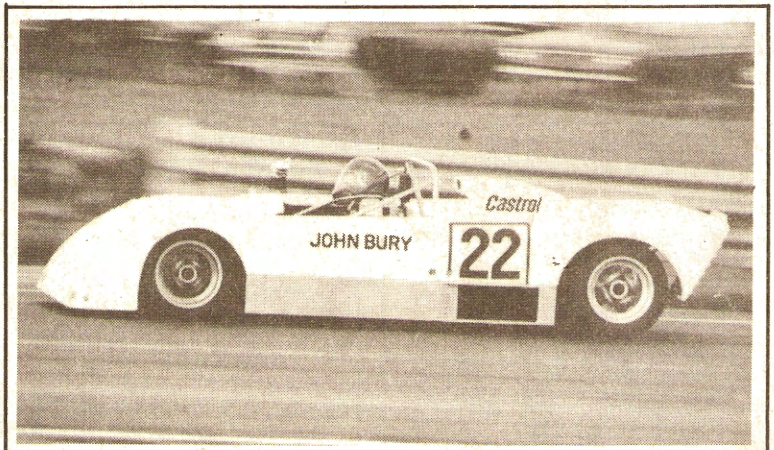
Any FF driver who thinks he is eligible for the series is invited to contact Bob Sparks (01-686 7267 evenings only) or Tim Watkins of the *Croydon Advertiser*, Advertiser House, Brighton Road, South Croydon, Surrey (Tel: 01-668 4111) as soon as possible for registration details. The *Advertiser* series covers the Boroughs of Croydon, Sutton, Epsom, Beckenham, Penge, Bromley, Ewell, Banstead and Caterham.



Exciting news from Brands Hatch for all bike freaks is that 24-year old Pat Hennen is to take part in the forthcoming Formula Ford Festival in a new Elden chassis. Hennen, the American rider famed for his amazing wheelies and his love for racing in the wet, was down at Brands Hatch for a photo session last week when John Webb offered him a go in one of the school cars. Pat put in 8 laps and finished his session with a time only 0.1sec outside the school record. Hennen is also, reputedly, the lap record holder at a similar racing school at the Osterreichring.

Eklund and twin turbo for Lydden

Further news from organiser Dick Griffiths on the International rallycross at Lydden on Saturday, November 5 is that Per Eklund is bringing the latest works Saab over the channel to compete. The car is based on the 96 bodyshell but features twin-turbochargers for even greater 'poke'. Eklund is particularly well known in rallycross circles for his party piece—the ability to roll his car over sideways and then continue at unabated pace! Also definite for the meeting are hot-rod racers Barry Lee (Burton Performance Centre-Escort BDA) and Duffy Collard (MkII Escort). Tom Airey hopes to debut his new turbocharged Mini project, the New Cheriton tuning-expert having taken 18 months to think out the car which should be able to challenge Trevor Reeves and Dave Potter. Mick Bird is re-shelling the TR7 for next year but should have beaten out the panels in time for the televised meeting.



John Bury, the Blackburn driver who usually races a modsports Elan for Ark Racing, had his first Sports 2000 race at Snetterton last Sunday. The outing was just to meet the other people involved but John's showing with the unsorted car, a brand new 1978 spec Lola (above) was enough to convince people that he will not disgrace himself when he undertakes a full season in the category next year. The car was entered by Arthur Hough Pressings and powered by an Ark Racing prepared power unit and both concerns will be staying with John next year. The rear bodywork of the new Lola appears slightly modified, while the rest of the body looks similar apart from a revised nose and side-radiator ducts.

Left-hooker on pole

Richard Hurdwell surprised the more regular F1300 drivers by taking pole position at Snetterton on Sunday with his ingenious new Wells 2. The car is unusual in that it features a left-hand-drive configuration and an overhead exhaust system. Hurdwell, an engineer from Nuneaton, explained that the driving position was a simple matter of evening out the weight distribution by relocating the driver. And very effective it was too. The centre of gravity is now extremely close to the actual centre of the car. The Wells is clothed in a full-width body similar to that seen on the latest Beagle, campaigned in clubmans racing by Richard's friend Jim Yardley. In the race, Hurdwell, an ex-hillclimber, fought up to third place after an early spin but the car did seem paricularly effective speedwise despite a body vibration at the back.

Devaney in FF2000

Bernard Devaney made his FF2000 debut last Sunday driving Frank Bradley's new Centre Hotels Reynard SF77. The Irishman qualified the car in a reasonable mid-field position but ran even better in the race and was pressing Rob Wilson's similar ICL Reynard extremely hard for sixth place. The New Zealander had to work very hard to keep his position from Devaney but his position was assured when the latter's engine went slightly off-song on the last lap and Bernard fell back to finish ninth.

Return to Rhodes

Ireland's irrepressible Robin Rhodes may after all be making a welcome return to his role as chief public address commentator on motoring events in the emerald isle. He recently emerged from premature retirement to cover the annual Rathdrum road races and he is now considering a return to full-time work next year.

While his absence has allowed some new talent to emerge, notably Dorset-born Bill Sturgess, Robin's unique and professional patter has been sorely missed and Irish fans are keeping their fingers crossed for his return. Incidentally, Rhodes turned down a tempting offer from Watkins Glen in order to cover the Rathdrum event.

● Making an all too rare appearance in the Formula Four race at Snetterton was Mike Cresdee, the Wokingham driver, in his smart March 733. The car, entered by Pyramus Racing, has quite a history behind it. In fact it is the ex-Baty Group car, campaigned successfully in 1973 by Ian Taylor before it passed into Ian Briggs's hands. Briggs then used it for a season of Formula Four in 1975 being the only combination to regularly defeat that year's champion Fergus Tait who ran a works Delta. Briggs now prepares the modified car for Cresdee whose team is named, strangely enough, after a friend's black cat!

Nomad '78 from Lloyd?

Phil Lloyd, the 1976 F1300 champion had a successful outing in Charles Allen's Mallock at Snetterton, the popular FF2000 driver outpacing '77 champion Graham Kay in his Mk18B version from a lowly grid position. Lloyd had a troubled practice before discovering a crack in the chassis which was repaired in time for the race which he duly won. Phil has enjoyed his year in FF2000 despite weight distribution problems with his self-constructed Nomad and will continue in the formula next season with a new car if finance permits.

Bad week for Geoff

Rochester driver Geoff Weeks was out of luck last Sunday at the meeting organised by his home town's Motor Club. Geoff had qualified his Peter Vickers-prepared 1380cc MG Midget comfortably on pole position for the MG *marque* race and was also well up among the fastest for the modsports race to be run later in the afternoon until he fell foul of a seemingly mirrorless back-marker at Clearways and ended up heavily against the wall. Geoff, who has shown some very rapid form of late, was unhurt but the car was rendered *hors de combat* for the day, although he has high hopes of repairing the Midget for a race in two week's (no pun intended!) time.

Centaur change

Richard Groombridge's Hollowbar Hustler is currently in little pieces following a recent accident and so he thought he was out of a drive for the final SKF Championship Clubmans race at Brands last Sunday. He then talked with Centaur designer Richard Scott, however, and learned that David Childs had become somewhat disillusioned following his lack of success since building up one of Scott's Mk15 models. Groombridge then approached David and it was soon decided to run him in the car. In the event, things went very well for Richard qualified the car a respectable sixth fastest and was then running a good fourth with one lap remaining until the engine began overheating and he wisely decided not to push the issue and fell back behind Ruari Gillies's Diamond. Groombridge was nevertheless very impressed with the car, which, apparently, is very cheap to construct and maintain, and thinks that there is still a lot to be extracted from the car's potential.

● It seems that we got our wires crossed last week in our references to Geoff Friswell. 'Fris' was not down to drive the Hollowbar Hustler at Brands last weekend but he did have some sponsorship for the day from the SKF Steel concern, who also back the Clubmans Championship. Fris showed just how good he is by taking the Mallock U2—Hart Mk16 to victory. Roy Bates, Geoff's backer in FF2000 over the past two seasons, would also like to point out that Fris all but won the FF2000 Championship in 1976 and feels that he might well have done so had it not been for a serious crash in his group 8 March-Hart at Oulton that left Geoff with severe burns to his legs, which effec-

Briefly

● It's good to see that ICL are taking their sponsorship of Rob Wilson's FF2000 Reynard so seriously by giving the New Zealander his own column in their house publication *ICL News*. They have also backed up Rob's success on the track with a series of promotions at various ICL premises. The car has stimulated great interest among the staff of the computer firm and its many clients and shows how beneficial motor racing sponsorship can be for a go-ahead company's marketing image.

● Sixty & Worcester MC are holding their Miss Motor Club competition again with the final at The Bank House, Worcester on November 12. Our Midlands man Derek Hill is to compere the show.

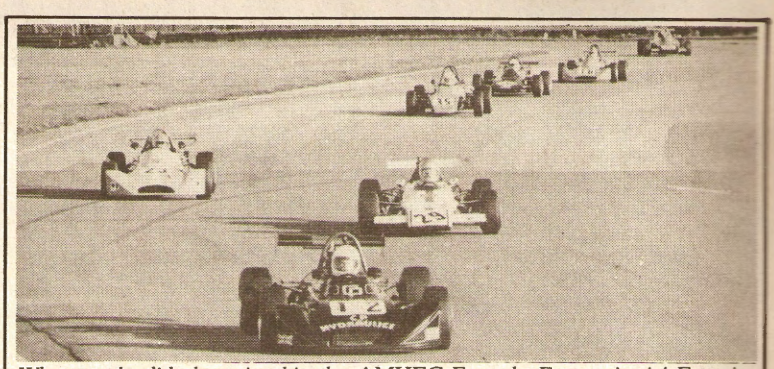
● South African Trevor van Rooyen has amassed a total of 31 ShellSport stars this season and is now trying hard to reach the record total of 33 in one season. Richard Morgan currently holds this record set during his fantastic 1973 season and Derek Warwick failed by one win to equal the feat last year.

● Chris Meek has arranged for two coachloads of spina bifida sufferers to be present at the Donington F2 meeting this weekend. In conjunction with the BMRMC, Meek has been instrumental in arranging regular treats for these people in recent months.

● The Sports 2000 competitors have reserved the largest table at the BARC dinner/dance on Friday, November 11. Should any driver interested in joining their ever-growing ranks wish to join them would they please contact John Webb on 01-370 4114 (work) or at 01-570 0259 (home).

