Autosport

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ew March romps Donington F2

James Hunt in Japan □ Daly clinches BP F3 title at Thruxton

Autosport

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Bruno Giacomelli (right) celebrates his victory at Donington last Sunday over Keijo Rosberg (left), while René Arnoux enjoys his European Formula 2 Championship title.

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A national policy

The superbly competitive Formula 2 provides us with a crushing condemnation of Britain's failure to promote its young up-and-coming racing drivers. There is proof, on the other hand, of the success of the policy of the French, and in particular of Renault, which is directly in contrast to our own apathetic approach. Last weekend's final round of the European Championship at Donington Park once more revealed the extent of the British involvement in this important formula. Britain produces competitive chassis (March, Ralt and Chevron) and engines (Hart), but where are the British drivers?

Since the elevation of Formula 2 to full FIA European championship status in 1968, honours have been fairly evenly shared primarily by Britain and France. French chassis have been used by the champion driver in 1968, 1969, 1976 and 1977; British chassis have won in all six intervening years except 1970, when Regazzoni used a Tecno from Italy. German engines won in 1973-5, and French engines in 1976/77, but British-built power units have on the whole remained competitive, having won the title in 1968-72. In the ten years of the series, the champion has only once been British (Hailwood in 1972), and once Swiss, once Swedish and once German. The other six of the past ten European F2 Champions have all been French. . . .

After just two seasons with their Gordini-modified V6, in both of which they have powered a French champion in a French chassis, Renault are now virtually to pull out of the formula on a 'factory' basis. The official Renault policy, having laid the groundwork and more, is now to concentrate on producing a decisive increase in French influence within Formula 1. The success of the company's policy in Formula 2, brought to fruition with the wholehearted financial support of the French petroleum company, Elf, has been complete. There is therefore every reason to believe that they will succeed in their aims in Grand Prix racing.

As regular readers know, AUTOSPORT has urged British industry to support British racing talent on innumerable occasions in the past. But there has been no indication whatsoever that any British car manufacturer will adopt this kind of patriotic policy in international motor racing, and this we find deeply disappointing.

Our nationalised motor company, Leyland, is newly returned to competition, and is apparently blind (temporarily, we hope) to the benefits to be derived from single-seater racing. So be it. But Ford, in particular, have the wherewithal to copy the Renault approach, for they already have the basic starting points at their disposal. In a wide context, we see nothing objectionable about Ford-backed cars and drivers competing in Formula Ford 1600 and 2000; almost all the current French F1 and F2 drivers have driven with works support in Formule Renault and Super Renault in their time. Ford, alas, no longer boast a Formula 3 engine, but in 1975-77 nor did Renault. For Formula 2, Renault did not have an engine until 1976, but that did not stop them from promoting Jarier and Depailler to the F2 titles in March-BMWs; both went on to represent their countries in Formula 1.

We do not wish to decry the alternative motor sport policy adopted by Ford, which has been excellent, and we only use that company as an example to show that there is scope in Britain to emulate the French with equal success. As always, we could name several young French drivers with a good chance of being World Champion in the early eighties, but frankly we could not realistically produce one British name with a similar hope. Our young drivers need financial and promotional backing to succeed; which British company will step forward and make a full commitment to British motor racing?

cover picture

European Formula 2 Champion René Arnoux (Martini-Renault) was unable to finish higher than sixth in last Sunday's final round at Donington Park, in which Bruno Giacomelli annihilated all opposition to his latest March-BMW 782. Here Arnoux is chased by Danny Sullivan in the Netherton & Worth Boxer, which passed the Martini to claim fifth place. Report: page 12. Photo: Jeff Bloxham.

next week

Full report of the final round of the Castrol/AUTOSPORT Rally Championship, the Wyedean Stages in the Forest of Dean—Over 140 Formula Ford drivers compete in the annual festival meeting at Brands Hatch—Will Fiat win the World Rally Championship on the Tour de Corse classic?—Gordon Kirby reviews the NASCAR Grand national scene in the USA—Ferrari 400 road test*

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

edited by Nigel Roebuck

What's happening at Maranello?

It seemed, did it not, that the question of Ferrari drivers for 1978 had been settled? But it may not be that simple. Gilles Villeneuve is said to be very much out of favour at Maranello right now (*P&P* last week), not because of his terrible accident at Fuji, but because of his remarks afterwards.

Immediately after the disaster, Villeneuve said that he had run into the back of Peterson's Tyrrell because the Ferrari's brake pedal had gone to the floor. He did not refer to this later on, and it is easy to sympathise with him. He is by no means the first Grand Prix driver to blame instinctively a 'fault' on the car and probably regretted his words immediately. The Ferrari was subject to a close examination in Japan last week, and no traces of a mechanical fault could apparently be found.

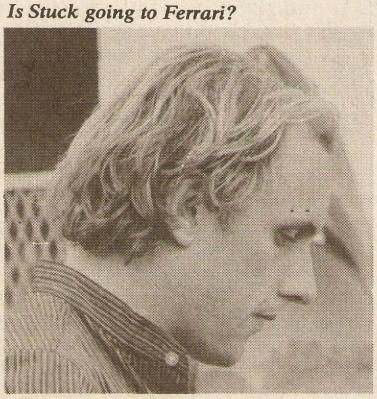
However, as Chris Amon once told us, if you are a Ferrari driver, there is an unwritten but definite understanding that you do not, under any circumstances, blame the car, be it for a slow time or an accident. As Niki Lauda put it earlier this year: "With Ferrari, it's never the car at fault. It's the driver, then the tyres. . . ." So Gilles may regret his words. Although the Canadian has a contract for next season, rumours persist that he may be replaced before then. We hope not.

If Villeneuve is moved out, then, who backs up Reutemann? Alan Jones's name is still mentioned, but we feel sure that the Australian will drive Teddy Yip's F1 Ralt next year. The Italian press reported that Hans Stuck, currently unemployed, visited Maranello last week, and certainly the German could be of interest to them. And then there is always Emerson Fittipaldi. . . .

Emerson is currently at home in Brazil. Last week one of the news agencies carried a report from Sao Paulo which suggested that Fittipaldi might not, after all, drive for the Copersucar-backed outfit next year. After two years in the wilderness, it would be perfectly understandable for the brilliant Brazilian to want to let everyone know he was still around. The report suggested that Emerson had doubts that Copersucar would renew their sponsorship contract with the team for 1978, and that he would drive for a British team. Italy now begins to wonder if this is all a smokescreen, if Emerson, a close friend of Agnelli, might, after all, be contemplating a move to Ferrari. After all, which 'British team' could it be? The only immediate answer to that one seems to be Tyrrell.

We will be surprised if Villeneuve is moved out. Certainly his driving is somewhat unruly at present, but that once applied to a good many of today's superstars, as well. And those who forget his brilliant showing with the McLaren at Silverstone have very short memories. . . .

Is Stuck going to Ferrari?



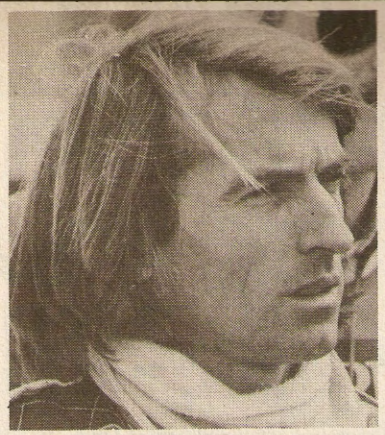
Foyt bids for a fifth Indy win

While his USAC rivals were away in Phoenix last weekend, contesting the last round of the championship (see *Racecard*), A. J. Foyt stayed home in Houston, Texas, where he received the city's 'Man of the Year' award, in recognition of his tremendous fourth victory at Indianapolis, a record unequalled in racing history.

There have, of course, been a great many rumours concerning Foyt's future racing plans. While there is no question that new Coyotes are being built for next season, there have been doubts as to whether AJ will actually drive. He has considerably cut down his normal racing schedule this year, and persistent rumours of ill-health have led to speculation that he was ready to quit. Foyt himself has put his reduced programme down to time. His workload, he has said, is such that he has had no alternative. American journalists have suggested that possibly that fourth Indy win has been the driving force behind him all these years, and that now it has been won, Foyt's motivation and 'desire' has disappeared.

At the dinner held in his honour last weekend, however, AJ was interviewed, the conversation being broadcast on TV. What would he be doing next year? "Well," he said, "I'll be down here in Houston . . . (dramatic pause) . . . and up there in Indianapolis!" The rest was lost in cheers and applause. So it seems that the great man will be going for five. But does the fact that he singled out Indy mean that he might not be competing elsewhere? Please come to the two British rounds, AJ, please. . . .

AJ—up there in Indianapolis



Laffite—again the only Ligier driver?

Ligier waiting

An announcement is still awaited about the future of Equipe Ligier-Gitanes. At Fuji the team ran two cars for the first time, the second being handled by Jean-Pierre Jarier.

At present, nothing is certain. There could be two Ligiers on the grids next year—or one or none at all. SEITA, the company which manufactures Gitanes cigarettes, still await details of new legislation concerning tobacco sponsorship of sport. And Matra have yet to make up their minds as to whether they will offer direct sponsorship to the team. All this waiting around must be driving Laffite, Ducarouge and Ligier to distraction. The new Grand Prix season, remember, is only two months away.

There is also the question of UTI, a French watch-making and distribution company, which has shown interest in supporting the team. (The company distributes Seiko watches in France). A decision is also awaited from them.

Jean-Pierre Jarier is by no means an automatic choice for the second car, should there be one. His performances for ATS have been disappointing this year, and he seems unable to turn in consistently good drives. Rene Arnoux told us on Sunday that it was not certain that he would drive the new Martini F1 car. "I want to drive it very much, you know, but the sponsorship is still not settled, so I just hope. . . ". Could the new European F2 Champion be a candidate for the Ligier? There are several names on the list, and all are French.

Ronnie's Lotus

While it is now virtually certain that Ronnie Peterson will be Mario Andretti's team-mate in the Lotus team next year, the deal has still not been finalised. Ronnie, it seems, has signed *his* half of the contract, but Lotus have not yet done so. There are apparently several bits and pieces which have to be sorted out first.

It is no secret that Andretti is less than thrilled at the prospect of having Ronnie as a team-mate. The American feels, with some justification, that two number one drivers in the same team is not a good idea. His new contract is believed to contain a great many clauses to the effect that he is undisputably *the* number one, that he will have first call on everything, from the attentions of Colin Chapman to spare cars, to engines, everything. But how long will Ronnie be happy with that?

It is also very possible that next year's cars, so long black and gold, will be dark red, the colours of Imperial Tobacco (the parent company). Will the cars then become Imperial Specials? Gunnar Nilsson's car ran in these colours at Fuji, of course.

Enter the Theodore

Teddy Yip's new Tauranac-designed F1 car, to be called the Theodore, still lacks a driver. Alan Jones's name has been mentioned frequently, of course, for the Australian's links with Yip are long established, although some people believe that Alan will, in fact, finish up in the Frank Williams team. He told people in Japan that he didn't really feel inclined to go to Ferrari, should he receive a firm offer from them. For one thing, he wanted to be free to drive other cars, including the plum Haas/Hall Lola CanAm drive which he has just landed.

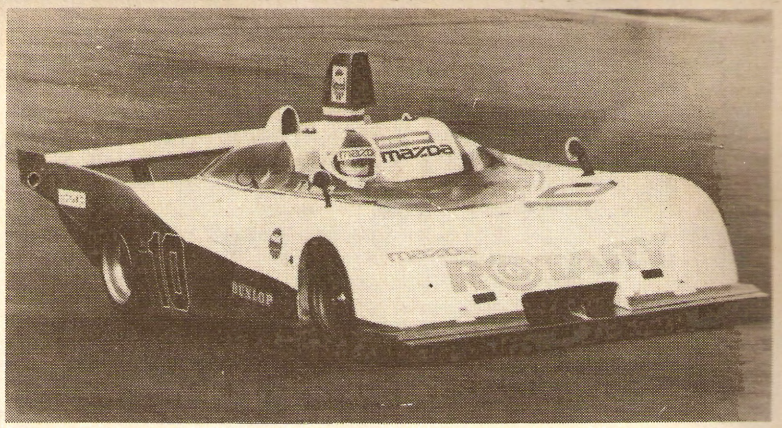
After their failure to qualify for the Canadian GP, the Renault team stayed on at Mosport for some testing, which included trying out some different tyres. . . .

Daly for works F2 March-BMW drive?

Bruno Giacomelli's astonishing victory at Donington Park in the Formula 2 race last weekend (report: page 12) was of course immensely encouraging for the March Racing team. Although the extent of Giacomelli's prolonged testing programme at the Derbyshire circuit detracted a little from the performance, it is clear that the new BMW-powered March 782 will be the F2 car to beat next season.