● The talented but sometimes erratic Scottish Formula Ford driver Cameron Binnie is hoping to be able to do a full season of English FF1600 championship racing next year with a new car. The 22-year-old had hoped to do a full 'English season' this year with his Royale RP21, but a lack of money prevented this. However, the Cornhill-on-Tweed farmer is determined to make the grade on a national scale and, if a suitable sponsor can be found—previous attempts have been unsuccessful—then he could be a man to watch in 1978.

● The first three competitors in the Sports 2000 race at Snetterton on Sunday all had their engines sealed by the RAC scrutineer after the event. Incidentally Divina, John Cooper and John 'Pancho' Webb were also the top three in the SodaStream championship.



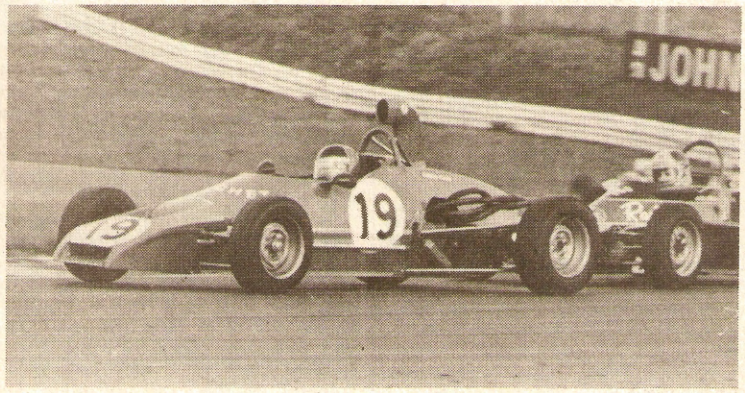
What a splendid championship the AMHEC Formula Four series is! Even in Sunday's depleted field the spectators witnessed such superb, not to say nostalgic, machinery as Brabhams of BT15/21, BT28 and BT38 vintage, 1971 and '73 March F3 cars; a couple of fine Ensigns (again F3 cars from 1972 and '73); three unusual Jamuns, a smart Lotus 59/69 and a Palliser WDF4, not to mention the attractive purpose-built Delta of series director Mike Wilder. Now if only a field of 30 cars could be assembled, and we are assured that they do exist, the 750MC could lay on re-creations of the old F3 races which were so poplar in the early '70s! Not only do they look like real racing cars but they run on racing tyres and use wings as well. A competitive machine should cost around £2,500 ready to race.

● Richard Peacock, the Welsh FF1600 driver who has raced a Royale RP21 under the Dinorben Arms, Bodfari, banner for the past two seasons, will be moving up into FF2000 next year. He has just put his Royale up for sale and plans to concentrate on the recently announced Allied Polymer Group/Lord's Taverners championship. His new car? Almost certainly a Crosslé 33F.

● Regs are now available for the NSCC's sprint meeting at Donington Park on November 6. Please apply to the club at 1, Fisher Lane, Bingham, Nottingham. Tel: Bingham 38664.

● Due to continuous demand from the motorsport fraternity Ford are now offering fully-trimmed bodyshells for all three RS versions of the MkII Escort in addition to the Sport shells already available. The shells come complete with all instruments, wiring, heater, lights, locks, glass, wipers, radiator, fuses etc and costs £1,550 exclusive of VAT but including delivery to your local Ford dealer.

● Sutton Coldfield Formula Ford driver Paul Smith is due to test both the current Delta 77 and Royale RP25 FF2000 models at Snetterton this week. Paul has raced both a Royale RP21 and the newer RP24 this season with support from Birmingham Motor Tyres, scoring some fine wins and some good placings. It is his intention to move into FF2000 in 1978 and, although he hasn't decided on what type of chassis to run as yet, his engines will once again be tuned by Peter Harris, and sponsorship will come from BMTR.



Lola's Mike Blanchet gave his Company's new Formula Ford FF1600, designated the T540, its race debut last Sunday at Brands Hatch. Mike was full of praise for the new car and feels that there is still a lot more to come. "It feels much more progressive and less twitchy than the old one, which never liked this circuit at all! The new car's a lot cheaper to make and maintain and you can get the engine out within half-an-hour, which is good for the customer. It's strong too". Mike was running the car with a prototype bodywork—"it needs to go on a diet"!—but was most encouraged by the car in race conditions. At one stage in the very competitive Townsend Thoresen race Mike was up to second place, by dint of using the car's braking capabilities to the full but, by the end, slipped to a creditable fourth.

● Regulations are now available for the 'BP Preston Regardless' rally to be run by the Preston AC on November 5/6. It has a 150-mile route based on Preston and will be co-promoted with the Lightning MSC. Interested parties should contact Martin Oglesby, Ingleside, Bilsborrow Lane, Bilsborrow, Preston PR3 0RN. Tel: Brock 40466.

● Peterborough MC's annual Rural Ride Rally has this year attracted sponsorship from local Colt dealers, Starey Crighton. To be known as the Starey Crighton Rural Ride, this year's event takes place over a 150-mile route on November 12/13. Ten miles of excellent whites are included, the rally counting towards the EMAMC, ANECC and RAF championships—sumpguards are recommended for peace of mind! Regs are available now from Vincent Brierley on Peterborough 264273 (day) or 265115 (evenings).

● Ecurie Royal Oak are running a closed co-promoted rally on December 3/4 using a 130-mile route starting at Congleton and finishing at Rushton Spencer. Regs are available from M. Rushton at 59 Haddon Close, Macclesfield, Cheshire.

● The world-famous aerobatic team, the RAF's Red Arrows, are to drive the ShellSport Escorts in a special charity race at the Formula Ford festival on November 6. The drivers will undergo training at Brands before the event so that they may get used to the 100mph Escorts as opposed to their more usual mode of transport, the 600mph Hawker Siddeley Gnat trainers.

● American Peter Argetsinger had his first race at the daunting Nurburgring circuit a couple of weeks ago in a Group 1 Simca Rallye 1300 supported by Formula One Racewear and owned by Rex Schwartz. Peter was sharing the driving of the car in the annual 24-hour fixture with his brother Michael and apparently put up a good show. They finished well down the results due to having been forced to make a very lengthy stop to change wheel bearings etc after these had seized out on the circuit. "We got some other ones off a road car in a local village!" explained Peter, who rejoined the fray and managed to set the fastest lap of the class.

● Graham Nearn of Caterham Cars who has been campaigning for years for the Caterham, née Lotus, Super Seven to be admitted to prodsports racing has at last won a round in his battle. The main objection to the car is that some say it would be too fast. To prove otherwise Chris Meek has agreed to drive the car in practice at Donington on Saturday so that Peter Browning may judge its performance and hence

edited by Robin Bradford

Britax to Turner and FT to Kirby



Prodsaloons at Mallory: above, Pete Hall tries reversing round the hairpin while, below, Lada driver and new Britax champ Roger Turner has fun with the Renaults.



Last Sunday's well-organised BARC Saloon Car Championship race day brought an end to another varied and entertaining season at Mallory Park. Lada driver Roger Turner emerged victorious in the Britax Production Saloon championship, although this will have to be confirmed, after an RAC engine inspection, while Mike Kirby clinched the only other championship decided on the day, the up to 1000cc Forward Trust special saloon series.

Andrew Barley (Tony's younger brother) made the best getaway in the opening FF qualification race with his old Merlyn Mk20 to lead away poleman Dave Lucas (Dulon) but the inexperienced youngster threw his lead away with a spin on lap 2. This left Lucas with a handy lead from Cliff Watts (Merlyn) who promptly spun half a lap later at the Esses, rejoining in 12th. Peter Williams (Hawke) then chased Lucas, finally just failing to oust the red car from the lead on the last lap. Jim Kelly (Royale) took third from a tight bunch consisting of Clive Wood's unique Mallock Mk18F, Steve Oakland's Scorpion Royale, Watts's fast recovering Merlyn—the drive of the race—and Griff Thomas (Hawke).

Newly crowned ICS champion Tony Hill was soon in complete command of the smaller Britax qualifier with his Dolomite Sprint. John Lyon's equally immaculate Alfetta was a distant second throughout, while Trevor Scarborough (Mazda) netted third after the demise of the similar car of Stuart MacAllan. The dice of the race, however, was for the up to 1500cc class, where Roger Turner's usually invincible Lada was beaten by David Kahn's Renault 5TS, although this result doesn't affect Roger's title hopes, which, as previously mentioned, rest on his engine check. Juliette Slaughter also diced enthusiastically with these two in her Renault 5TS, finishing just behind.

Once again the Oceanair Clubmans competitors provided both a full grid and plenty of action, although sadly a part of the 'action' in the paddock after the race was far from enjoyable. In the event itself, Mike Barnby (Spectrum Engineering Special) led for almost the whole distance. That is, apart from a short period on the third lap when Gary Ferriman's U2 Mk16 led, the U2 soon dropping back when the sump came off and ultimately retiring after six laps—"I couldn't see where I was going by then!" Andrew Neilson (U2Mk18BW) was therefore left to take the runner-up slot after Guy Woodward had lost control of his U2 at the Esses on lap eight. Rod Wadham again did well to bring his ageing Gryphon home third, ahead of Nigel Chrisman (U2), Colin Moger (Gryphon) and Peter Ludford's refreshingly different Diamond.

A superb grid of up to 1000cc saloons assembled for the last Forward Trust round of the season, and it was the Imp of John Homewood which made the best start. Although John was initially challenged by the Imps of Rupert Long and Paul Haywood-Halfpenny, it soon became clear that the Godfrey Hill Integral car had the advantage and Homewood was soon on his way to a clear win. Long was able to cruise along to second place after the unfortunate retirement of Haywood-Halfpenny just after half-distance. Because Rupert finished second, and didn't win, Mike Kirby was able to take the series, despite not finishing when "the drive just disappeared." Third overall was David Ogilvy's Imp, while fourth was Bill Barrett in his Lenton Service Station Mini. The small class was won easily by Reg Ward's Wardspeed Mini.

David Wheeler (Royale RP21) got a flying start in the John Hamilton Trophy FF race to lead into Gerards from Tony Barley's similar car and John Village's RP24, which was promptly spun round and T-boned into instant retirement. Wheeler then kept his head well at the front until a misunderstanding at the Esses with Barley on lap six saw him spin in front of the closely following Bernard Hunter (Van Diemen RF77), Paul Smith (BMTR Royale RP24) and Martin Watson (Hawke DL19). As a result, Wheeler himself and Hunter retired while Smith was badly delayed. This left Barley with the premier position, which he held until the end from a closing Watson, Smith and Graham 'Gig' North (Royale RP24).

Colin Hawker's mechanical fuel-pump failed in practice on his 'DFVW' but, after effecting "bodge-up repairs", the Stapleford driver was able to start the race for over 1000cc saloon contenders, albeit at the back of the grid. At the front of the grid, however, was Gerry Marshall, giving his 5.0 Firenza an all too rare airing, and it was Gerry, not surprisingly, who took the initiative at the start, finally building up an ever-increasing cushion at the head of the field to take a resounding triumph. Hawker fought through the field well to take a commendable second, while Tony Dickinson (Skoda) was third after Alistair Lyall's Escort had contracted gear selector problems. A gritty drive by Colin Thomas saw him take the small class with his Mini.

The battle for the lead of the larger capacity Britax prodsaloon race was finally resolved in favour of Jock Robertson's Opel after the *Mayfair* driver had passed the Manitou-LE BMW of Derrick Brunt at the hairpin on the penultimate lap. Indeed, the hairpin was where most of the action happened in this race, for it was here that the dice for third between Pete Hall (Opel), Mike Lavers (Opel), Alan Minshaw (Opel) and Barrie Williams, out again in Alan Foster's Capri, was broken up when they all contrived to collide with each other. All four retired, leaving Gerry Marshall to take third overall in his Magnum, 1sec ahead of Eric Cook's Mazda RX2.

Steve Soper had to win the following Leyland 1275GT race to stand any chance of victory in the National Mini Challenge. A broken gearbox bracket in practice saw him start from the second row of the grid, but by Gerards he was in the lead and being chased by Paul Taft, Jerry Hampshire, Roger Saunders and Malcolm Leggate. Soper's car soon started to smoke, and sure enough, by half-distance, Taft had taken the lead. The next lap saw Saunders pass the ailing black Mini and before long, Hampshire was also through. Soper's run finally came to an end on lap 9 when his oil-pressure finally went altogether. Taft then held off the ever-present threat of Saunders (despite a last lap effort), Hampshire and Leggate until the flag.

The Combined One Make Car Club handicap race that ended the nine race programme was a novel way of ending the season's racing at Mallory. The far from boring race was won by Mark Niblett's Porsche 911 from John Lock's Porsche 911E and the fastest lap setting 911S of Adrian Yates-Smith.

MARK SCANLON

results

Formula Ford 1600 Qualification Race (8 laps): 1, David Lucas (Dulon-Nelson MP19), 7m 19.0s, 88.56mph; 2, Peter Williams (Hawke-GGS DL19), 7m 19.1s; 3, Jim Kelly (Royale-Scholar RP21), 7m 23.5s; 4, Clive Wood (Mallock U2-Scholar Mk18F), 7m 24.9s. **Fastest lap:** Cliff Watts (Merlyn-Smith Mk30), 52.5s, 92.55mph.

Britax Production Saloon Race 'A'—overall and 1500-2000cc 10 laps): 1, Tony Hill (2.0 Triumph Dolomite Sprint), 10m 05.2s, 80.30mph; 2, John Lyon (2.0 Alfa Romeo Alfetta), 10m 12.0s; 3, Trevor Scarborough (2.0 Mazda RX3), 10m 15.8s; 4, Andrew Jeffrey (2.0 Triumph Dolomite Sprint), 10m 18.4s. **Fastest lap:** Hill, 59.4s, 81.82mph. **Up to 1500cc:** 1, David Kahn (1.3 Renault 5TS), 11m 04.4s, 73.15mph; 2, Roger Turner (1.2 Lada 1200), 11m 04.7s; 3, Juliette Slaughter (1.3 Renault 5TS), 11m 05.2s. **Fastest lap:** Turner, 1m 04.5s, 75.35mph.

Oceanair Clubmans Championship Race (10 laps): 1, Mike Barnby (Spectrum Eng Special), 8m 29.3s, 95.42mph; 2, Andrew Neilson (U2-Scholar Mk18BW), 8m 34.2s; 3, Rod Wadham (Gryphon-Davron C4B), 8m 44.2s; 4, Nigel Chrisman (U2-Dixsport Mk16BW), 8m 52.7s; 5, Colin Moger (Gryphon-Scholar C4B), 8m 55.7s; 6, Peter Ludford (Diamond-Ford R7), 8m 56.7s. **Fastest lap:** Barnby, 49.6s, 97.98mph.

Forward Trust 1000 Special Saloon Championship Race—overall and 851-1000cc (10 laps): 1, John Homewood (1.0 Sunbeam Carter Imp), 8m 50.2s, 91.66mph; 2, Richard Long (1.0 Wallinger Greetham Imp), 8m 57.3s; 3, David Ogilvy (1.0 Imp Sports Tune), 9m 11.9s; 4, Bill Barrett (1.0 BLMC Holbay Mini). **Fastest lap:** Homewood, 52.0s, 93.46mph. **Up to 850cc:** 1, Reg Ward (850 Wardspeed Mini), 9m 39.4s, 83.88mph; 2, Chris Roberts (850 Hillman Greetham Imp); 3, Peter Harding (850 Morris Mini). **Fastest lap:** Ward, 55.5s, 87.61mph.

John Hamilton Trophy FF1600 Race (10 laps): 1, Tony Barley (Royale-Titan RP21), 8m 45.9s, 92.41mph; 2, Martin Watson (Hawke-Bectune DI19), 8m 46.7s; 3, Paul Smith (Royale-Harris RP24), 8m 50.0s; 4, Gig North (Royale-Drummond RP24), 8m 55.6s; 5, Mark Rogers (Royale-Scholar RP21), 8m 58.1s; 6, Chris Williams (Tiga-GGS FF77), 8m 58.1s. **Fastest lap:** Smith and Watson, 51.0s, 95.30mph.

Special Saloon Car Race—overall and over 2500cc (10 laps): 1, Gerry Marshall (5.0 Vauxhall Firenza), 8m 16.3s, 97.92mph; 2, Colin Hawker (3.0 DFVW), 8m 37.1s; 3, Tony Dickinson (2.0 Skoda), 8m 41.4s; 4, Terry King (1.8 Ford Escort), 9m 01.0s. **Fastest lap:** Marshall, 48.1s, 100.56mph. **1301-2500cc:** 1, Dickinson, 93.21mph; 2, King; 3, James Nissler (2.0 Ford Escort). **Fastest lap:** Alistair Lyall (1.8 Ford Escort), 50.5s, 96.25mph. **1001-1300cc:** 1, Colin Thomas (1.3 Mini 1275GT), 88.41mph; 2, Barry Reece (1.3 Mini Clubman); 3, Malcolm Hamilton (1.3 BLMC Mini). **Fastest lap:** Thomas, 53.9s, 90.15mph.

Britax Production Saloon Race 'B' (10 laps): 1, Jock Robertson (2.8 Opel Commodore GS/E), 9m 56.1s, 81.53mph; 2, Derrick Brunt (3.0 BMW 3.OSi), 9m 56.4s; 3, Gerry Marshall (2.3 Vauxhall Magnum), 10m 19.1s; 4, Eric Cook (2.3 Mazda RX2), 10m 20.1s. **2500cc-3000cc:** 1, Robertson; 2, Brunt; 3, Hugh Wheldon (3.0 Ford Capri). **Fastest lap:** Brunt, 58.6s, 85.87mph. **2000cc-2500cc:** 1, Marshall, 78.50mph; 2, Cook; 3, Graham Geldeard (2.3 Vauxhall Magnum). **Fastest lap:** Cook, 1m 00.7s, 80.05mph.

Leyland 1275 Challenge Race (10 laps): 1, Paul Taft, 9m 55.5s, 81.61mph; 2, Roger Saunders, 9m 55.8s; 3, Jerry Hampshire, 9m 56.0s; 4, Malcolm Leggate, 9m 59.3s; 5, Anthony Pownall, 10m 04.7s; 6, John Edwards-Parton, 10m 05.3s. **Fastest lap:** Saunders, 58.3s, 83.36mph.

COMCC Handicap Race (10 laps): 1, Mark Niblett (2.7 Porsche 911), 10m 16.9s, 84.24mph; 2, John Lock (2.2 Porsche 911E), 10m 19.0s; 3, Adrian Yates-Smith (2.2 Porsche 911S), 10m 19.2s; 4, Keith Dandridge (850 Bitsa Mini), 10m 21.9s. **Fastest lap:** Yates-Smith, 55.7s, 87.25mph.

Byrom from halfway

After establishing a halfway lead of 23secs which included the four selectives, Malcolm Byrom and Geoff Hignett went on to dominate last Saturday night's Medway Pennine Rally run by Allwoodley MC in North Yorkshire. They eventually won the 150 mile event by a further 3mins in their RS 1700.

Second, having held the position since half time, were Ian Harrison/P. Ainsworth (Opel Kadett) on 35m 48s and third were Pete Smith/Jeremy Matthews in a similar car on 37:25. They had a good second half, for they overtook the third best crew at halfway—Andy Mackay and Ian Buchanan in their Escort TC—and left them behind by almost a minute, Mackay having a time of 38:14.

The Avenger of John Haygarth and John Coppin came fifth on 39:33 and sixth were Steve Barrow and Chris Helliwell in an RS 2000 on 40:39.

Two notable retirements were those of Jack Tordoff who went well in the first half and was fourth with his Saab 96 but disappeared into the darkness without trace while last year's ANECC Champion Ken Murray was forced to retire his Cortina after the last of the selectives with a broken half shaft.

Top semi-experts were P. Howarth/P. Richardson (Mini) on 44:21 for ninth overall while the novice prize went to D. Griffiths/P. Richardson (Escort 1300) on 2F 59:44. Best Allwoodly members were Peter Bentley and David Cunningham in a Mexico on 46:42.

Revised Red Dragon to Gwynne/Thorpe

Although the misfortunes of many of the fancied runners continued down in South Wales last weekend on the *Motoring News* Championship trail, there were a lot more finishers than the previous weekend and at least one crew were happy—Bill Gwynne and Terry Thorpe who won the Red Dragon Rally for the second year in succession.