March Racing will be running a team of three cars jointly with the German engine manufacturer, and two of the new cars (further modified versions of Bruno's Donington development chassis) will be driven by Giacomelli and Marc Surer. The Swiss driver drove a works 772P for the first time in a race last weekend, and was very impressive, qualifying on the front row and finishing a strong fourth after a slow start. The performance certainly justifies his place in the 1978 works team, and he too has produced competitive lap times while testing Giacomelli's 782 at Donington.

March and BMW have yet to make a decision about their third driver, but three names are thought to be on their short list. These are Ireland's new BP Formula 3 Champion Derek Daly, who clinched the title at Thruxton last Sunday with his Chevron; fellow Chevron F3 driver Eje Elgh, who (together with Stephen South) finished runner-up in the BP series; and the American Danny Sullivan, who drove an excellent race at Donington last Sunday at the wheel of the Netherton & Worth Boxer-Hart, and indubitably made his point to BMW's Jochen Neerpasch.



This March-Mazda recently won the Fuji 1000kms endurance race. Will there be a similar car in Europe?

Mazda looking at G6

Mazda Public Relations executive David Palmer, who has been racing a Smith Kendon-sponsored Group 2 Mazda RX-5 in the European Touring Car Championship this season, has high hopes that a similarly powered '2-litre' sports car might be racing in Europe next year, and in particular in the European Sports Car Championship for Group 6 cars. One such car, using the RX-5 rotary engine mounted in a March chassis has been competing with great success during 1977 in Japan, being a leading contender in the Fuji Grand Champion series in that country.

Powered by a full-race version of the RX-5 rotary unit, this March-Mazda won the Fuji 1000kms endurance event (the one in which Divina Galica competed recently) and ran second in the previous round of the Grand Champion series. For several years now, the Japanese sports-racing events have been dominated by cars with BMW power units, and the Mazda people are very pleased to see one of their own engines in a really competitive position in home races and would like to see the unit racing elsewhere.

The RX-5 engine is given an FIA rating equivalent to 2.6 litres, although its actual capacity is only half that. The racing version utilises peripheral intake ports and a single twin-choke Weber and runs on electronic ignition, developing around 280bhp at 8500rpm. It is coupled to a Hewland DG400 transmission, and the total power train provides both space and weight-saving in the March chassis thanks to the configuration.

Mazda have already gone on record regarding their launch of a rotary-engined sports car early next year, initially for the domestic market and the USA, and a racing programme with the same power unit would be intended to build up customer interest in the new model. As far as Britain is concerned, no firm date of availability has been fixed for the sports car, nor have the importers come to any decision as to whether they might be interested in bringing it in.

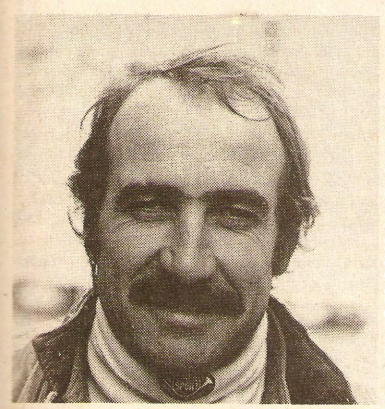
However, Palmer has been showing strong interest in the Japanese March project: "With the World Sports Car Championship rather lacking in interest this season, perhaps there is room for a similar rotary-powered machine in Europe next year. Our Mazda RX-5 Group 2 car uses the identical engine, but we have finally come to the conclusion that to make this car really competitive in the ETC is beyond our means. So our engines—which have been the most reliable part of the G2 car—are sitting there ready for 1978. We will be carrying on with development through Weslake, for we are particularly interested in the outcome of fuel injection on the Mazda rotary. If it can lift the output to around the 300bhp mark, I consider that it would make an excellent sports-racing power plant."

Could we be seeing such a car competing against the BMWs and Harts in European Group 6 events next year? "It depends so much on our sponsors and budget," says Palmer, "but if we could find a 2-litre sports car constructor interested in doing a deal with a rolling chassis, then it could well be on the cards. This year the 3-litre Alfas have had a walkover, but the 2-litre Osellas, Lolas and Chevrons have picked up some excellent results. If a Mazda-powered car can anticipate those kind of finishes, then I would think it is a worthwhile exercise, both from the contructors and sponsors' point of view".

Don Nichols out in Shadow reshuffle?

The silly season seems unending this year. By the beginning of November, most contracts are usually settled, most plans known. Currently, however, there are several F1 teams whose plans are far from clear.

Recently, of course, it has been said that Jackie Oliver and Don Nichols have parted company and that Jackie would run his own operation next year, with a Lotus 78 for Gunnar Nilsson. We believe, however, that Hector Rebaque has cornered the market in used 78s. Much more believable is the story which suggests that a new company has been set up, with Oliver, Nilsson, Alan Rees and Tony Southgate as directors, the cars to be driven by Gunnar and Riccardo Patrese. Don Nichols, it would seem, is not included in these plans, although there could be some link with the American on the CanAm front, in which he will be very involved in 1978.



Regazzoni—no to Ferrari.

Martini and Porsche

Despite the fact that their F1 association with Brabham is at an end, Martini have announced that their sponsorship of the factory Porsche team will continue in 1978.

As in the past couple of seasons, the Martini Porsche drivers will be Jacky Ickx and Jochen Mass. Porsche's annual press conference is being held at the end of this week, and full details of their plans will be announced in the next issue.

Clay stays

We hear that Clay Regazzoni received an offer to go back to Ferrari a few days ago. We also hear that Gianclaudio told them what they could do with their offer. . . . We were unable to contact Ferrari to confirm the story but, if true, it adds weight to the rumours that Villeneuve could be on the way out.

Regazzoni, of course, was very bitter at the manner in which he was squeezed out of the team 12 months ago, and has clearly enjoyed himself with the Ensign team this season, glad to be free of the pressures and politics which are so much a part of being a Ferrari driver. Throughout the season, he has made it clear that he wanted to stay with Mo Nunn's team, and this he will definitely do.

Sullivan's NZ March

Danny Sullivan, who went so well in the Boxer at Donington last Sunday, is to be the driver of a works March 77B which will contest the five-round Peter Stuyvesant Championship in New Zealand at the beginning of next year. All five races—at Bay Park, Pukekohe, Manfield, Teretonga and Wigram—will be run in January.

Three Nicholson BDAs will be taken out for the car, and Sullivan should be very competitive. Recently he has been testing the March 78B at Snetterton and Donington, and Robin Herd has apparently been impressed with the results.

Spain tests drivers for national F3 team

The Spanish motor racing authorities certainly have the right idea about promoting their young up-and-coming drivers by giving them a good chance to progress to higher, international formulae.

This year, the official Equipo Nationale Espanol Formula 3 team, managed in England by Roger Heavens, has run Ralt-Toyota/Novamotors for the reigning Seat 1800 Champion, Juan Villacieros, and former journalist Luis Canomanuel. After a very promising debut at Brands Hatch, the team has had some bad luck and has not featured nearly as well as expected.

However, undaunted, the team is now embarking on a programme of testing several of the young Spanish aces prior to settling upon a couple of drivers for next year's F3. Recently, 25-year-old Ricardo Galiano and 20-year-old Jorge Caton made their debuts, and performed creditably if not spectacularly. Ricardo was the Renault 8TS champion in 1975, finished third in last year's F1430 series, and currently leads the same championship this year. Caton is better known to British racegoers, as he has competed in Formula Ford 1600 this season with a works-run Hawke DL19 with encouraging results.

Testing will continue over the next few weeks, and among those scheduled to have a drive is another FF1600 competitor, Pedro 'Pere' Nogues. Why can't we do something similar?

Ustinov guest at Graham Hill dinner

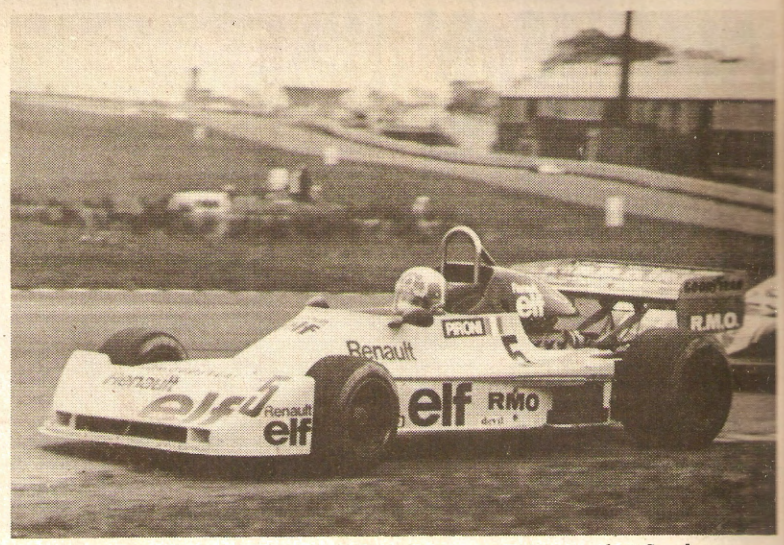
Peter Ustinov will be the star speaker at a Gala Dinner to be held on November 30, in aid of the Graham Hill Appeal at London's historic Guildhall. Ustinov is a great motor racing enthusiast and perhaps the best-known raconteur in the world of entertainment. His *Gibraltar Grand Prix* LP has become a motor racing collector's item.

The Guildhall Dinner will be the climax to two years of hectic activity which have followed the tragic death of Graham Hill in an air crash on November 29, 1975. In those two years, nearly £70,000 has been raised towards the £80,000 target set by the Graham Hill Appeal Committee. The money will, of course, be spent on the building of a Graham Hill Rehabilitation Centre at the Royal National Orthopaedic Hospital at Stanmore. One of the highlights of the Guildhall evening will be the handing over of a cheque to mark the end of the Appeal programme.

Lord Redcliffe-Maud, Frank Bough of the BBC, and Stuart Turner of the Ford Motor company will be joining Ustinov as speakers on the top table. Graham was once voted 'After-Dinner Speaker of the Year', so the men paying tribute to him will be following a very high standard indeed.

The Dinner is one of three activities planned to boost the Appeal Fund to its £80,000 target. There was a Graham Hill stand at Motorfair, boys from the Springfield Boys Club—of which Graham was President—will be out with collecting boxes on the VSCC's London-Brighton Run, an event Graham often supported.

Readers who have not yet contributed to the Graham Hill Appeal Fund should immediately send their donations to this very worthwhile cause to Graham Hill Appeal, Miss Gabrielle White, 10/12 Cork Street, London W1: shame on you if you have not already contributed. If you wish your donation to take the form of tickets to the Gala Dinner at Guildhall, the £15.00 cost includes food, drink and all entertainment, and the tickets can be obtained from the same address (make cheques payable to 'Graham Hill Appeal'). They will be distributed strictly on a first-come first-served basis.



Didier Pironi in a Martini-Renault for the last time at Donington last Sunday.

Renault F2 engines for sale next year

Renault competitions boss Gérard Larrousse told us at the weekend that the French giant's withdrawal from Formula 2 at the end of this season will be by no means complete.

Renault plan to sell six of their powerful Gordini CH1B V6 engines to a selected team or teams for next year, and Larrousse told us that the units would be competitively priced at around £7,000 (rather less than the comparable BMW engine). The Gordini factory will continue development work on the V6, but will not undertake rebuilds, leaving such people as Heini Mäder in Switzerland and Artur Bozian in France to bid for this job.

It is not known which teams Renault have in mind, but there is apparently a remote possibility that the 1977 Martini-Renaults, with which René Arnoux and Didier Pironi finished first and third in this season's European Formula 2 Championship, could be seen once again next year at one or two races.

Daly clinches BP title at Thruxton

Daly—four consecutive wins.

The dreams all came true for 24-year-old Dubliner Derek Daly last Sunday at Thruxton as he drove his Derek McMahon Racing Chevron B38 to its fourth F3 victory in succession, and thereby clinched the all-important BP Championship in the best possible manner. After the anti-climax of 1976, when the two leading contenders were involved in a first corner accident, it was good to see this year's final round proving to be one of the better races of a very exciting season.

Derek was put under tremendous pressure by Geoffrey Brabham, but 'DD' soaked it up in excellent fashion and surely must be a very good prospect for major honours in F2 next year, assuming that he is is able to tie up a suitable deal.

Mario leads the way

Readers who enjoy statistics will be interested in these figures. In terms of pace, Mario Andretti clearly emerges as the star of the 1977 Grand Prix season, a statement which will surprise no one.