Back in the south of the principality for the first time in about seven years—it had recently moved to the far west—the Red Dragon, again run by Port Talbot MC attracted an entry of 86 crews to tackle a 180 mile route in some classic rallying country. A lot of rain occurred during the event to make life much more difficult than perhaps otherwise would have been the case and with slippery, leafy strewn lanes, only 48 crews managed to make the end.

Gwynne and Thorpe dropped over 47mins in winning the event but they had more than a minute in hand over Alton Murphy and Bernard Hill in a similar car who just pipped Theo Bengry and Paul Watkins for third, the latter crew having a very good result for the second week in succession after their surprising but deserved Bartley success.

With Bob Bean retiring and disappearing without trace, as did Ted Cowell, and with Mick Briant seen at the side of the road peering into the engine, Ron Beecroft looked all set to add more points to his total but, in the end, he was excluded on the grounds of noise and his car had also been damaged.

All these problems should have been good news for the lone Fiat which has been showing well in the championship and which had taken a comfortable lead during the night leaving Gwynne behind to the extent of 10 mins. But then, with only 25 miles to cover, John Bloxham and Richard Harper lost an almost certain 10pts when the oil filter detached itself and the death rattle quickly set in.

Gwynne's win has given him the driver's title in the BTRDA Silver Star Championship while Peter Forrester, sixth on the night with Roland Young, clinched the navigator's award with 118pts.

1, B Gwynne/T Thorpe (RS 2000), 47m 20s; 2, A Murphy/B Hill (RS 2000), 48m 38s; 3, T Bengry/P Watkins (Opel Kadett), 48m 58s; 4, D Owen/A Sleeman (RS 2000), 49m 59s; 5, G Davies/P Robinson (RS 2000), 50m 16s; 6, R Young/P Forrester (RS 1700), 51m 4s. **Semi-experts:** E Jones/A Thomas (Escort), 63m 45s; **Novices:** N Jones/H Davis (Escort), 81m 58s.

Champion Spray canny

Accrington driver Mike Spray is the new ANWCC Autocross Champion. He sewed it up neatly at the final round at Bebington, Wirral, last Sunday, at the Wallasey MC event with a cagey second in class with his 1380 Mini and took the championship by three points from BTD man David Stott.

Spray, who has scored four wins and a couple of seconds, has had a consistent run despite not winning his class every time out. In fact he was beaten at the final by Mrs Lesley Cowcill in an Escort and she went on to clinch the Ladies Championship.

Forty entries were received but, of these, only 16 were championship contenders and, of them, Stott (Mini) was a long way ahead and took a first run time of 186.5s which left him more than 2secs clear of the field.

Mike Harris and Rob Hughes shared a Mini in the combined up to and including 1-litre Minis while a late invasion from Welshmen Clive Trueman and George Warren enlivened an otherwise weak entry in the up to 1300cc class for Escorts, etc. Trueman beat Warren by a very handsome margin.

Howard Murray was always going to win the next class provided the TVR held together and he was second BTD with 188.8. Steve Davies took the big-engined Escort class by 6secs from Peter Pinnington in the same car and D. Barker just pipped T. Best in the over 1-litre Mini class.

BTD: D Stott (Mini), 186.5s. **Class winners:** M Harris (Mini), 216.6s; C Trueman (Escort), 194.9s; H Murray (TVR Tuscan), 188.8s; J Young (Imp), 207.1s; S Davies (Escort), 204.7s; D Barker (Mini), 211.5s; Mrs L Cowcill (Escort), 205.6s.

ANWCC Championship: Winner: M Spray (Mini), 88pts. **Runner-up:** D Stott (Mini), 85 pts. **Class winners:** M Harris (Mini), 70pts; I Semple (Escort), 59pts; H Murray (TVR Tuscan), 78pts; P Hamlett (Escort), 56pts; Mrs L Cowcill (Escort), 73pts.

Once enough for Behan

Redditch member John Behan took BTD and the Fred Barnes Memorial Trophy at last Sunday's 432 Solihull MC autocross at Hockley Heath, sponsored by Archers of Solihull. Behan (1600 Escort) only did one timed run but his time of 1m 36.3s was never in serious jeopardy from the rest of an entry of 50 cars, his nearest rivals being Michael George (1293 Mini), and Steve Nicholas in the Colliers Spitfire both of whom were just off the pace.

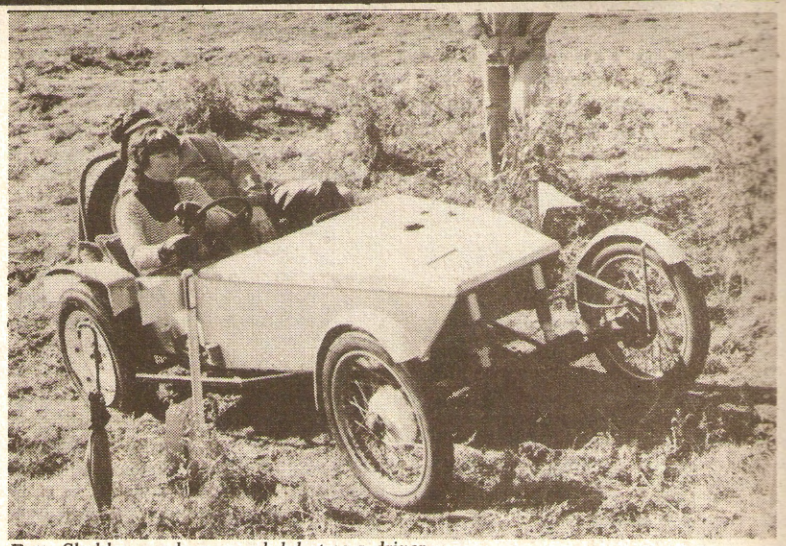
In spite of an indiscretion on his first run Phil Wilson still managed a win in the 875cc Mini class beating Tony Webb by 0.3sec. Derek Wedmore journeyed up from Bath to win the poorly supported 1-litre class handsomely and George scored his first class win beating Mark Clarke by 2secs.

a founder member of the club, collected the 1301-1650cc class with his Mini despite gearbox problems but the most troubled class was that for Specials where, until the last few minutes none of the three cars had managed to do a complete run. Eventually Peter Morris and Paul Challenor fitted their third diff on their Bits and Pieces and Paul went through to take the class by 0.3sec.

Paul Ducros was always in charge of the up to 1600cc rally car class with his Escort and, in the bigger capacity class, Roger Jones borrowed Mike Broadfield's Elan to beat the owner by 1.5secs.

BTD: J Behan (Escort),136.3s.

Class winners: P Wilson (Mini) 1m 41.4s; D Wedmore (Mini), 1m 39.4s; M George (Mini), 1m 37.6s; H Barnes (Mini), 1m 37.7s; S Nicholas (Spitfire), 1m 37.5s; P Challenor (Bits & Pieces), 1m 47.3s; P Ducros (Escort), 1m 47.1s; R Jones (Elan),



Betty Sheldon made a sound debut as a driver.

Eadon and Jager level

The third round of the ShellSport Northern Trials Championship took place at Baronwood near Penrith last Sunday. It was organised by Dick Milne and the Cumberland SCC and was of the usual high standard we have come to expect from the North-West, with glorious countryside and first class sections. Six hills had been laid out in grass land and heather with a little sand thrown in for good measure and these were tackled five times each.

The usual Triallists turned up with one graceful addition. As Dave Morris was on holiday he showed more generosity than sense in lending his Facksimile to Betty Sheldon. She was driving in her first ever event and finished eighth even cleaning one hill. But up front it was more serious. After one round Robin Jager held a narrow four point lead over Keith Butterfield in the venerable Cannon. At lunch it was even closer with the Cumberland driver just one point in front and Eric Eadon 10 points adrift in third. Yet again Ken Underwood was driving a basically uncompetitive car with great skill. How nice if one day he could afford a more modern machine and venture south to challenge the big names. Down the field Steven Blair and Andrew Ludlam were pedalling their strange machine with good effect while Bill Rhodes is getting the hang of this strange sport.

In the afternoon session Keith Butterfield gradually lost touch being overtaken on the fourth round by Eric Eadon while behind Underwood Ron Tinson maintained his fifth place. But John Southern holed his radiator three hills from the end and while he finished on Keith Butterfield's car this could not be allowed and he was classified tenth. The only other retirement was Brian and Martin Jackson's car which bust its rear suspension.

So now in the Championship with five rounds to go Eadon and Jager are equal on 40 points with Keith Butterfield on 35, Tony Butterfield on 26 and Ken Underwood on 22.

1, Robin Jager/Lynn Hoyle (Facksimile), 57 pts; 2, Eric Eadon/Barry Webster (Eadon), 75; 3, Keith Butterfield/Joyce Butterfield (Cannon), 78; 4, Ken Underwood/Margaret Underwood (Chitty) 104; 5, Ron Tinson/Harold Tinson (Tridal), 133; 6, Tony Butterfield/Effie Butterfield (Aberties), 149; 7, Steven Blair/Andrew Ludlam (Sprite), 169; 8, Betty Sheldon/Graham Hoyle (Facksimile), 189.

Briefly . . .

● Mike Needell, Tiff's younger brother, won the FF1600 race which supported the final round of the Phillips Formula Atlantic series at Capetown on October 16. Mike is now hoping to come to England for a season of FF2000 if sufficient finance and a reasonable deal can be put together for '78.

● Suffering a shortage of entries, probably because of the clashing Red Dragon event, White Horse MC only had 30 crews out on their Despite Rally over a 120 mile route in Avon, Wiltshire and Gloucestershire last Sunday night. Simon Smith and Paul Waterton drove their Cortina to victory through the 31 controls with a total of 220 penalties finishing 2mins ahead of Roger Lea/John Long (Rover 3.5) on 240 penalties while Mike Holloway/Bob Goldring (Mexico), were third on 270 penalties. The Escort TC of Rod and Mike Dewey was fourth on 280 penalties and they picked up the novice award and Phil Beckham and Ron Stokes were fifth on 290 penalties in another Mexico.

● M. Patterson (Chevron) won the over 1100cc Racing Cars class of the Scottish Sprint Championship and not Ted Dzierzek as stated in *Sportscard* on October 13. Dzierzek won the Top Ten

● Remember David Hepworth? Well he's back. Just 12 months after going into retirement the north countryman re-appeared at the Yorkshire SCC Castle Howard hill climb and he blew the opposition off in a very comprehensive manner with the FF4 which is based on the Ferguson principle. Showing no signs of rust Hepworth scorched up the twisting short course in 26.83s to take the Gunther Trophy at the ShellSport sponsored event. Another very good performance was that of Nick Seymour (Volnik) who broke the record in class 12 and another record went in the over 1-litre modified saloon class when Brian Walker's turbo Escort 2-litre took 0.3sec off the previous best.