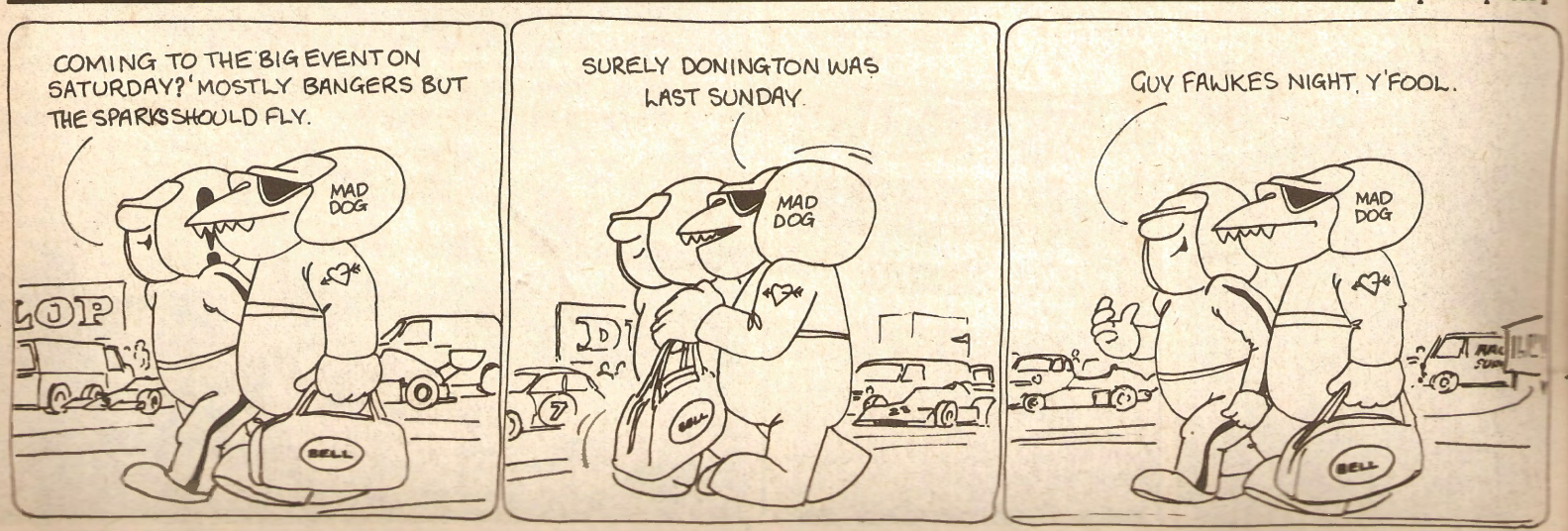
Adding together the distances of each Grand Prix and the number of laps led by each driver, we come up with the following: Andretti (47 World Championship points) led for 1173.4 kms, followed by Lauda (72) with 869.8, Hunt (40) with 827.0, Scheckter (55) with 763.2, Watson (9) with 618.4, Reutemann (42) with 143.4, Nilsson (20) with 98.9, Laffite (18) with 77.6, Stuck (12) with 77.1, Jones (22) with 68.3, Mass (25) with 12.7 and Brambilla (6) with 8.5 kms.

Andretti has taken the pole on seven occasions, followed by Hunt (6), Lauda (2), Scheckter (1) and Watson (1). The American also leads on fastest laps with four, with Lauda (3), Hunt (3), Watson (2) and Laffite, Nilsson, Scheckter and Peterson (1 each) following up.

The race is not necessarily to the swift . . . although Mario has also won more of those than anyone else, too.

catchpole

by Barry Foley



Al Unser's USAC Lola

Jim Hall has confirmed that Al Unser will definitely drive a Lola for the new Haas/Hall USAC team in 1978, thereby ending speculation that the younger Unser might join A. J. Foyt's Coyote team.

The team's CanAm car, so dominant in this year's championship, will be driven in 1978 by none other than Alan Jones. The Australian will have to miss one or two of the rounds (which clash with Grands Prix), and it is unlikely that the car will be run for another driver in those races.

Briefly . . .

● A cause for concern during last weekend's European Formula 2 Championship meeting at Donington Park was the disregard shown by many drivers for the gentlemanly lines at the corners, which resulted in a great deal of the Derbyshire venue's soft soil being chucked on to the tarmac. The circuit's controversial rubber anti-vehicle pads, which had formerly been located at the corners, were secured by foot-long metal spikes, and were considered a potential hazard following an incident during a Formula 3 race, so they were removed for the F2 meeting. The mouldings which replaced them were not up to the job of keeping eager F2 drivers on the straight and narrow, and we understand that proper kerbs are to be installed on Donington's corners over the coming winter. Tom Wheatcroft also currently plans to commence work on the circuit extension loop behind the pits/paddock area in the near future.

● The Formula 2 drivers had mixed feelings about the new Donington circuit last weekend. Works Martini-Renault drivers René Arnoux and Didier Pironi differed drastically on one point (Arnoux: "interesting circuit"—Pironi: "a very boring track"), but they agreed with several other drivers that Donington's barrier walls are potentially dangerous, for some reason. Alex Ribeiro thought Donington was "a lovely track for Formula 2", Bruno Giacomelli thought it was "monotonous". You can't please everybody, although the circuit facilities—and especially the Museum—did delight all the visitors.

● Divina Galica will drive a Chevron B38 in the televised F3 race at Thruxton, which is to be run on Saturday week.

● Pancho Carter may well replace Al Unser in the Parnelli USAC team next season.

Pancho—USAC Sprint Car Champion.

● Brazilian Mario Ferraris was spectating at Thruxton last Sunday while on a short visit to this country. Mario broke his wrist in a very nasty accident at Monaco in May, and was out of racing for five weeks before he was given the go-ahead to return. He then finished a good fifth at the difficult Cadwell Park Circuit, but was in considerable pain from the wrist. Mario eventually decided after a few more painful races to return to Brazil, where his doctor found that there was a small piece of bone floating around under the skin, causing swelling. Fortunately all is now well after an operation to remove the offending piece, and Mario is looking forward to a full season of F3 next year when he could well be a man to watch.

● There are strong rumours that, in order to combat another massive onslaught at Le Mans by Renault, Porsche will be fielding no fewer than four prototypes at the French classic next June.

● Rumours persist that Alain de Cadanet's 1978 Le Mans Lola will be powered by a turbocharged Jaguar engine. . . .

● Further to our story of a couple of weeks ago, to the effect that Eddie Cheever will probably be staying with Ron Dennis's Formula 2 team for next year, it now seems likely that Dennis will be using March rather than Ralt chassis in front of his BMW F2 engines.

PIERS FORESTER

We regret to report the death, in a motor cycle race at Brands Hatch on Sunday, of Piers Forester. For the past few years Piers, who was 30, for long a part of the British racing scene, had devoted his attention to bikes rather than cars, but he was a frequent competitor in motor racing a few years ago, taking part in hillclimbs with a Ford GT40 and racing a Unipower at Le Mans. But motorcycles were his first love.

To his family and many friends, we offer our deepest sympathies.

JAMES McELREATH

James McElreath, son of the famous Coyote and Eagle driver, Jim McElreath, was tragically killed in a USAC sprint car race at Winchester, Indiana, on October 16. The 23-year-old driver, who had been making quite a name for himself this year, died when his car somersaulted. Nowadays, of course, these cars are equipped with roll-cages, but unhappily a bolt, holding McElreath's safety belt to the cage, sheared during the accident, allowing the driver to be thrown around. This was the first fatality in sprint car racing—generally considered the most dangerous form of racing in the world—since 1973.

TONY HULMAN

We have to report the death, last week, of Tony Hulman in Indianapolis. Hulman, who was 76, was regarded very much as the 'father' of Indianapolis, his efforts playing a very considerable part in the prestige which the 500 enjoys all over the world.

Since 1946, it has been Hulman's voice which has been heard on Memorial Day. 'Gentlemen, start your engines!' must be the most celebrated words in our sport. His loss to the speedway will be very keenly felt.

To his family and many friends, we extend our deepest sympathies.

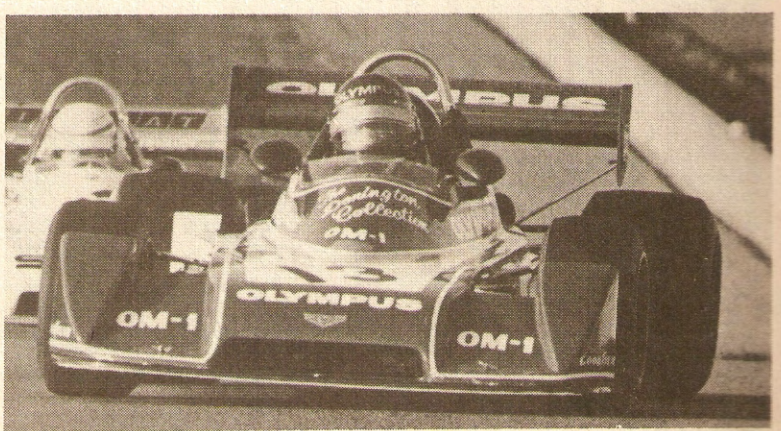
A tight line for Riccardo Patrese's new development Chevron B40 at Donington last weekend. The car's successor is to be designated the B42. Curious, we thought. The new F3 car must be the B41 then? No, said the Chevron people, the new F3 car is the B43. What, we pondered, is the B41 to be? Well, they said, the type number B41 is not yet assigned. Even more curious. Some time ago we mentioned those rumours that an F1 Chevron was being built . . . .

EUROPEAN FORMULA 2 CHAMPIONSHIP
Final table

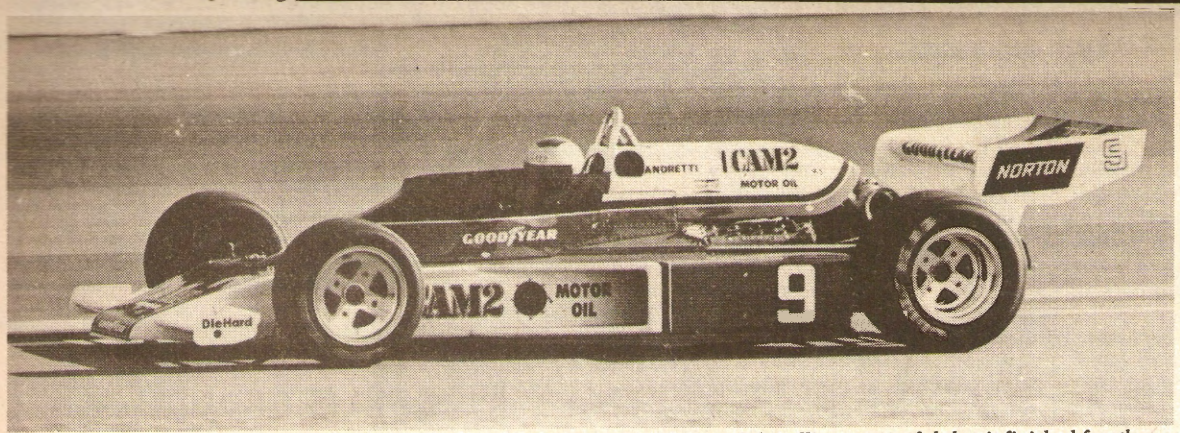
		Nat	Mar 06 Silverstone	Apr 11 Thruxton	Apr 17 Hockenheim	May 01 Nürburgring	May 15 Vallelunga	May 30 Pau	Jun 19 Mugello	Jun 26 Rouen	Jul 10 Nogaro	Jul 24 Enna	Aug 07 Misano	Oct 02 Estoril	Oct 30 Donington	Total points
1.	René Arnoux	F	9	—	9	3	—	9	—	—	9	6	—	6	1	52
2.	Eddie Cheever	USA	—	6	—	9	4	—	—	9	2	—	6	4	—	40
3.	Didier Pironi	F	—	—	—	4	6	6	—	4	—	3	2	9	4	38
4.	Bruno Giacomelli	I	—	—	—	2	9	—	9	—	3	—	—	—	9	32
	Riccardo Patrese	I	1	2	6	—	—	4	6	6	6	—	—	1	—	32
6.	Keijo Rosberg	SF	—	—	1	6	—	—	—	—	—	9	—	3	6	25
7.	Alberto Colombo	I	2	3	2	—	2	3	4	1	1	—	—	—	—	18
	Ingo Hoffman	BR	3	—	—	1	—	—	—	2	4	4	4	—	—	18
9.	Sandro 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.	Marc Surer	CH	—	—	—	—	—	—	2	—	—	—	—	—	3	5
14.	Patrick Neve	B	4	—	—	—	—	—	—	—	—	—	—	—	—	4
	Alex Ribeiro	BR	—	4	—	—	—	—	—	—	—	—	—	—	—	4
	Gaudenzio Mantova	I	—	—	—	—	—	2	—	—	—	2	—	—	—	4
17.	Gianfranco Brancatelli	I	—	—	—	—	—	—	—	3	—	—	—	—	—	3
18.	Derek Daly	IRL	—	—	—	—	—	—	—	—	—	—	—	2	—	2
	Danny Sullivan	USA	—	—	—	—	—	—	—	—	—	—	—	—	2	2
20.	Hans Royer	A	—	1	—	—	—	—	—	—	—	—	—	—	—	1
	Luciano Pavesi	I	—	—	—	—	1	—	—	—	—	—	—	—	—	1
	Ricardo Zunino	RA	—	—	—	—	—	1	—	—	—	—	—	—	—	1
	Bernard de Dryver	B	—	—	—	—	—	—	1	—	—	—	—	—	—	1
	'Gianfranco'	I	—	—	—	—	—	—	—	—	—	1	—	—	—	1
	Patrick Bardinon	F	—	—	—	—	—	—	—	—	—	—	1	—	—	1

Constructors (unofficial)

1.	Martini	F	9	—	9	4	6	9	—	4	9	6	2	9	4	71
2.	Chevron	GB	6	2	6	6	—	4	6	6	6	9	9	3	6	69
3.	March	GB	4	4	4	2	9	3	9	—	3	2	3	—	9	52
4.	Ralt	GB	3	6	—	9	4	—	—	9	4	4	6	4	—	49
5.	Boxer	GB	—	9	3	—	—	—	—	—	—	—	—	—	2	14



Making their first F2 appearances at Donington last weekend were Divina Galica (above) and Tiff Needell (below). Both showed well.



Mario Andretti's USAC luck has been lousy this year. At Phoenix, his McLaren's handling was awful, but it finished fourth.

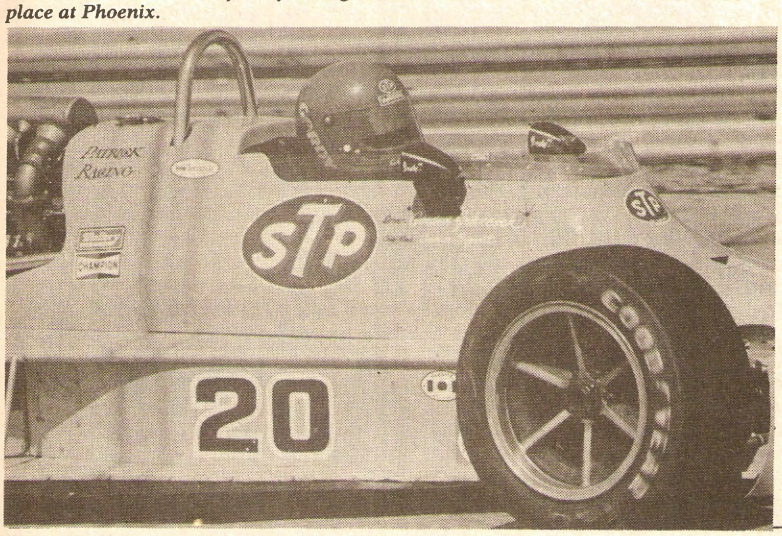
Final USAC to Johncock

For reigning USAC Champion Gordon Johncock this has been a disappointing and frustrating season, the tough little man from Arizona winning only one race in this year's Citicorp USAC Championship Trail. However, last Sunday he made it two by winning the last round of the year, at Phoenix, his home track. The 150-mile race finished under the yellow flag, with Gordie's Sinmast Wildcat DGS narrowly ahead of Al Unser, having his last outing in the Parnelli-DFX.

Behind these two came Pancho Carter's Lightning-Offenhauser, Mario Andretti's ill-handling McLaren M24 and Roger McCluskey's Lightning-Offy.

The sensation of qualifying was the performance of 44-year-old Bobby Unser, giving the brand-new Cosworth DFX-powered Lightning its first race. The Albuquerque veteran slotted the car on to the pole, with Danny Ongais's Parnelli second quickest. Unser took the lead at the start and went away convincingly until the first pitstops. One of his mechanics forgot to open the valve in the refuelling system and poor Bobby lost two laps while everything was sorted out. Ongais, for his part, ran second for much of the way, but clobbered the wall near the end of the race. He was not hurt. Johnny Rutherford's works McLaren M24 and Tom Sneva's similar Penske-entered car, usually front runners both, retired early, and A. J. Foyt did not take part.

Gordie Johncock's luck finally changed last weekend, his Wildcat DGS taking first place at Phoenix.



NZ classic to Chrysler

Leo Leonard recorded his sixth win since 1968 in New Zealand's Benson & Hedges 1000Kms production saloon car classic at Pukekohe on October 16. Driving a Chrysler Charger, he was partnered by Gary Sprague, who has frequently shared in Leonard's long-distance production car race wins in the past.

Sprague's father, Ernie, has been the architect of most of Leonard's race wins and in the early days drove with Leonard in the long-distance races. Today he runs the operation from the pits. After initial B&H success with a 3.3-litre Vauxhall Victor, Leonard switched to a Chrysler Valiant and won with that. When the Charger came into local production it immediately became the 'in' car, and it has won every race since its introduction.

This year's result is, however, subject to a protest. Second-placed Chargermen Barry Phillips/Bruce McLean, who finished 268 laps (two down on the winners), have protested, alleging that the Leonard/Sprague car was registered in 1973, while the regulations decree that all competing cars should have been registered after January 1, 1974.

Provisionally third, and also on 268 laps, was the David Oxton/Garry Pedersen Leyland P76. This car led the race for the first 5½ hours, but lost 7mins during a brake pad change, following the failure of a brake caliper seal. Fourth place was gained by the Rod Coppins/Geoff Sutherland Charger on 268 laps and fifth, on 265 laps, was the Doug Allan/Craig Pullman Ford Fairmont. Three laps further back was yet another Charger, that of Wayne Wilkinson/Roy Harrington.

After holding the lead briefly, the Frank Radisich/Bill Sheills Mazda RX2 was forced to abandon the race with clutch troubles.

Class winners were Rod Millen/Steve Millen (Mazda 323), Ivan Segedin/Phil Myhré (Ford Escort Sport) and Paul Currin/Norris Miles (Ford Cortina).

Although the Australian-origin Chargers have dominated the race, the smaller European and Japanese origin cars have usually been the class winners in the past, so the result this year was something of a turn-up for the books in that respect. Ironically, the Charger and P76 are no longer assembled in New Zealand. Neither are the rotary-engined Mazdas.

● Following the last round at Thruxton last Sunday (report: page 31), the final positions in the BP F3 series are as follows:

British Petroleum Formula 3 Championship (final positions): 1, Derek Daly (Chevron-Toyota/Novamotor B38), 69pts; 2, Eje Elgh (Chevron-Toyota B38) and Stephen South (March-Toyota 773), 56; 4, Geoff Lees (Chevron-Toyota B38), 41; 5, Derek Warwick (Chevron-Toyota B38), 40; 6, James King (March-Toyota 773), 22; 7, Brett Riley (March-Toyota 773), 16; 8, Ian Taylor (March-Triumph 773), 11; 9, Pierocarlo Ghinzani (March-Toyota 773), Didier Pironi (Martini- Toyota MK21), Tiff Needell (March-Triumph 773), 9; etc.

● As we went to press, there were doubts that Mexico's Formula Atlantic race, scheduled for this Sunday, would take place. The problems are apparently organisational rather than financial. James Hunt is, of course, supposed to take part.

● Among the European drivers taking part in this Sunday's Japanese F2 Grand Prix at Suzuka are Jacques Laffite (Chevron), Patrick Depailler (Chevron), Hans Stuck (March), Danny Sullivan (Ralt) and Stephen South (March). This will be South's first F2 race.

South—F2 Suzuka

McMillan at Timaru

A touch-and-go win by Dave McMillan (Ralt RT1) put him into the lead of New Zealand's Union Travel national championship race series at Levels Raceway, near Timaru, on October 23. McMillan led the 26-lap second round in the Formula Pacific series, which attracted only five starters, from start to finish, his only challenger being Richard Melville (March) who was never more than 2secs behind him for the first 26 laps. Melville, who led the series after the first round, made his winning bid at that stage and rammed the back of the Ralt, sending it spinning. The March then rode up over the rear wheels of the Ralt and almost flipped, but finished right-side-up: Melville emerged uninjured. McMillan stalled the Ralt, but managed to resume, having lost about 20secs, still the leader by about 2secs from Robbie Francevic (Modus). The latter was almost immediately taken by Ross Stone (Cuda) when the Modus's engine roughened.

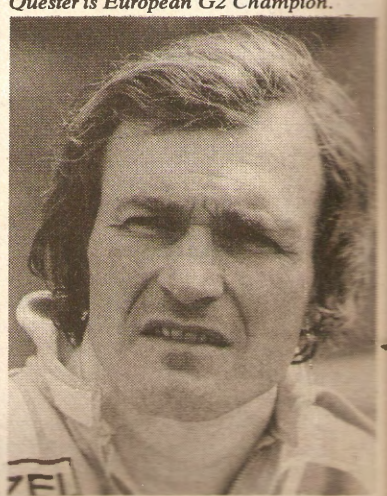
The only other starter was Norm Lankshear (Chevron B34), and he was never in contention. Melville made fastest lap of 40.3s, while McMillan was next with 40.5.

During practice for the race, Steve Emson (Modus) crashed when the throttle jammed open and the car struck some marker drums. Emson was admitted to hospital with two broken ankles, and the car was a write-off.

● Egg-on-Face Dept: The cancellation of the final round of the European Touring Car Championship, due to have been held at Paul Ricard last Sunday, produced a confusing situation in the championship points table. In fact, Dieter Quester is Europe's new Group 2 champion. In last week's issue we reported in error that the Belgian Luigi BMW drivers, and 1976 champions, Pierre Dieudonné and Jean Xhenceval had scored 129 points each to the 125 of Quester. In fact, the Belgians must drop the fourth-place points they gained at the Nürburgring, and this produces a totally different outcome to the series and a well-earned title for the Austrian Alpina BMW driver. Our final positions are still unofficial pending confirmation from the CSI:

European Touring Car Championship (final positions): 1, Dieter Quester, 125pts; 2, Pierre Dieudonné, Jean Xhenceval and Carlo Facetti, 119; 5, Martino Finotto, 107; 6, Eddy Joosen, 97; 7, Umberto Grano, 88; 8, Jörg Sigrist and Anton Stocker, 66; 10, Helmut Kelleners, 46; etc.

Quester is European G2 Champion.



correspondence

the editor is not bound to agree with readers' opinions

Information, please!

As a member of the organising committee of one of the rounds of the Sedan Products Open Rally Championship I feel that the article headed 'The Open: details' *(Special Stage,* October 27) cannot pass without comment.

First of all I would like to thank Sedan Products Limited for their sponsorship of what I am sure will be a very well supported championship.

For some time now the seven organisers have been meeting and much was thought to have been achieved, particularly on the regulations side. The Benson and Hedges Circuit of Ireland organisers submitted their additional supplementary regulations to the RAC and were told that, while these were satisfactory, the standard regulations for the championship had yet to be approved.

On the subject of points, I would suggest that the same points system be used throughout, as this would make it easier to follow. With regard to classes, it was thought that it had been agreed that the championship would be open to eight classes, not six, and why, at this stage, it has been felt necessary to change classes is beyond me. On the subject of Group 5 cars, I would point out that all these rallies are international and most of them are part of the European Rally Championship, which is for cars complying with FIA Appendix J Groups 1 to 4 inclusive. If manufacturers want to run Group 5 cars surely they are adequately catered for in the Castrol/AUTOSPORT Championship.

While the Benson and Hedges Circuit of Ireland Rally is happy to be part of the Sedan Products Open Rally Championship, we feel that it would be better if the organisers were given the information before seeing it in print.

BELFAST — DONALD GRIEVE, *Secretary of the Meeting, Benson and Hedges Circuit of Ireland.*

Stop weight-watching

What is the answer to this outbreak of chicanes and circuit-cropping? Is it really true that Formula 1 cars are too fast for some circuits? If things continue in the same direction, we could be reduced to Grand Prix slalom tests.

Surely the answer is to *increase* the minimum weight limit for Formula 1 cars. This would be beneficial in many respects. It would first of all obviously make the cars slower. Cars could also be built stronger, thereby improving driver protection in crashes, and probably make for improved reliability. The need for expensive, lightweight metals would also be reduced, thereby cutting costs as well.

And let's not hear any stupid comments about building heavier cars, and the problems they cause. Just let a few F1 team managers go and look at some of the heavier cars in international formulae, like the Group 5 BMWs and Porsches.

Maybe we can stop the rot. Let sanity reign!

LONDON NW2 — N. BEEHL

A new gulf

I have read with interest the views expressed regarding the modifications to Britain's premier championship, the ShellSport International, and for the first time feel compelled to put pen to paper.

Once again, a gulf has been created between British and European International racing with our unique championship. The ladder from Formula Ford to Formula 1 loses a rung at its most important stage, and top British drivers are forced to take on the Europeans on their home circuits.

Doubtless the excitement value of Formula 1 cars on our circuits is immense, but with such limited prize money numbers will inevitably be lacking, and without the makeweights of F5000 this will be even more evident.

With the exception of three teams the entrants of this year's championship have been ill-equipped both financially and technically to maintain a competitive Formula 1 car. Yet throughout the current season in club *libre* races fast and exciting Formula 2 and Atlantic cars have been run to their fullest potential on even the smallest of budgets.

A premier British championship catering for Formula 2 machinery would provide a competitive and useful formula in that young drivers could develop their talents on circuits they know before venturing into the full European championship.