BTD: D. Hepworth (FF 4 wheel drive), 26.83s.

Class winners: J. Casey (Cooper S), 30.55s; G. Swinbourne (Escort), 30.96s; D. Hoffman (Imp), 32.11s; B. Walker (Escort), 30.08s **(record)**; A. Wood (Sprite), 32.67s; A. Wareing (Elan), 30.82; J. Walker (Jaguar E Type), 31.23s; R. Rew (Sabre GT), 35.00s; B. Prest (Mallock U2), 28.75s; N. Seymour (Volnik), 28.38s **(record)**; K. Gowers (Bainbridge Challenger), 29.11s; D. Hepworth (FF4), 26.90s; R. Rew (Sabre GT), 34.39s. **Top Ten run off:** 1, Hepworth, 30.35s; 2, Seymour, 27.91s; 3, Jimmy Johnstone (Brabham BT18), 28.02s.

● Twenty-one starters took part in a 'Slalom-Autotest' jointly organised by Sevenoaks & District MC, and the Borough 19 MC. Fastest competitor throughout the day was Steve Edmonds, who is currently dominating south eastern off road events, driving his very smartly turned out 1275 Cooper 'S'.

BTD: Steve Edmonds (Cooper S), 107.28.

Class winners: John Chubb (Mini), 111.30s; Mark Kemp (Fairthorpe Electron), 108.56s; Tim

Galica takes last round and series

Snetterton's motor racing season ended last Sunday, when the BARC organised an unusual but enjoyable six-race programme; events for various 750 MC low cost formulae were run alongside a BARC FF1600 championship round, won convincingly by Nigel Mansell in the Abacus Mike Taylor Racing Crosslé 32F, and the final qualifier for the SodaStream Sports 2000 series. In this title deciding event, Divina Galica scored a well-earned victory: a superbly performed last lap manoeuvre took the Kelly Girl Lola T490 into the lead past John Cooper who spun two corners later, but quickly recovered to take the Jevons Cooper Group Squires Steel Racing Lola T490 to second place and the championship win.

Racing started at a suprisingly late 2.00 pm with the final round of the Atlas Photography F1300 championship. Graham Kay, sitting in the centre of the front row with his Mallock U2 Mk 18, was assured of this year's title with the non-appearance of rival Charles Allen but it was last year's champion Phil Lloyd, driving a borrowed Mallock U2 Mk 11B, who quickly caught the spectators' attention. A rapid start from the fourth row saw him in sixth place at the end of the first lap and his progress was such that he overtook Kay for the lead on lap 7. Admittedly the misfortunes of one or two of Phil's rivals made this task easier but fastest lap (a new lap record) was testimony to his pace. Graham Kay was a secure second with poleman Richard Hurdwell pulling back from a lowly 15th spot, after a spin, to third. The unfortunate John Law led the opening laps until his Samantha U2 developed a puncture and he slowly dropped to seventh.

The last race in the AMHEC F4 series was dominated by two cars—Mike Whatley's Team Esso Uniflo Brabham BT 21/4, and Eddy Heasell's Brabham BT38 which were soon clear of everything else. Just as the dice was shaping to provide a very close finish, however, Heasell's engine tightened and he retired, leaving Whatley the comfortable winner. Four cars disputed third and resolved themselves with Stuart Patterson (Lotus 59/69) a second ahead of Mike Wilder (Delta IRF4), Keith Hatton (GRD 372) and Mike Cresdee (March 733).

The F750 cars were red-flagged to a halt after two laps to allow Bob Broeder to be extricated from his car after it had rolled at Russell. He was badly shaken but thankfully uninjured. At the restart Iain Sclanders (DNC Mk3) and Lyn Evans (Centaur) resumed their interrupted battle for the premier position. Evans held the advantage despite the closest attention of his challenger until, on the penultimate lap of this shortened race, he succumbed and indulged himself with a spin. A delighted Sclanders took the chequered flag ahead of Evans, Dick Harvey (Darvi) and Keith Cooper (Wessex CH767). This result left Sclanders and Evans equal on points in the Reliant 750 championship behind Roland Nix but the runner-up slot went to Evans.

Nigel Mansell quickly established a very healthy margin over the rest of the FF field. The Crosslé driver disappeared into the distance when his rivals were trapped behind the fast but erratic Brazilian Marcos Lara (Van Diemen). Champion David Leslie (Royale) found a way past Lara on lap 4 and immediately held the gap to Mansell constant but could do nothing to reduce it and apart. In a last lap sort-out David McClelland (Crosslé) leapfrogged Lara with a frustrated David Sears (Royale) half a length down on the Van Diemen and Nigel Gough (Van Diemen) sixth a similar slender margin behind Sears.

The SodaStream Sports 2000 title was going to be the property of John Cooper, who only had to finish third or fourth with fastest lap, or Divina Galica whose task was more difficult as she had to win. The battle at the front was between these two and was absorbing throughout; the situation was never static but the remainder of the small 10-car field produced few fireworks.

Cooper led from the start with Galica moving into second spot ahead of John Webb (Monsieur Rochas Tiga) on lap 5. Divina quickly closed the gap to John but spun on lap 9 when the two cars hit nose to tail at Sear. As they entered the final lap, number 13 had closed into a challenging position again. Looking at the inside as they flashed past the pits Divi forced John to hold a tight approach to Riches, but at the last moment went across to a very wide entrance to the corner herself and scrambled ahead on the inside as they exited the corner, the two cars making contact but continuing. Cooper spun later on that last lap but still finished ahead of Webb and Rod Gretton whose Century Oils Lola had shadowed Webb from lap 5. It was a fine race and Divina's victory was very popular—her second excellent Sports 2000 win at Snetterton this season—her defeat of Desiré Wilson being the other.

For the second year the Snetterton curtain was brought down by the wives and girlfriends of F750 races taking over the cars and competing for the Templar Tillers Trophy while the men chewed finger-nails on the pit counter. This year the girls took it more seriously. They certainly went faster and, when the chequered flag came out prematurely as the light was failing rapidly, Lynda Whatley was just 0.1sec ahead of Lesley Robinson with Judith Hague third. Everyone seemed to enjoy themselves, even the one who spun and retired on the warm up lap and I for one cannot think of a friendlier way to end the season.

ANDY LEEDER

results

Atlas Photography Formula 1300 championship round, (10 laps): 1, Philip Lloyd (Mallock U2 Mk 11B), 12m 36.5s, 91.23mph; 2, Graham Kay (Mallock U2 Mk 18B), 12m 40.3s; 3, Richard Hurdwell (Wells 2), 13m 38.3s; 4, Colin Campbell (Tasman Mk V), 13 48.8s; 5, Alan Hill (Mallock U2 Mk 11), 13m 51.4s; 6, Henry May (Mallock U2), 13m 15.6s. **Fastest lap:** Lloyd, 1m 13.1s, 94.41mph. **(record).**

AMHEC Formula 4 championship round, (10 laps): 1, Mike Whatley (Brickhaul Brabham BT21/4), 12m 24s, 92.76mph; 2, Stuart Patterson (Lotus 59/69), 12m 58.3s; 3, Mike Wilder (Delta IRF4), 13m 00.3s; 4, Keith Hatton (GRD 3/72), 13m 00.9s; 5, Mike Cresdee (March 733), 13m 01.6s; 6, Neil McBride (Jamun T5), 13m 21.3s. **Fastest lap:** Whatley, 1m 13.1s, 94.41mph.

Reliant 750 championship round, (7 laps): 1, Iain Sclanders (DNC Mk 3), 10m, 80.51mph; 2, Lyn Evans (Centaur 750F), 10m 08.5s; 3, Dick Harvey (Darvi Mk 4), 10m 12.7s; 4, Keith Cooper (Wessex CH767), 10m 13s; 5, Ian Palmer (Reliant Special), 10m 25.3s; 6, Richard Stephens (Jerric 3C), 10m 25.3s. **Fastest lap:** Sclanders, 1m 23.4s, 82.75mph.

BARC Formula Ford 1600 championship round, (12 laps): 1, Nigel Mansell (Crosslé-Minister 32F), 14m, 48.4s, 93.22mph; 2, David Leslie (Royale RP24-Scholar), 14m 53.8s; 3, David McClelland (Crosslé-Minister 30F), 15m 02.6s; 4, Marcos Lara (Van Diemen-Scholar RF77), 15m 03.1s; 5, David Sears (Royale-Scholar RP24), 15m 03.1s; 6, Nigel Gough (Van Diemen-Scholar RF77), 15m 03.3s. **Fastest lap:** Mansell, 1m 12.8s, 94.80mph.

SodaStream British Sports 2000 championship, (15 laps): 1, Divina Galica (Lola T490), 17m 39.3s, 97.72mph; 2, John Cooper (Lola T490), 17m 48.1s; 3, John Webb (Tiga SC77-Nelson), 17m 49.3s; Rod Gretton (Lola T490), 17m 49.8s; 5, Chris Alford (Lola T490), 17m 55.1s; 6, John Brown (Lola-Alan Smith T490), 18m 06.1s. **Fastest lap:** Divina Galica, 1m 08.8s, 100.31mph.

Templar Tillers Formula 750 Ladies race, (7 laps): 1, Lynda Whatley (Centaur 750F), 11m 49.2s, 68.12mph; 2, Lesley Robinson (Panda 750F), 11m 49.3s; 3, Judith Hague (DNC Mk III), 11m 55.4s; 4, Sara Rendell (Mongoose 0175A), 11m 56.8s; 5, Marian Morris (DNC Mk III), 12m 20.5s; 6, Bridgette Hall (Centaur), 12m 09.4s. **Fastest lap:** Lesley Robinson, 1m 35.5s, 72,26mph.

Mansell ahead of Lara in the opening stages of the BARC FF1600 qualifier.



Bricknell's easiest of the season

Roger Bricknell took another step towards the RAC Production Car Trials Championship on Sunday when he won the Salisbury & Shaftesbury organised round at Mere Down Farm, Warminster, in his Anglia Estate. He had what will probably go down as his easiest win of the season for he completely outclassed the opposition and thoroughly demoralised his challenger Mike Stephens (Mexico) who could never hold a candle to Bricknell when it came to the index. Bricknell won with 79 marks lost; the runner-up in his class dropped 233 marks!