Surely the potential of this championship is far greater than that of half a dozen Formula 1 cars driven inexpertly by drivers who found the going in the World Championship too severe.

CARDIFF — M. S. THOMPSON

A rally boycott?

This year's RAC Rally will be remembered as an all time low for British crews, as every foreign entry has succeeded in gaining a place in the main event and account for approximately 70% of the field. Thus the reserve list or clubmans section contains entirely British crews, which is somewhat surprising considering that selection, according to the regulations, was firstly on previous performance and then by ballot.

It has always been said that the British people let "sleeping dogs lie" but perhaps this is the time to take a stand against the RAC and apply pressure to obtain an explanation and rectify the situation in this year's and future RAC rallies. Unfortunately this may mean asking all RAC Clubs to participate in a marshalling boycott of affairs, otherwise who knows, next year's regulations for the RAC Rally may be printed in a language more suitable for the 100% dominated foreign entry.

SUTTON, SURREY — M. CLARKE

NB: The first paragraph above assumes that the four foreign crews in the first part of the reserve or clubmans list have gained entries to the main event due to approximately nine withdrawals by the time the provisional entry list was published.

A fair deal

As co-sponsors of the Castrol AUTOSPORT Rally Championship I feel that you should see to it that the spectators are given a fair deal. I have just attended the Castrol '77 and feel that the following points should be brought to your attention. 1, The absence of programmes at the start. 2, Only one listed spectator point is Davey which attracted a large crowd of approximately 500 people, when it would appear that all the other stage locations were common knowledge among a large number of people. 3, The Davey spectators stage consisted of a badly marshalled corner, the crowd marshals preferring to become spectators once the cars arrived, approximately 35 minutes late, and my final point the commentary which bordered on the 'who have we got here then?' variety for most of the time.

Otherwise a very good and enjoyable rally and I, for one, will be back next year.

DONNYBROOK, DUBLIN 4 — EDWARD FITZGERALD

Ooops!

Regarding your article *Pit and Paddock* (October 27) concerning Aintree as a possible venue for future Grand Prix racing. The driver/car combinations in your photograph caption were almost correct, John Surtees however was holding second place in a Lola-Climax not a Cooper. Clark, Surtees, Gurney, Mclaren. . . what drivers. They even used to stay on for the prize giving.

WATFORD, HERTS — R. D. WITHEY

Enough is enough

I think it's time everybody forgot about the incident between James Hunt and the marshal at the Canadian Grand Prix. After seeing a film of the crash with Jochen Mass and the incident with the marshal on *World of Sport*, although I don't condone James Hunt's behaviour, I feel the newspapers blow it up out of all proportion. (One newspaper even quoted that he knocked the marshal unconscious).

If it had been a lesser known driver it would probably never have been reported, so why don't the critics leave James alone and let him get on with the business of racing.

I hope that all James Hunt 'knockers' who saw the film on television noted that James and the marshal shook hands and laughed about the incident almost immediately after it had happened.

WEST MALLING, KENT — GILLIAN E. COOK

A fine idea

I seem to recall that a certain Mr Tyrrell, at one time, thought to put windows in F1 cockpits in order that fans could observe the drivers at work. This idea was subsequently dropped due to the lack of response among fans.

Mr Tyrrell now has another idea—one which I would not like to see go the same way as that excellent one. Any driver who is unwilling to turn up and collect his prize and utter a few words is despicable—and I make no allowance for any excuses whatsoever! If that does happen again then I would consider a fine of £10,000 quite in order.

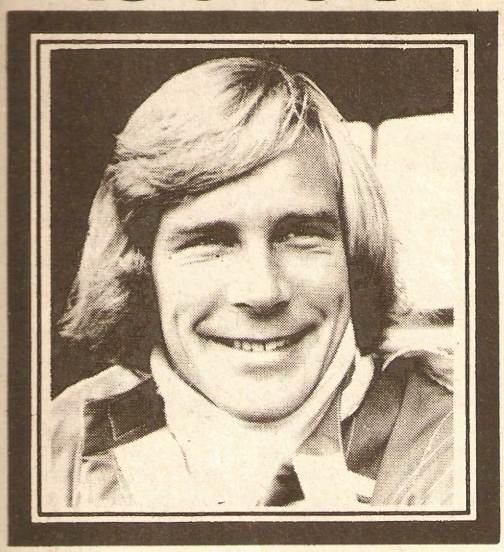
Whatever happened to sportsmanship?

EASTLEIGH, HAMPSHIRE — J. NUTH

Then as now?

Twenty-five years ago this week AUTOSPORT, (October 31, 1952) carried a full report of the Earls Court Motor Show which saw, among other things, successful debuts for the new Healey 'Hundred' series cars and the Standard Triumph's 2-litre sports car. Irish sporting trial fans will be interested to note that Wilbert Todd won the premier award at the annual Inter-Club Trial in Dundalk. Driving his Todd Special in 1952 Todd helped the UAC team to victory while 25 years later, in October 1977, Wilbert was again one of the men to beat at the STCC event in Lowes Quarry, Belfast. Todd finished third this time in his Honcord, his son Nelson having won the event! AUTOSPORT also featured a track test, by Sir James Scott-Douglas, of the superb 2.3-litre Gordini sports-racing car at Montlhery. Scott-Douglas was impressed with the breathtaking acceleration of the car—"from standstill to 100mph occupies under 20secs" he reported enthusiastically, maximum speed being around 150mph. These figures compare with those of today's Porsche Turbo: 0-100mph in 13 secs and a top speed of 155mph. (AUTOSPORT road test figures October 14, 1976.)

Just James



"It was a combination of the end-of-term feeling plus the fact that the pressure was off and everybody was happy that this was to be the last race of the season."

After my Canadian catastrophe, I spent the next few days hobbling around but, having had another good look at the shunted M26, I realise how lucky I was not to have broken a leg or worse. The deformable structure had really done its job well absorbing the impact, which must have been even greater than I imagined. The wrecked car has already been shipped back to Colnbrook to be rebuilt as a replica for racing car shows—the only salvageable piece being the engine. What with my ankle injury in the Superstars football event, I have been virtually off games since before the Italian Grand Prix. Surprisingly, my lack of training hasn't proved any sort of handicap.

It seemed hardly any time before we were off again, this time to Japan for the last round of the championship. It's a diabolically long flight to Tokyo, and we arrived exhausted. Two days of promotions—opening the new Marlboro Leisurewear shop in Tokyo and a GM promotion at the track—straightened me out, and by Friday out at Mount Fuji I was really feeling back in the groove.

The GP had the atmosphere of a club race: it was a combination of the end-of-term feeling plus the fact that the pressure was off and everybody was happy that this was to be the last race of the season. The meeting was robbed of any sense of urgency by the pit lane being so wide and long and really empty—they restrict passes properly in Japan! This is a sharp contrast to somewhere like Zolder, where the pit lane is a seething mass of people—very dangerous, but charged with atmosphere.

In the first practice I drove my old car chassis M26/1—the original tub which the boys had built up from components we carried as spares. The car suffered from power-understeer and didn't feel quite right even after we had fiddled around with the suspension and wing settings. Whatever we did, Mario Andretti was always a second or so faster, so I asked Alistair Caldwell to let me have a go in Jochen Mass's machine. Practice hadn't started on time, as there were no doctors or medical equipment available, so the two sessions had been combined into one long two-hour thrash, which gave us time to change the seats and pedals about. I liked Jochen's car much more than my own, but immediately felt the steering was lots heavier. Herman has been complaining about the steering on his car all season, and no one paid any attention, but I can assure you that if he complains with *his* muscles. . . .

Although I went quicker in Jochen's car, I still couldn't match Mario's pace, although with fresh tyres and a good tow I got within 0.16sec of his time. But it was a flattering lap, and on my own, later, I wasn't able to equal it—the Lotus was immensely fast. In the unofficial session, running full tanks, we realised we had a big tyre wear problem and were concerned that the rubber we had chosen wouldn't go the distance. Jochen found my car more to his liking—not that he had much choice—so everybody was happy, and once again I found myself sharing the front row with Mario.

In total contrast to last year, the weather was glorious. There wasn't a cloud in the sky and, surprisingly enough, not a trace of snow capping Mount Fuji. I made one of my better starts, and was happy to see Jody Scheckter in my mirrors—the Wolf had come up from the third row and I was pretty confident he would hold the others up, as Jody had had handling troubles all weekend. My Marlboro-McLaren was really going well, and my principal adversaries, Mario and John Watson, were already in trouble. Mario had had another shunt after a bad start. He had tried to go round Jacques Lafitte on the outside, their cars had collided, and Mario ran off the road with broken steering. Wattie had ruined a front tyre and was in

"The Japanese organisers had been very helpful, so I was disappointed to hear their reaction to our hasty departure; especially since they were aware of the problem from the outset."

gearbox trouble, so things were looking good for me.

The yellow flags for the Villeneuve/Peterson accident hadn't slowed the pace much, as most of the debris was off the track. The spectators involved were in a prohibited area, which is very out of character, as the Japanese are usually so self-disciplined and orderly. This was the last place I expected this sort of thing to happen. It was particularly sad that the marshal who died was apparently in the process of clearing people back behind the safety fences.

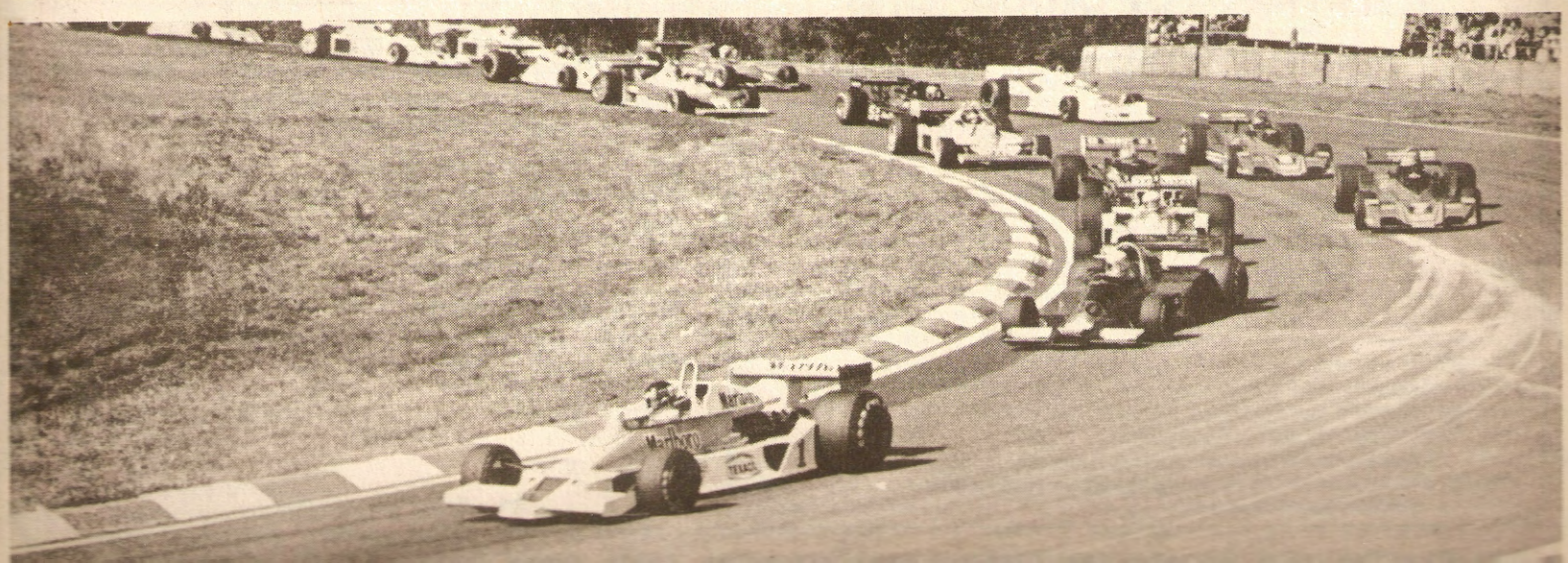
Driving at medium speed, I was able to increase my lead at a second a lap, and was delighted to see that Jochen Mass had moved up into second place. But just when it looked as if we had a Marlboro-McLaren one-two in the bag, Jochen's Cosworth development engine went bang!