Geoff Spencer got back in the groove with his Cooper to beat Barry Parker in Class 1, the margin being five marks after a close struggle all day and Jim Loveday had a comprehensive win in the sports car class with his Midget. Stephens, running with the rear engined cars, beat Dave and Robert Carr in their shared Imp by 28 marks while Mac Hazlewood easily won the last class with his Dellow and had the day's lowest total of only 39 marks lost on the 36 sections. In the supporting, but separate event for non championship competitors, the Mini of Roy Drake was overall winner.

Overall: R Bricknell (Anglia Estate), 79 marks lost.

Class winners: G Spencer (Cooper), 49 marks; M Keal (Anglia Estate), 233 marks; J Loveday (Midget), 77 marks; M Stephens (Mexico), 59 marks; M Hazlewood (Dellow), 39 marks.

Supporting event: Overall: R Drake (Mini), 102 marks. **Class winners:** Conrad Norris (Mini), 132 marks; Roy Mitchell (Ford Popular), 189 marks; Robin Wells (Imp), 94 marks.

Three-way final in prospect

Three drivers remain unbeaten in the Mid-Cheshire Autocross series after the third round at Warburton last Sunday, and there could be a three way run off at the final on November 6. For the third time Brian Betteridge (VW) scored BTD and the ease with which he won his class makes him the likely target man at the final when the championship will be decided, if necessary, on a percentage improvement in the final run.

Clashing as it did with the ANWCC's round, the entry was a mere 35 but there were some surprises. Philip West, winner of the Longton series last weekend came close to defeat in the 875cc Mini class when M. Bell got within 0.4sec of his time and Ian Semple's run of class wins with the 1300 Escort came to and end when he was 7secs slower than a Viva driven by T. Plant.

Peter Sanders kept up his challenge by winning the up to 1-litre Mini class by almost 2secs and John Rowlance did likewise with his 1380 Mini without serious opposition. Bev Walton, however, lost his unbeaten record in the rally car class when going down in his Escort to a last run from P. Burgess in a Mini.

BTD: B Betteridge (VW), 111.5secs.

Class winners: P West (Mini), 124.1s; T Plant (Viva), 120.9s; A Jones (Spitfire), 136.9s; W Mason (Imp), 130.3s; P Sanders (Mini), 118.9s; L Chatwin (Escort), 115.0s; J Rowlance (Mini), 116.7s; G Hague (Hague 300), 118.4s; P Burgess (Mini),

Century Supreme Special Saloons



Peter Baldwin—another series.



Rob Mason—second half effort.



Nick Whiting—a consistent season.

CENTURY SUPREME SPECIAL SALOON CAR CHAMPIONSHIP	Class/pos	Mar 06 Brands Hatch	Mar 12 Oulton Park	Mar 27 Snetterton	Apr 11 Brands Hatch	May 08 Brands Hatch	Jun 06 Mallory Park	Jun 12 Mallory Park	Jun 19 Thruxton	Jun 26 Snetterton	Jul 03 Brands Hatch	Aug 08 Oulton Park	Aug 28 Mallory Park	Sep 18 Mallory Park	Sep 25 Brands Hatch	Oct 23 Brands Hatch	Total points
1. Peter Baldwin	C1	5	5	5	—	5	—	5	5	5	5	5	5	3	4	5	62
2. Rob Mason	B1	—	—	—	5	5	—	3	5	4	5	1	5	3	5	5	46
3. Nick Whiting	A1	3	—	3	3	5	3	—	5	—	5	3	3	3	5	4	42
4. Dave Smith	C2	—	3	2	—	3	5	3	3	3	3	3	3	—	4	—	40
5. Tony Dickinson	B2	5	1	3	3	2	—	—	3	2	2	—	—	—	2	—	23
6. Tony Sugden	B3	—	5	4	—	—	4	1	—	—	—	3	1	—	—	—	18
7. Tony Strawson	A2	3	—	—	—	3	—	3	—	3	3	—	—	—	—	—	15
8. Graham Goode	B4	—	—	—	—	—	—	—	—	3	3	—	3	—	3	—	12
9. Colin Hawker	A3	—	—	—	—	—	—	—	—	5	—	—	2	—	3	—	10
Richard Oliver	C3	3	1	3	2	1	—	—	—	—	—	—	—	—	—	—	10
etc.																	

Drag divisions

As there are some 22 divisions of competition encompassed by the many classes in Drag Racing, the RAC Championship provides for champions in the three main types of cars raced within those divisions. The large 'forumla' cars, the Fuel Dragsters and Funny Cars together with the methanol-burning Pro Competition Dragsters and Altereds from Division 1, all other Dragster and Altered classes Division 2, and the 'door-slammers', the manufacturer-based Modified and Production cars Division 3. Champion Steve Johnson automatically adds the Division 2 award to his growing list of titles.

Division 1 has been lead by the burgeoning Pro Comp class which like Top Fuel and Funny Car comprises one 'heads up' (equal start) elimination. 1977 is Mike Naylor's first full year in the sport and although the 'new boy', he asked and gave little quarter. His ex-Dennis Priddle, ex-Mike Hall car used up at least one engine and one crank in scoring most points but the 28-year-old salesman from Stokenchurch, near High Wycombe, had the pleasure in return of laying down some of the quickest times and speeds, getting periously close to the 6-second, 200mph marks in becoming Divisional RAC Champion.

The 1977 RAC National Champion in Division 3 is Jim Whiting who is the only member of the triumvirate of champions to have a motoring connection in his full time job. A 26-year-old motor fitter from Ashford, Middlesex, Jim races a G/Modified Austin A40 called 'Silent Knight'.



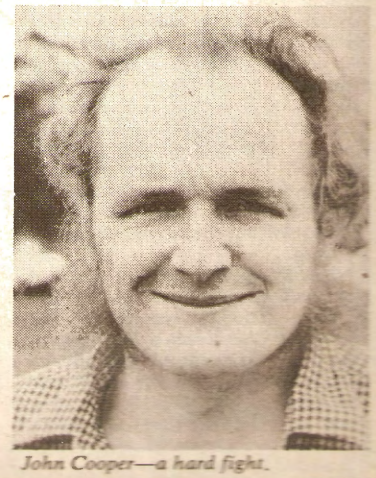
Alex Lowe—ten wins.

AMHEC National Formula 4

AMHEC FORMULA 4 NATIONAL CHAMPIONSHIP	Mar 27 Thruxton	Apr 11 Silverstone	Apr 24 Mallory Park	May 01 Lydden Hill	May 15 Mallory Park	May 21 Oulton Park	May 29 Mallory Park	Jun 06 Castle Combe	Jun 19 Lydden Hill	Jun 26 Mallory Park	Jul 10 Cadwell Park	Jul 17 Mallory Park	Jul 31 Brands Hatch	Aug 13 Aintree	Aug 29 Thruxton	Sep 04 Snetterton	Sep 11 Donington Park	Sep 24 Silverstone	Oct 23 Snetterton	Total points
1. Alex Lowe	(7)	(6)	10	9	10	10	10	(1)	—	10	10	9	9	10	10	10	10	—	—	118
2. Ken Crook	—	8	8	—	(7)	9	8	10	—	—	9	8	—	9	9	(6)	9	9	(1)	105
3. Eddie Heasell	8	9	7	10	(6)	8	7	9	10	8	8	(1)	(7)	(7)	—	8	8	—	(1)	100
4. Robert Laughton	10	7	9	—	8	(1)	—	(1)	9	(1)	2	7	10	8	—	9	7	10	—	96
5. Mike Whatley	—	10	3	—	9	4	9	—	—	9	(1)	10	8	(1)	8	(1)	6	—	10	87
6. Mike Wilder	—	5	2	7	4	6	4	(1)	(1)	—	(1)	5	6	6	5	(1)	—	8	8	65
7. Jim Wood	1	2	6	8	5	7	6	1	—	7	7	—	5	—	1	—	—	—	—	56
8. Mike Brett	—	—	2	4	—	2	2	8	8	5	6	(1)	2	5	6	—	4	(1)	—	54
9. Stuart Patterson	—	—	—	—	—	—	2	4	6	—	—	—	4	—	3	7	3	7	9	45
10. Ian Beech	5	3	5	—	3	3	2	5	1	—	—	3	—	—	4	—	(1)	4	4	42
Keith Hatton	6	2	4	6	—	1	3	7	—	1	—	4	—	—	1	—	—	—	7	42
etc (best 12 scores count)																				

SodaStream Sports 2000

SODASTREAM SPORTS 2000 CHAMPIONSHIP	Apr 08 Oulton Park	Apr 11 Silverstone	Apr 24 Brands Hatch	May 01 Silverstone	May 08 Brands Hatch	May 22 Mallory Park	Jun 05 Brands Hatch	Jun 06 Thruxton	Jun 19 Brands Hatch	Jul 03 Silverstone	Jul 09 Oulton Park	Jul 31 Donington Park	Aug 07 Snetterton	Aug 29 Brands Hatch	Sep 04 Silverstone	Sep 11 Thruxton	Sep 18 Mallory Park	Sep 24 Oulton Park	Oct 16 Donington Park	Oct 23 Snetterton	Total points
1. John Cooper	12	10	20	15	17	12	(16)	(10)	15	12	15	22	14	15	20	20	(2)	15	20	15	269
2. Divina Galica	22	—	17	22	20	22	22	22	22	—	—	17	22	22	—	12	—	—	—	22	264
3. Chris Alford	—	12	—	—	—	15	4	12	10	22	12	10	—	12	12	—	15	4	10	8	158
John Webb	—	6	—	—	10	6	14	—	12	15	8	12	10	10	—	10	20	12	1	12	158
5. Rod Gretton	—	15	4	10	6	12	—	15	4	6	4	8	8	3	6	(3)	10	8	17	10	146
John Brindley	—	4	10	8	12	4	15	10	6	8	6	—	4	8	8	8	12	10	12	(4)	145
7. Michael Ostroumoff	—	8	12	12	8	—	—	—	8	10	10	6	—	6	—	6	8	—	6	2	102
8. John Brown	—	20	6	4	4	8	8	4	—	3	—	4	6	4	—	—	—	—	8	6	85
9. Mike Kimpton	—	—	—	3	3	2	10	6	2	2	3	—	—	—	4	4	6	6	3	1	55
10. Rad Dougall	—	—	—	—	—	—	—	—	—	—	22	—	—	—	12	—	—	—	—	—	34
etc.																					



John Cooper—a hard fight.

Townsend Thoresen FF1600

TOWNSEND THORESEN FORMULA FORD 1600 CHAMPIONSHIP	Mar 06 Brands Hatch	Mar 12 Oulton Park	Mar 27 Snetterton	Apr 10 Snetterton	Apr 11 Mallory Park	May 07 Oulton Park	May 22 Brands Hatch	Jun 05 Brands Hatch	Jun 06 Oulton Park	Jun 12 Brands Hatch	Jun 19 Silverstone	Jun 26 Snetterton	Jul 03 Silverstone	Jul 10 Mallory Park	Jul 24 Brands Hatch	Aug 20 Oulton Park	Aug 28 Snetterton	Aug 29 Brands Hatch	Sep 04 Mallory Park	Sep 11 Thruxton	Sep 18 Brands Hatch	Oct 23 Brands Hatch	Total points
1. Francisco Serra	10	(8)	12	12	(8)	22	(2)	22	22	17	22	22	17	17	20	17	22	22	12	12	20	15	335
2. Donald MacLeod	22	22	20	8	6	10	15	14	12	22	15	17	—	(2)	—	8	12	15	3	8	17	12	258
3. David Leslie	17	15	10	4	12	—	20	8	15	—	4	—	6	—	—	10	15	—	22	6	2	10	164
4. Mike Blanchet	—	—	10	15	15	15	8	17	—	4	8	8	10	—	—	—	10	10	6	10	—	10	158
5. Trevor van Rooyen	—	—	—	20	—	—	—	—	—	12	—	10	20	22	8	22	—	—	17	—	—	20	151
6. Bernard Devaney	10	—	—	—	—	6	12	4	—	2	—	—	10	12	15	—	8	—	4	—	12	8	103
7. Yves Sarazin	—	—	—	—	22	—	3	—	4	12	—	12	14	—	—	—	—	—	10	15	—	6	98
8. John Village	—	4	—	—	10	12	10	—	8	3	10	—	—	—	—	6	3	—	1	—	—	—	67
9. Nigel Mansell	—	12	—	10	—	—	—	—	—	—	—	—	—	—	10	12	—	—	20	—	—	—	64
10. Bernard Vernilio	—	—	—	—	—	—	—	10	10	8	—	—	—	8	12	—	—	—	—	—	—	—	48
etc																							
(best 19 scores count)																							

Leyland Mini 1275 GT

LEYLAND NATIONAL MINI 1275 GT CHALLENGE	Apr 24 Silverstone	May 08 Thruxton	May 22 Brands Hatch	May 29 Silverstone	Jun 06 Mallory Park	Jun 26 Snetterton	Jul 10 Mallory Park	Jul 31 Brands Hatch	Aug 20 Oulton Park	Aug 28 Thruxton	Sep 04 Mallory Park	Sep 25 Cadwell Park	Oct 02 Donington Park	Oct 09 Croft	Oct 16 Donington Park	Oct 23 Mallory Park	Total points
1. Steve Soper	(1)	10	10	8	—	9	10	10	10	10	(8)	10	10	10	8	(1)	123
2. Roger Saunders	10	9	7	(3)	8	(1)	(1)	7	9	8	9	8	8	8	9	9	109
3. Paul Taft	1	8	9	9	10	1	5	8	1	1	(1)	9	(1)	(1)	10	10	82
4. Malcolm Leggate	9	6	—	6	9	1	4	5	8	9	1	—	7	9	(1)	7	81
5. Steve Harris	—	7	8	10	5	10	6	6	1	6	7	6	4	—	(1)	—	77
6. John Edwards-Parton	7	—	—	5	6	7	8	2	7	5	2	—	6	6	6	5	72
Anthony Pownall	8	(1)	5	—	7	8	7	3	5	4	5	5	5	(1)	4	6	72
8. Jeremy Hampshire	—	—	—	7	—	1	9	4	—	7	6	7	1	7	7	8	64
9. Rob Lodge	6	5	6	—	4	1	—	2	6	3	3	4	1	(1)	5	4	50
10. David Grimshaw	—	—	4	4	1	6	1	2	4	—	—	—	3	5	3	3	36
etc.																	

Atlas Photography Formula 1300

ATLAS PHOTOGRAPHY FORMULA 1300 NATIONAL CHAMPIONSHIP	Mar 26 Silverstone	Apr 03 Brands Hatch	Apr 08 Lydden Hill	Apr 24 Mallory Park	May 01 Lydden Hill	May 08 Thruxton	May 15 Mallory Park	May 22 Cadwell Park	May 28 Donington Park	Jun 05 Lydden Hill	Jun 19 Brands Hatch	Jul 09 Castle Combe	Jul 17 Mallory Park	Jul 31 Lydden Hill	Aug 14 Snetterton	Aug 21 Lydden Hill	Aug 29 Thruxton	Sep 04 Snetterton	Sep 11 Brands Hatch	Sep 18 Croft	Sep 24 Silverstone	Oct 23 Snetterton	Total points
1. Graham Kay	—	9	(7)	(1)	10	9	—	(1)	10	—	(6)	(1)	(7)	(8)	9	—	(1)	10	10	(8)	10	(9)	77
2. Charles Allen	(8)	(6)	—	9	9	(8)	(8)	9	(8)	—	10	10	10	9	(2)	—	—	9	(8)	(7)	(7)	—	75
3. John Law	—	10	8	(1)	(1)	10	9	(1)	—	—	(7)	(1)	9	(7)	8	—	10	(1)	(4)	(6)	8	(4)	72
4. Paul Webb	—	—	—	10	—	(1)	10	10	9	—	—	(2)	3	10	7	—	(1)	—	7	(1)	—	—	66
5. Keith Messer	—	—	—	—	—	—	—	—	4	—	5	8	—	—	10	—	—	8	5	9	—	1	50
6. Nigel Price	7	2	6	—	7	6	6	—	—	9	(2)	—	(2)	(1)	—	—	3	—	—	—	(2)	(2)	46
Brian Colvin	(1)	—	—	8	—	—	—	—	5	—	9	5	8	—	—	—	7	5	2	—	2	—	46
8. Henry May	4	(2)	—	7	—	—	(1)	8	(2)	—	(2)	(2)	(2)	—	4	—	5	5	—	—	4	5	42
9. Angelo Fariha	9	7	—	—	—	(1)	—	—	(2)	—	4	4	5	—	—	—	(1)	6	2	4	—	(2)	41
Dick Miller	—	—	—	—	—	—	—	—	—	—	8	7	—	5	—	8	8	2	3	—	—	—	41
etc																							
(best 8 scores count)																							

Reliant 750 Formula

RELIANT 750 FORMULA NATIONAL CHAMPIONSHIP	Mar 26 Silverstone	Apr 03 Brands Hatch	Apr 08 Lydden Hill	Apr 24 Mallory Park	May 01 Lydden Hill	May 15 Mallory Park	May 22 Longridge	May 29 Mallory Park	Jun 05 Lydden Hill	Jun 19 Lydden Hill	Jun 26 Croft	Jul 03 Longridge	Jul 10 Cadwell Park	Jul 17 Mallory Park	Jul 17 Brands Hatch	Jul 31 Lydden Hill	Aug 14 Snetterton	Aug 21 Lydden Hill	Aug 28 Longridge	Sep 04 Snetterton	Sep 10 Aintree	Sep 17 Donington Park	Sep 24 Silverstone	Oct 23 Snetterton	Total points
1. Roland Nix	10	10	10	(9)	—	(9)	—	10	10	10	10	—	(1)	—	(1)	10	(10)	(10)	—	—	—	—	—	—	80
2. Iain Sclanders	(2)	(1)	(2)	(3)	9	(3)	—	(1)	(1)	7	(7)	9	(7)	—	(1)	9	9	—	—	—	(1)	10	10	(6)	10	73
Lyn Evans	9	9	—	—	—	(1)	—	—	8	—	—	(7)	10	—	10	—	—	(1)	—	10	(8)	(2)	9	9	9	73
4. John Giles	(1)	(1)	(4)	10	10	(2)	—	9	(2)	(1)	9	10	(1)	(6)	—	(1)	8	—	—	7	(1)	(2)	7	7	—	71
Bob Simpson	—	—	—	(4)	8	10	—	9	9	9	—	—	(1)	—	(1)	(1)	(6)	(2)	—	10	9	(1)	7	(1)	(1)	71
6. Simon Fry	—	8	(1)	8	(2)	7	—	(1)	—	(4)	—	—	8	—	9	7	5	9	—	(2)	(1)	(1)	—	—	—	61
7. Dick Harvey	(1)	5	9	6	6	(1)	—	(1)	(3)	(5)	(4)	—	(3)	—	—	(5)	(2)	8	—	(1)	(3)	6	8	8	56
Richard Stephens	(1)	(4)	8	—	7	(2)	—	(2)	6	6	—	—	9	—	8	(1)	(4)	7	—	5	—	(5)	—	(5)	56
9. Richard Muston	6	7	—	—	(2)	(2)	—	6	(2)	—	6	(1)	6	10	—	—	(1)	—	—	(6)	7	(1)	(3)	—	55
10. Chris Elmes	2	(1)	(2)	(1)	(1)	(1)	—	5	(1)	8	8	—	(1)	—	—	8	(1)	—	7	4	6	(2)	(1)	(1)	46
etc																									
(best 8 scores count)																									

British Drag Racing Club

Competing in the Junior Dragster division of Drag Racing this year, the 1976 RAC Champion Steve Johnson saw his points lead in the '77 championship remain untouched, as the national Drag Racing Club suffered yet another 'rain-out' at the Blackbushe finals.

In a year dogged by rain, Steve, a 26-year-old optical engineer from Tadworth in Surrey, used his skills in slightly more powerful, but perhaps just as precise a form of engineering, to win every round in his class, in the championship! In fact, despite the atrocious weather at the beginning of some meetings, superb efforts by race officials and marshals resulted in only two out of the eight rounds not being completed. But there was nothing to suggest that Steve Johnson's outstanding success record would not have been upheld in the heavily contested Junior Dragster class at the two frustrated rounds.