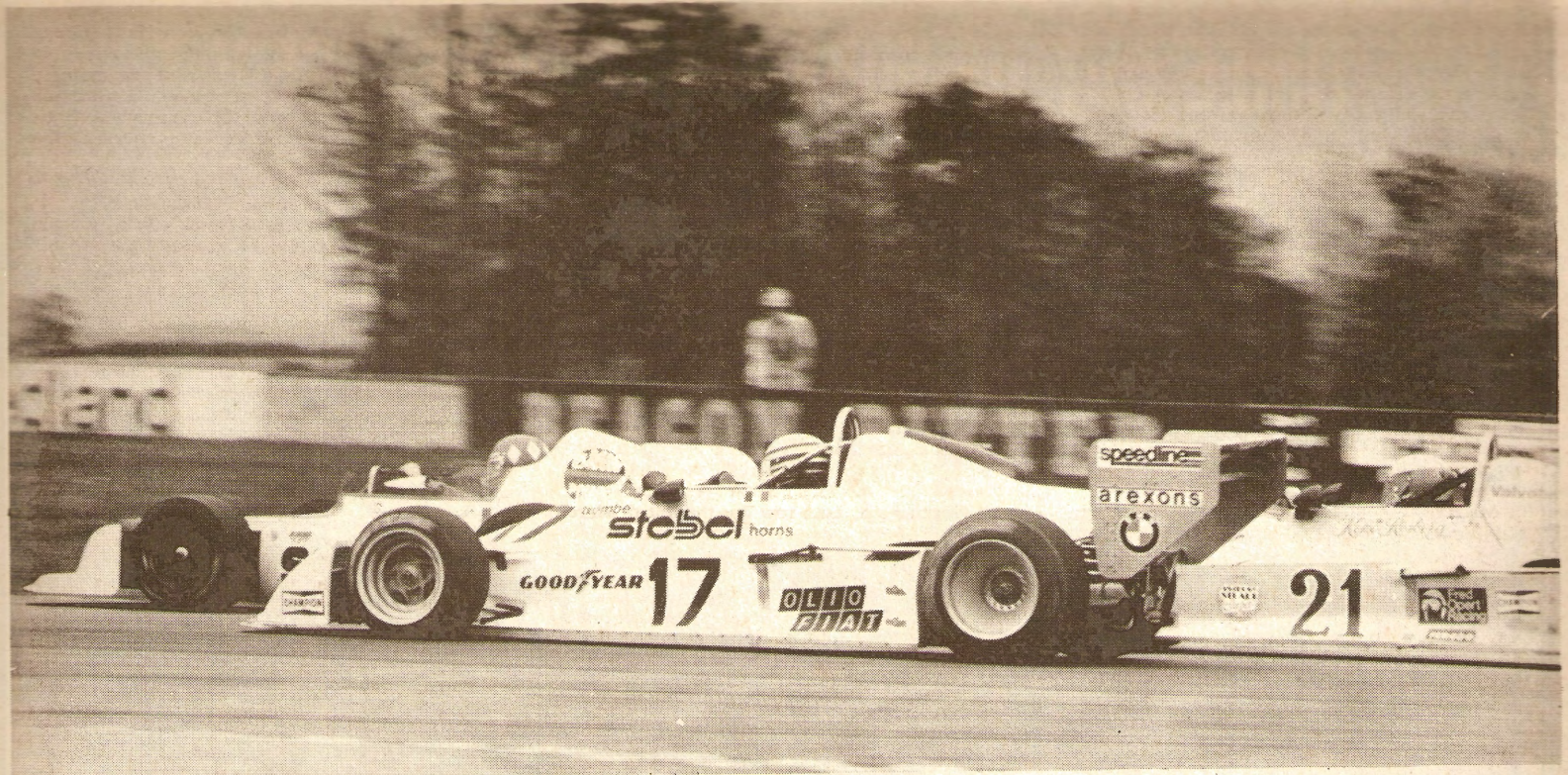
I had had some problem with steering vibrations from the beginning of the race which increased towards the later stages. A front tyre had chunked, which had put everything out of balance, and the steering wheel had shredded my hands. So it wasn't until I was literally within coasting distance of the flag that I felt in any way confident of victory—especially after all the last-minute disappointments this year.

Leaving to get to the airport after the race was a real problem. The track is over 60 miles from Tokyo, and the roads are blocked solid. We had asked the organisers to lay on a police escort to enable us to catch our plane, but for some reason they were unable to oblige, but had provided us with a driver who had his car waiting, ready to go, outside the circuit with orders to leave the minute the race was over. Most of the others had already left when I jumped out and legged it through the crowd out to the car—we managed to make the plane by the skin of our teeth. The Japanese organisers had been very helpful, so I was disappointed to hear their reaction to our hasty departure, especially since they were aware of the problem from the outset.

Very few people realise just how demanding it is to drive a Grand Prix car because of the G-forces exerted on the body. Niki Lauda broke a rib just practising for the Spanish Grand Prix, and on this occasion Jacques Lafitte slipped a disc in qualifying, and was bent double on race day. Jacques was very brave to race at all, and that fuel problem on the last lap when in second place was just too cruel.

James leads Scheckter, Mass, Watson, Regazzoni, Stuck, Laffite, Andretti, Hoshino, Reutemann, Nilsson and the rest in Japan.





Giacomelli wins the first corner, as Rosberg follows him through at the expense of Patrese in the latest Chevron.

Demonstration run

Giacomelli unbeatable in new March-BMW—Rosberg's Chevron a fighting second—Pironi's Martini third from Surer's March 772P—Patrese quick in latest Chevron—Fine drive by Sullivan (Boxer)—

Report: QUENTIN SPURRING—Photography: JEFF BLOXHAM

Every so often in the competitive arena of Formula 2, a car/engine combination emerges as the one to beat. Last Sunday's final round of the European Championship at Donington, organised by the Midlands Centre of the BRSCC, suggested that, next season, this combination could be March-BMW. Bruno Giacomelli's victory undoubtedly owed a lot to the benefits derived from many hundreds of testing miles completed with the winning car at this very circuit. But it inflicted a defeat which psychologically crushed the opposition, nevertheless.

Giacomelli—driving the 1978 March development chassis—was over a second faster than the fastest of the opposition during qualifying. He led every one of the 65 laps, and left his rivals behind at will. By the end of the whole demoralisation process, Bruno led home Keijo Rosberg's Chevron-Hart by almost half a minute.

The championship-winning Martini-Renaults were less effective than usual all weekend, but Didier Pironi finished in third place not far ahead of Giacomelli's team-mate Marc Surer, the Swiss driving his best F2 meeting to date having started his 1977 March-BMW alongside Bruno on the front row. Also producing his best-ever F2 form, Danny Sullivan drove the Boxer-Hart into a fine fifth place, ahead of the new champion, René Arnoux in the other Martini-Renault.

In cold, blustery weather, a crowd of 11,500 witnessed another British F2 race devoid of a battle for the lead, but it detracted little from Donington's big occasion, the first major international to be held at the Derbyshire circuit since 1938.

The overwhelming majority of the Formula 2 drivers were seeing the undulating 1.96-miles circuit for the first time, and that was very evident during qualifying. Although there were no incidents of a serious nature, there were spins on every corner as the newcomers established the limits of their cars and sorted them for the circuit. This was in spite of the fact that the track had been made available for unofficial testing on three days of the previous week. Oddly, many of the teams were still playing with gear ratios come Saturday.

Most of the teams arrived in Derbyshire on the Wednesday or Thursday, to find themselves at a massive disadvantage to March Racing. The Bicester company's star F2 man, Bruno Giacomelli, had done over 400 laps of development testing at this circuit during the weeks preceding the race, and, to put it mildly, he was in a class of his own. On the Thursday, he recorded his best ever lap at the track (1m 4.7s), and none of the other drivers practising on that day could get within 1.3secs of it.

Bruno's race car for this final round of the series was entered as a 772P, but in essence it was the promising new 1978 chassis, the 782. This has a number of basic design alterations, and the essential purpose is to redistribute the weight in order to make the car easier to drive. The 782 has identical track and wheelbase measurements as the P, but the driver sits 3ins further forward in a slightly wider monocoque, and the water radiator location is moved to the front. The 772P is a rather nervous car to drive, and Bruno finds the new model a deal more forgiving and easier to place. During both qualifying sessions—60mins on Saturday morning and 90mins in the afternoon—Bruno looked very much in command, even though a spin or two showed that he was still trying.

Donington's special anti-spray track surface seems to hold the morning dampness rather longer than elsewhere, and almost invariably it is significantly faster in the afternoon. This was the case last Saturday, and Bruno ended up with a pole position time just over a second ahead of the field. Which was thoroughly demoralised. . . .

For a while, it looked as though Chevron Cars had responded magnificently to the challenge presented by the latest model from March Engineering, for Riccardo Patrese's 1978 development model B40 was at first credited with a time only 0.15sec outside Bruno's. However, March Racing protested the time, and the Shadow F1 driver was relegated to the second row. This was very much the desired result of the March protest, because up alongside Giacomelli's Scaini-sponsored car on the front row of the 24-car grid came Marc Surer, having his maiden outing in the team's 772P. The Swiss, like his team leader, was impressive during qualifying, for the most part driving with impeccable smoothness. The performance of its 1978 team drivers made a victory for March and the latest works-prepared Rosche BMW engine seem inevitable.

For most of qualifying, Keijo Rosberg was second fastest to Bruno, however. As always, 'Keke' looked on the ragged edge at every corner, simply flinging his Fred Opert entered, Toshiba sponsored Chevron-Hart at the corners, and coming out in such wheel-twirling slides that those watching could not help but wonder at his car control. The latest-spec Hart 420R engine, rated at 295bhp, is marginally less powerful than the BMW units, but Rosberg's sheer tenacity produced a second row time nonetheless. Towards the end of both sessions, Keke ran out of fuel out on the circuit, and in the afternoon might well have produced an even better 'flyer'.

When he awoke on race morning, Riccardo Patrese expected to be starting from the front row; on arrival at the circuit, he found that his time (rather arbitrarily, it seemed) had had a full second added, which put his new Chevron alongside Rosberg's B40 on the second row. Patrese's regular Trivellato B40 was *en route* to Japan for next weekend's F2 race at Suzuka (see *Racecard*), and Chevron Cars took the opportunity to run the Italian in a development chassis incorporating many of the components to be used in next season's B42. The monocoque (2ins narrower, in direct contrast to the new March) and the front suspension geometry were B42, while the rear end of the car, apart from detail changes, was essentially B40. When the team arrived at Donington, the Trombe Stebel sponsored car had never turned a wheel; Riccardo lost a lot of time in both sessions thanks to a faulty batch of throttle cables, so his qualifying times reflected a creditable effort.

Bernard de Dryver produced a very professional performance here, and the Bang & Olufsen backed Belgian qualified the one-off Bill Gubelmann/Bob Gerrard owned, Bob Salisbury managed March fifth fastest; smooth driving once again was a key factor. The unpredictable Italian Giancarlo Martini, driving the only Scuderia Everest entry to turn up, missed much of the faster session when a gear selector fork securing pin sheared. Like many drivers, he had a series of problems with tyres, but Giancarlo caused something of a stir in the French camp. His Martini MK22 (which uses a V6 built in Lyons by Artur Bozian) was the fastest Renault-powered car in practice, as it had been last June at Mugello.

The Ardmore Racing team opted for local man Brian Henton when they chose a driver for the

ICI/Newsweek sponsored Chevron B40. After a troubled first session, in which the car lost fourth gear and was also oversteering badly, Brian got firmly in the groove in the afternoon, and at one stage he had qualified on the second row. The oversteering problem was partially cured by raising the front roll centre and stiffening the rear end of the car, for which the wider rear track is still preferred.

Later, Brian was bumped on to the fourth row, where he started alongside Didier Pironi in the faster of the two works Martini-Renaults. Didier had to win here to secure the runner-up place in the championship behind his team-mate, but after qualifying things did not look good for the French. Like all those who had been unable to test here apart from during the week prior to the race, the Martini drivers found themselves wasting valuable time playing with gear ratios, and they were in bigger trouble than most with their tyres in the cold weather. Without sacrificing straight-line speed, the Martini team could not get enough downforce on their cars to produce good tyre temperatures, and they struggled in both sessions. Midway through the first, Didier made things worse by damaging the rear of the car in an 'off' at Coppice, but the MK22 was repaired in time for the baby-faced Pironi to produce a time eight-hundredths better than his team-mate.

René Arnoux, the title already his and his mind directed towards Martini's Formula 1 programme, had the same problems with his MK22, and was obviously envious of the testing programme which had made Giacomelli's new March so effective here. A perennial hard trier, Arnoux gave the 310bhp V6 his all, but just could not get his tyres hot enough.

An indication of how much at sea was Ecurie Renault Elf is that, after qualifying, a longer fifth gear was fitted to both cars and tried in the race morning warm-up. Subsequently, they went back to the original ratios, and decided not to compromise. "We either have straight-line speed or handling", said Arnoux, "but if we try to get both it does not work". With nothing to lose, team manager Hughes de Chaunac decided to crank down Arnoux's rear wing for speed, and adjust Pironi's settings for handling.

On the grid, Arnoux was four-hundredths slower than Danny Sullivan, who qualified the Netherton & Worth Boxer ninth fastest. This was in spite of a high-speed misfire, which Brian Lewis's enthusiastic team could not trace. After the lean time they have had since the Henton victory at Thruxton, the American's qualifying times gave the Lewis team every hope of finishing the season on a high note.

The third March Racing 772P of Alex Ribeiro shared the next row with the singleton Project Four entry, Ingo Hoffman's Ralt, both having had problems during qualifying. Little Alex, determined to secure his reputation at the end of a miserable season in Formula 1, found himself stranded out on the circuit in both sessions due to electrical failures on his Caixa Economica Federale sponsored car, which he also found unusually twitchy here. Ribeiro, who has tested his F1 March at Donington, lost too much time thanks to his electrical problems to get the car sorted, but various suspension adjustments tried in the morning warm-up made him fairly hopeful on race day.

Hoffman, too, had the longest of faces on Saturday evening. Early in the first session, his regular Safari backed Ralt suffered a broken gear selector, and he reverted to one of the Ron Dennis team's three (!) T-cars for the rest of qualifying. However, Hoffman did not find the T-car's handling to his liking, and it was fitted with a different diff to that of his regular car, with which Ingo had tested at Donington a fortnight previously. The Brazilian was desperately unhappy with his 12th fastest starting place, but perked up a little on race morning when his own car went rather better.

Ingo was the sole representative of Project Four following Eddie Cheever's accident at the previous weekend's Group 5 meeting at Vallelunga, for the plans to get Ronnie Peterson behind the wheel of Eddie's car came to naught when SuperSwede had to honour a promotional engagement at Paul Ricard. Cheever, in fact, did consider coming to Donington to race following a successful operation to his injured hand on the Tuesday, but the medical advice was to stay at home. The 19-year-old American's runner-up place in the championship table was endangered only by an outright victory by Pironi, in any case.

Less than two-tenths slower than Hoffman was the impressive little Scotsman, Norman Dickson, whose professional approach put him higher up the grid than many of the established F2 hot-shoes with the Dicksons of Perth/Gleneagle Helicopters March 772. His Saturday afternoon time might have been even better had it not been for an oversteer problem, which was later traced to a broken rollbar support bracket. Sharing Norman's seventh row was the fourth March Racing entered car, the Levi's sponsored, Hart-engined 772 of Argentina's Ricardo Zunino, less than a tenth faster than Alberto Colombo in the Euroracing team's Sarea TV liveried, BMW-powered March.

Alongside the Italian came former Kauhsen driver Klaus Ludwig, having his first outing in the KWS-Freizeit team's brand new Koblenz-based Chevron-Hart. Klaus had to sort the car against excessive oversteer in the first session, but (full of enthusiasm for the car which he will race next season) he was eighth fastest in the morning, nevertheless. In the afternoon, however, he was one of several drivers who found themselves stranded out on the circuit with no fuel, and lost eight grid places as a result.

The wealthy young Frenchman Patrick Bardinon produced a respectable time with one of the two Maublanc Racing Services (Rillieux) March-BMWs, his practice untroubled compared with that of the man who shared the ninth row, the temperamental Italian Elio de Angelis. The Minardi team decided to leave their two Scuderia Everest Ralt-Ferraris at home on this occasion, but the young man who had impressed so much at Misano was invited by Pino Trivellato to drive his Dino V6 engined Chevron, the car with which Lamberto Leoni had won at Misano. Having lapped in 1:6.8 during testing, Elio missed a gear going into the right-hander at Red Gate, and badly damaged the left side of the car against one of the circuit's controversial walls. Because of the Ferrari engine installation, it was not possible for the team to replace the crumpled chassis with a new monocoque from the Bolton factory, so the Trivellato mechanics set to for all-nighters on Thursday and Friday. The appearance of the car come Saturday morning was a credit to the team's efforts, but naturally it was not handling too well. In the morning session, he had poor rear brakes and also lost time with an oil leak, and later in the day Elio could not get within 0.38sec of his earlier time. This was all the more frustrating because during the test sessions he had found the Chevron a far better proposition than the Ralt.

After more practice 'moments' than most, including an 'off' which damaged the front right corner of the car, Marc Sourd qualified 19th with Ecurie Norev's BMW-engined Martini MK19, just faster than Tiff Needell, making the transition from F3 to F2 with a certain amount of circumspection. The 1976 Grovewood Award winner—who celebrated his 26th birthday on Saturday—was invited by Fred Opert to drive one of the familiar blue Chevron-Harts (Gregg Young's regular car), and, with the permission of Unipart, accepted gleefully. He spent the morning getting used to driving an F2 car, and in the afternoon felt sufficiently confident to go for a time when the oil pump drivebelt broke, and he spent much of the session in the pit lane.

Another driver entering F2 from F3 was the newly crowned European Formula 3 Champion, Piercarlo Ghinzani. In the absence of Sandro Pesenti-Rossi, Ghinzani was put into the second Euroracing March as team-mate to Colombo, bringing along his Allegrini radiator additive sponsor for the occasion. Before one of his two Heidegger engines blew, he was an impressive 15th fastest in the morning session despite boiling his brakes. He was looking to improve on that in the afternoon when his other unit also blew, leaving him with no engine to use on race day. However, Jochen Neerpasch stepped in to help the personable Italian, and loaned the team one of the Paul Rosche engines which had been brought from Munich in the BMW van. Piercarlo (who also has personal backing from Martino Finotto) had taken an apparently wasted journey very philosophically, and the BMW gesture made him determined to respond on the Sunday.

Alongside Ghinzani was the third Ardmore entry, a brand new Chevron-BDX for Divina Galica. Divina—who shares the Donington outright and Group 8 lap record with Tony Trimmer—has a good deal of realism in her make-up, and did not expect to set the world alight: "Who am I to come up here and blow away the F2 aces? All these young bantams strutting around the pits know their cars like they were part of them. . . ." Wearing Divina's familiar Olympus livery, the B40 had been driven before only as the normal part of production procedure by Chevron Cars boss Derek Bennett, so it needed new ratios and a deal of sorting; in addition, the BDX suffered from a misfire at peak revs.

The back row comprised Kim Mather's Dinorben Arms backed Chevron B35 and Hans Royer's Opert Chevron. Mather, the holder of the Donington Formule Libre lap record with this car (1:8.7), went well over a second quicker and was delighted to have qualified, in spite of an oversteering problem, although the BDA-powered Chevron did not have the fuel tank capacity to go the full distance. The Jim Beam-backed Austrian was a little disappointing in the B40-Hart, the car driven this season by Wink Bancroft, although he had more than his fair share of tyre problems due to excessive understeer.

Nobody expected Ray Mallock not to qualify, but when the final times were announced there he was, kicking his heels and very disappointed. Ray was driving Iain McLaren's ex-Bobby Muir Chevron B35 under the Ardmore Racing/Offenbau Fritz banner. After practice, he wished that he had been able to send the car back to Bolton before the race for a checkover, because it handled like a dog, picking up a rear wheel in right-handers and generally not producing any traction worth the name. The Ardmore team stiffened up the front and softened the rear, but to little avail, and poor Ray could not get within 0.2sec of a qualifying time. He might have, though, had a broken throttle linkage not taken a big chunk out of his afternoon session.

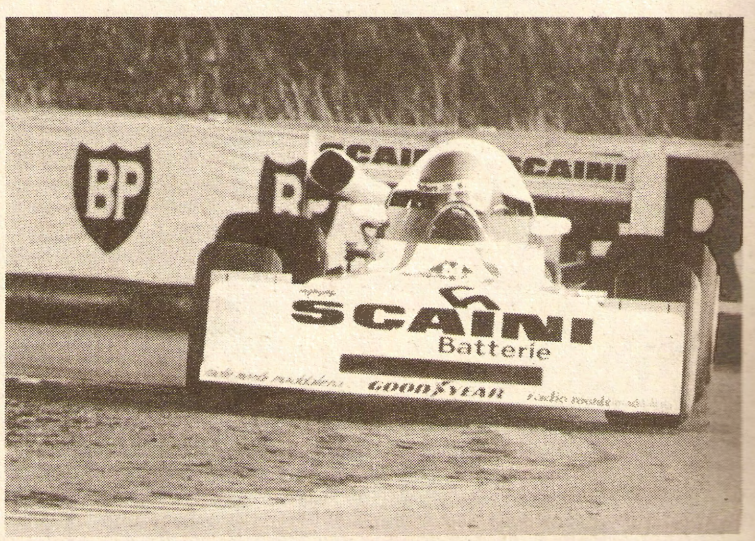
The second Argentine driver, Ariel Bakst, never really looked like qualifying the Nicheri Nestor Ralt, and had problems with his well-used engine to add to his woe. Another man with engine troubles was Alo

QUALIFIERS

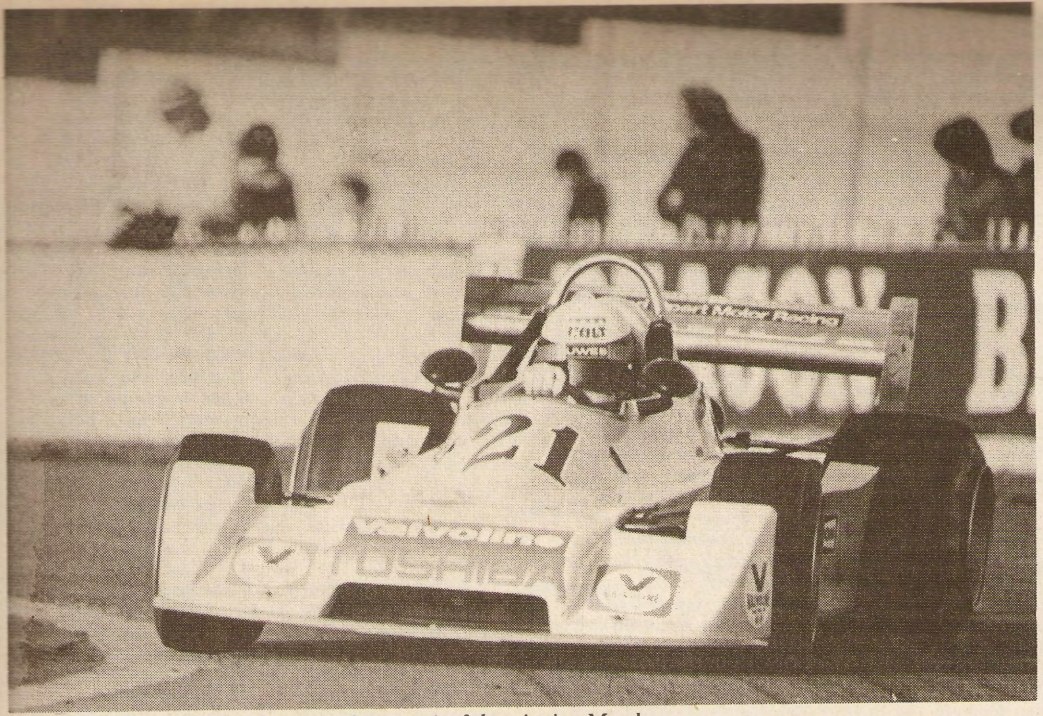
1.	Bruno Giacomelli	I	March-BMW/Rosche 772P/782	1:06.33		**1:05.00**
2.	Marc Surer	CH	March-BMW/Rosche 772P	1:06.47		**1:06.01**
3.	Keijo Rosberg	SF	Chevron-Hart B40	1:06.38		**1:06.06**
4.	Riccardo Patrese	I	Chevron-BMW/Rosche B40	1:06.57		**1:06.15**
5.	Bernard de Dryver	B	March-BMW/Mader 778	1:07.38		**1:06.16**
6.	Giancarlo Martini	I	Martini-Renault/Bozian MK22	1:07.02		**1:06.20**
7.	Brian Henton	GB	Chevron-Hart B40	1:08.42		**1:06.36**
8.	Didier Pironi	F	Martini-Renault/Gordini MK22	1:07.32		**1:06.38**
9.	Danny Sullivan	USA	Boxer-Hart PR276	1:07.35		**1:06.42**
10.	Rene Arnoux	F	Martini-Renault/Gordini MK22	1:06.70		**1:06.46**
11.	Alex Ribeiro	BR	March-BMW/Rosche 772P	1:07.77		**1:06.65**
12.	Ingo Hoffman	BR	Ralt-BMW/Mader RT1	1:07.04		**1:06.66**
13.	Norman Dickson	GB	March-BMW-GmbH 772	1:07.19		**1:06.84**
14.	Ricardo Zunino	RA	March-Hart 772	1:07.81		**1:06.89**
15.	Alberto Colombo	I	March-BMW/Heidegger 772	1:07.66		**1:06.97**
16.	Klaus Ludwig	D	Chevron-Hart B40	1:07.18		**1:07.00**
17.	Patrick Bardinon	F	March BMW/Maublanc 772	1:08.19		**1:07.07**
18.	Elio de Angelis	I	Chevron-Ferrari B40	1:08.06		**1:07.18**
19.	Marc Sourd	F	Martini-BMW/Mader MK19	1:08.78		**1:07.20**
20.	Tiff Needell	GB	Chevron-Hart B40	1:08.17		**1:07.35**
21.	Piercarlo Ghinzani	I	March-BMW/Heidegger 772	1:07.71		**1:07.36**
22.	Divina Galica	GB	Chevron-Ford/Swindon BDX B40	1:08.28		**1:07.50**
23.	Kim Mather	GB	Chevron-Ford/Richardson BDA B35D	1:09.14		**1:07.55**
24.	Hans Royer	A	Chevron-Hart B40	**1:07.70**		1:07.85

NON-QUALIFIERS

25.	Ray Mallock	GB	Chevron-Ford/Swindon BDX B35	1:09.63		**1:07.91**
26.	Ariel Bakst	RA	Ralt-BMW/Mader RT1	1:08.80		**1:08.09**
27.	Alo Lawler	IRL	Lola-Ford/Swindon BDX T462	**1:08.18**		1:08.26
28.	Carlo Giorgio	I	March-Hart 742	**1:08.85**		1:09.21
29.	Pierre Maublanc	F	March-BMW/Maublanc 772	DNP		**1:13.75**
30.	Adrian Russell	GB	March-Ford/Swindon BDX 762	**1:19.95**		DNP



Bruno's new March—on the pole by more than a second. The next second covered 15 cars. . . .