Last year, Steve and brother Hedley campaigned a modified-class Rochdale, winning the NDRC Modified division with enough points to come second in the Club Overall Points Championship but, above all, earning the RAC title for the first time. For 1977 a change was made to the dragster ranks, as just about everything had been accomplished in Modified, including setting the E/Modified records.

Although waving goodbye to the production-car based Modified classes, the brothers—Hedley is chief mechanic and crewman—stayed with the power-plant that had served them so well, a full-race 1760cc Lotus twin-cam unit. Not the original engine of the previous year, however, as that had been lost in a spectacular blow-up at the end of the season that made them think hard about different methods of securing engine, gearbox and clutch can supports. As Junior Dragster calls for cars with a minimum effective capacity-to-weight ratio of 7lbs per cubic inch including 150lbs for the driver, the new dragster was well placed by design, presenting a mere 630lbs to be hauled from rest over the quarter-mile by the estimated 200bhp twin-cam running on petrol or a petrol-methanol mix. Built entirely by Steve and Hedley around a rare example of an unused Harold Bull chassis, the car utilizes a modified Jaguar gearbox and an MGB rear axle to complete the set-up. Tilting at large capacity machines, the Rochdale's race name was carried over to the dragster and 'Motor Mouse' alarmed regular J/D contestants by running very well 'straight off the trailer'. Supremacy was quickly achieved, J/D 14 became the car to fear in the initial rounds of the RAC Championship which were at BDR & HRA meetings. To underline matters, at the first NDRC round, Steve set a new NDRC national record for the class at 10.80 seconds!

To win the RAC title two years in succession whilst racing in highly competitive divisions is an achievement of considerable merit. Can the Johnson brothers make it three in a row? They plan to stay in Junior Dragster in 1978, presently seeking to uprate their consistant performance by tuning the engine for 100 per cent methanol. "That should put nine-second elapsed times in view", says Steve Johnson, "but now we are looking for a sponsor to help us do it".



Bright autumn sunshine was the perfect compliment to the russet shades of the bracken as 40 competitors gathered to do battle in the second round of the STCC championship at Lowes Quarry, Belfast. Of these only 4 were to retire and none of the previous victors were among them.

After their fabulous maiden trip in the Honcord, the 'Terrible Todds' once again set the pace, looking very smart in matching red anoraks with initials on the pockets! Not to be outdone, Michael Johnson had completed the bodywork on his Concorde and the bright green car looked great until a mistake on Hill 1 sent the car right over, fortunately with no injury to driver or passenger.

Most had completed 1 lap of the 4 tests when it absolutely poured. Now the face of the trial had changed, as what had previously been tight but very grippy tests became tight but very slippery. The smaller-engined cars now had a chance to overcome their handicap as revs became of less importance.

By the end of lap 2, Nelson Todd was leading with 7 marks lost with Drew Wylie 2nd on 11 marks lost and Wilbert Todd had been pushed out of third spot by Liam Scott, 16.

David McQuaid was leading Class 2 by a comfortable margin, but Wallace Johnson had not given up by any means and J. Keatley was there with 28 marks. On the third lap N. Todd put in a fabulous round losing only 2 penalties. Wylie lost 4 securing second with a last round mistake by Scott costing him third place to W. Todd.

Special mention should be made of the fact that Wilbert Todd caught a 12 on Test 2 and, had it not been for this, the 'grandaddy' of mudplugging would have beaten everyone with only 8 marks lost from a possible 144 maximum.

Class 1: 1, N. Todd (1.3 Honcord), 9; 2, D. Wylie (1.5 Dingo), 14; 3, W. Todd (1.3 Honcord), 20; 4, L. Scott (1.6 Concorde), 21; 5, B. Emerson (1.3 Facksimile), 22; 6, M. Glover (1.1 Alexis), 27. **Class II:** 1, D. McQuaid (Cannon 1.1), 16; 2, M. Johnson (Alexis 1.1), 28; 3, J. Keatley (Alexis 1.1), 35; 4, D. Wallace (Alexis 1.1), 50.

Harrison's two of three

Tony Harrison scored his second success in three weeks when he carried off the spoils in the Shell Trial last Sunday. The event, which qualified for both the Semperit/BTRDA and RAC series was organised by SUNBAC and consisted of 12 hills which were each tackled three times.

The courses were laid out tightly on a grippy, stoney surface and for some reason slightly favoured the higher drawn numbers. After the first round a surprised Hugh Pollard led on 16. Charles Pollard was on 17 only to blow it with a second round of 36 as he faded to eighth spot just ahead of a welcome returner—Bill Warr driving as carefully as ever. Behind the Pollards (no relation—just good friends) were Harrison and Fack on 18 with the rest all over 20.

In the afternoon Hugh Pollard also dropped back with a 32 and 16 but still finished a fine sixth. He was two points behind an absolutely delighted Richard Allen who hit the top six for the first time. He had the best round of the day in the third circuit which he covered with just 9 points lost—a fine show indeed.

But, up front, after two rounds Tony Harrison had moved into the lead he was not going to relinquish on 40 points. Just behind were John Hopkins (41), Gordon Jackson (45) and Julian Fack (47). And Fack must have been bitterly regretting two hills on which he scored ten.

And so to the final circuit. Harrison continued to show well but behind—what a battle. When the final tally was made no less than three drivers were found to have scored 58 points—Jackson, Fack and Hopkins. So it was a question of out with the slide rules to see who had cleaned the most hills. Fack was the lucky one to claim second ahead of Hopkins and Jackson.

1, Tony Harrison (Kincraft), 50 pts; 2, Julian Fack (Impunity), 58; 3, John Hopkins (Ibex), 58; 4, Gordon Jackson (Ibex), 58; 5, Richard Allen (Kincraft), 62; 6, Hugh Pollard (Jabs), 64; 7, Jack Pearce (Kincraft), 72; 8, Charles Pollard (Kincraft), 73.

SILVERSTONE

The MAC come to Silverstone on Saturday with a busy programme of 'clubbie' races to run on the newly resurfaced circuit. Races cater for Mini 7, Mini 1000, special saloons, modsports, prodsports, classic saloons and FF1600 cars. An entertaining day's motor sport is guaranteed with practice starting at 9am and racing from 1pm.

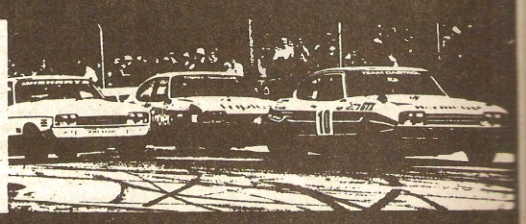
THRUXTON

The BARC reach the climax of their national championship season at their home circuit on Sunday when they stage their extremely popular 'Finals Meeting'. The star race of the day should be the BP F3 decider in which the immensely likeable Irishman Derek Daly could clinch the series. However, Stephen South and Sweden's Eje Elgh could still wrest the championship laurels in this all-important formula. Some of the other championships are still closely contested so racing promises to be good with championship honours still to be decided. The British Air Ferries FF2000 championship round has attracted a really top class entry as have the races for Forward Trust Special saloons, Britax production saloons, STS modsports and, of course, the final of the BARC FF1600 series. Practice starts at 9.05am with racing from 1pm. And don't forget to attend the traditional end-of-season disco and presentation ceremonies after the meeting!

LYDDEN HILL

The West Essex MC organise Lydden's final motor race meeting of 1977 at the Canterbury track on Sunday. Heading the bill is an interesting Porsche race with the National Benzole Trophy for the winner. Also on the programme are a championship Super Vee race with all the top Britons entered, FF1600, special saloons and *Formule Libre*. Racing starts at 2pm following practice at 12.30pm.

International events



Date	Venue	Event
Oct 29/30	Donington Park, England	European F2 Championship, Production Sports, FF1600, Historic Sports
Oct 30	Paul Ricard, France	European Touring Car Championship (G2), Renault, F Super Renault, F Libre

British events

Date	Venue	Event	Status	Club	Start	Details
Oct 29	Silverstone, nr Towcester, Northants	Race Meeting	R	Midland AC	13.00	Mini 7, Mini 1000, Special Saloons, Modsports, Prodsports FF1600, F Libre
Oct 29	Preston Crest Hotel, (MR102/542298)	Rally	R	Garstang & DMC	08.30	Preston Crest Stages
Oct 29	Cricket St Thomas Wildlife Park, Chard (MR193/373087)	Rally	C	Taunton MC	10.01	Wildlife Stages Rally
Oct 29/30	Bristol Street Motors, Green Street Green, Kent	Rally	CP	Sevenoaks & DMC	—	Oakleaf Rally
Oct 29/30	Festival Hall, Esplanade Road, Paignton, Devon	Rally	R	Torbay MC	—	Dutton Forshaw Torbay Rally
Oct 29/30	Pensarn, Carmarthen	Rally	R	Carmarthen MC	23.00	Autumn Rally
Oct 29/30	Donington Park, nr Castle Donington, Derby	Race Meeting	I/C	BRSCC (MC)	11.30	European F2 Championship, FF1600, Production Sports, Historic Sports
Oct 30	Thruxton, nr Andover, Hants	Race Meeting	R	BARC	13.30	BARC Championship Finals Meeting—BP F3, BAF FF2000, FF1600 Special Saloons, Production Saloons, Clubmans
Oct 30	Lydden Hill, nr Canterbury, Kent	Race Meeting	R	West Essex CC	14.30	FF1600, Modsports, Special Saloons, F1300, F Libre
Oct 30	—	Rally	R	Scottish Sporting CC	—	Tour of the Trossachs—"The Scotsman"/Glayva Scottish Rally Championship
Oct 30	SMT Garage, Carlisle, (MR85/398557)	Rally	R	Wigton MC	10.00	Solway Stages Rally
Oct 30	Limerick, Eire	Rally	R	Limerick MC	19.00	Car Spares Thomond '77 Rally
Oct 30	Kempton Manor Farm, Charing, Kent	Autotest	R	Canterbury & DMC	—	ASEMC Championship
Oct 30	Sheffield, S. Yorks	—	R	Sheffield & Hallamshire CC	—	High Peak Trial/RAC & Semperit/BTRDA Trials Championship
Oct 30	Live & Let Live Inn, Neen Sollars, nr Bewdley, Worcs	Production Trial	R	Hagley & DLCC	10.30	—
Oct 30	Sopley Common, Christchurch, (MR195/127)972)	Production Trial	C	Bournemouth MC	10.30	—

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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