All Rosberg's fire was to no avail in his pursuit of the winning March.

F2 EUROPEAN CHAMPIONSHIP **13**
DONINGTON PARK

continued

Lawler, whose L&B Excavations Lola was driven well to a 20th fastest time on Saturday morning, and then let him down in the afternoon. Carlo Giorgio's Jolly Club Milan March-Hart is getting a trifle long in the tooth these days to make the F2 grids on a regular basis, and he was 1½secs off the qualifying pace after a whole series of practice dramas, including a broken gearbox. French hillclimb ace Pierre Maublanc missed the first session in its entirety, also with a troublesome gearbox, and in the afternoon his engine blew up in a major manner about 15mins into the session, which had to be stopped—Maublanc completed almost a lap right on the racing line, with oil simply pouring from the back of his March.

The final non-qualifier was Adrian Russell, on this occasion driving the Roger Heavens March which he hopes to race next season. Adrian's weekend was not a happy one. The engine blew after only six laps of testing on the Thursday, and on Saturday morning he damaged the front of the car very heavily when he lost it going into the Old Hairpin.

Disappointingly, there were seven non-arrivals. Geoffrey Brabham could not get enough money together to race the Ralt as he had hoped, and after its failure at the Brands G8 meeting a fortnight earlier, Tony Rouff's engine could not be repaired in time. Jimmy Mieusset had shunted the second Norev Martini, and the Fritz Lochmann Ralt of Freddy Kottulinsky did not arrive, either. The other three non-starters were the two Everest Ralts and the third Ecurie Renault Elf Martini, for which no driver was arranged after all.

A feature of practice was the way in which the F2 drivers tackled the circuit, many taking uncompromising advantage of the lack of kerbing on the corners, with the result that a lot of mud was thrown on to the track itself; surprisingly, probably the worst offender here was Brian Henton. Many of the leading drivers were hot in their condemnation of the safety facilities, proclaiming the walls to be unacceptably dangerous. Quite why they should be considered more dangerous than the unsightly armco barrier, which is also designed not to 'give' under impact, escaped many people. But nevertheless we can expect a fuss to be made about the walls before the F2 circus comes to Donington again.

RACE

Although it is hardly the adjective anyone would normally use to describe Tom Wheatcroft's delightful parkland circuit, on race morning Donington was nothing if not *bleak*. The place was disfigured by a biting-cold wind, and our prayers that we should be spared the additional discomfort of rain were fervent indeed. Happily, they were answered. The gloomy clouds scurried past overhead, to pour cold water on enthusiasms elsewhere. The race morning warm-up passed without serious incident, and the qualifiers lined up in a dozen neat rows, the foremost far and away the neatest as far as March Engineering's Robin Herd and BMW's Jochen Neerpasch were concerned.

As the cars set off on their final warm-up lap—as if less than two miles would suffice to get the tyres hot this day—Bruno Giacomelli's engine would not start.

The instant the back row had passed by, a March Racing mechanic was scampering across the track to Bruno, slave unit clattering along behind. He had the pole man fired up as the rest of the field was disappearing into Red Gate, and Bruno set off in pursuit, weaving his way through to his rightful place at the front. He arrived back at pole position after a slalom through the last few cars, stationary on the grid, and came to rest just as the red light flicked on. It was the nearest he came to losing last Sunday afternoon.

As the light changed to green, Bruno eased the 782 to the front, but his team-mate, Surer, gave the 772P too much, and spun the rear wheels. Patrese and Rosberg made clean starts from the second row, but Bruno had it after the 300yds drag down to Red Gate. Behind the Scaini March, Rosberg got the nose of the blue Chevron inside the tail of the white one and, although Patrese held on as best he could, the determined Finn had the better line coming out of the corner. The pack jostled spectacularly for position behind, and as they completed the first lap, not much more than a minute later, Bruno flashed past already with several yards on Rosberg, Patrese, Pironi, Martini, Hoffman and Arnoux. Surer's poor start left him down in eighth place just ahead of Sullivan and de Dryver.

Hoffman had made an electrifying start to the race, passing six cars off the line, but he was already in trouble. At the end of the second lap, the unlucky Brazilian was in the pits with a broken fuel injection trumpet.

On the third lap, Bruno already had 50yds on his pursuers, but Patrese was not letting Rosberg get away with the first-corner manoeuvre, and Pironi, also well into the action after a rapid getaway, was reeling in the two Chevrons. On the seventh lap, Arnoux got by Martini and set off after his team-mate.

A lap later, Pironi was close enough to Patrese to mount an attack, and he used the superior power of the Gordini-Renault to drive past the Chevron on Starkey's Straight. However, Riccardo, according to Didier, "wanted to make a war," and tried to get back round the outside of the Martini going into the chicane at Park. Pironi's rear wheel rode up over the top of Patrese's front, and the Martini bounced up in the air. It came down with enough force to bend something in the rear suspension, and from that moment Pironi was grappling with oversteer in the corners. Patrese, meanwhile, fought to control the development Chevron, and lost out to Arnoux under acceleration on the exit of the corner.

At ten laps, Giacomelli looked superbly confident, with 5secs in hand over Rosberg, although the Finn's tyres were now good and hot and the Opert car was working well, two wheels on the grass exiting all the corners. Pironi and Arnoux, the champion putting pressure on the pretender, followed another 3secs back, just ahead of Patrese and Surer, the latter having recovered well from the earlier delay. Next came a train of four cars, Sullivan (the Boxer very good under braking) having just passed Martini, with de Dryver and Henton in tow. Dickson was just behind, busily engaged with de Angelis, the blue Chevron charging hard from its lowly grid position. Zunino had been involved with these two, but on the ninth lap he made the first of two stops for a fresh left rear tyre. The Argentine driver had been tapped from behind on the opening lap, and the left rear corner had apparently been deranged, causing excessively rapid tyre wear.

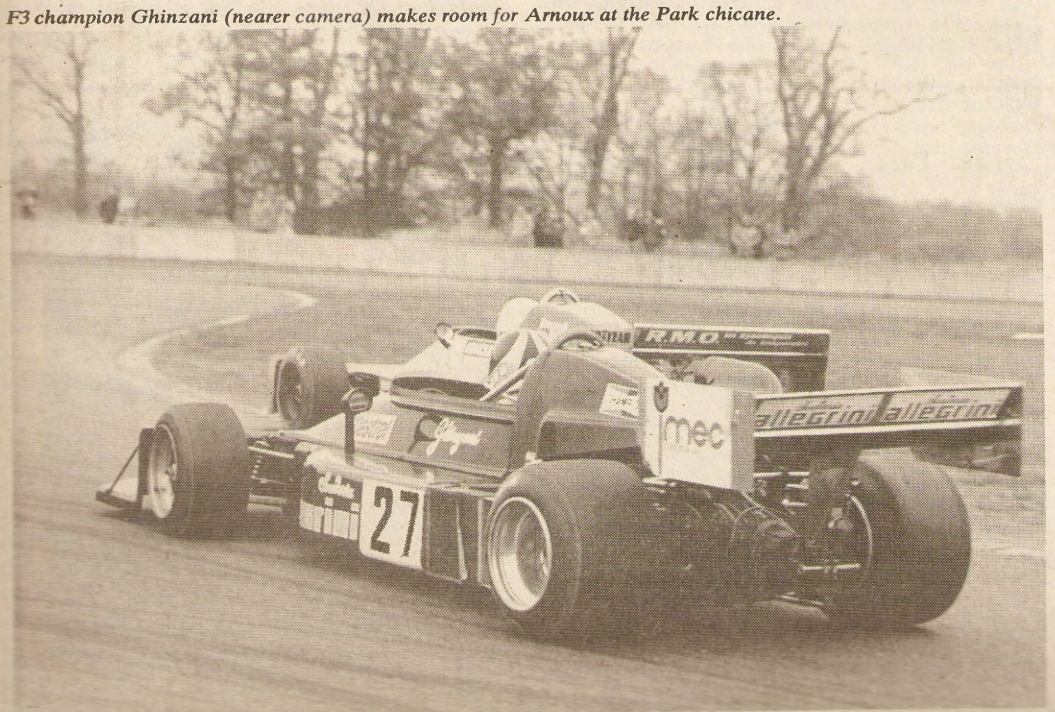
Next on the road—13th—was Needell, going immensely well. However, on lap 12 the second Opert Chevron was in the pit lane, and Tiff posted the first retirement: the engine had dropped a valve. It was the end of a promising, if brief, debut, which would surely have ended in a top ten finish.

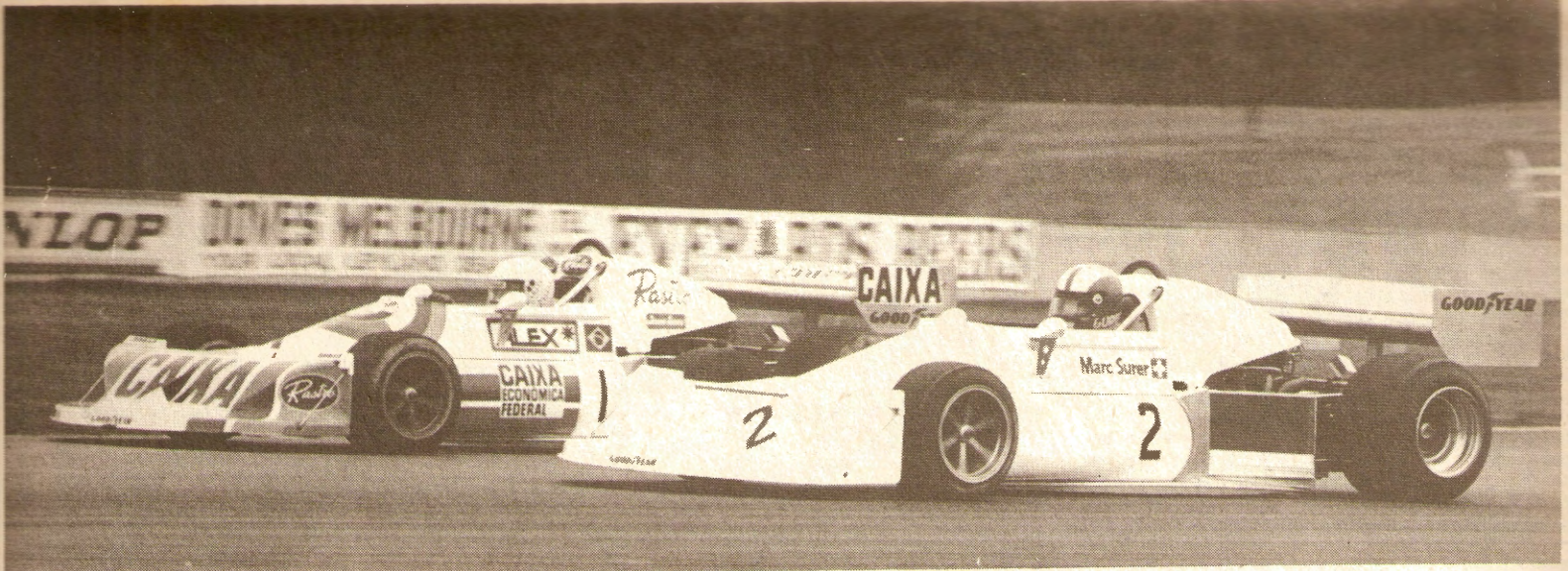
Hoffman rejoined but lasted only until the 15th lap, when his engine began to overheat; then Ingo found water spraying about from a leak somewhere in the system. He stopped at the pits and called it a day, disgusted with the bad luck which had dogged him all weekend.

By lap 20, Rosberg had settled into what was obviously a hopeless chase of Giacomelli, whose lead was now the length of the Wheatcroft Straight. The Finn's second place looked fairly secure, for the Chevron was pulling gradually away from the two Martinis, which were engaged in a Gallic duel all of their own. Arnoux's car seemed to be marginally faster round the lap, but René ruined his chances when he tried to outbrake his team-mate going into the Park chicane, locking a front wheel and flat-spotting the tyre. The car's handling was badly affected, and Arnoux fell away from Pironi to come once more into the clutches of Patrese and Surer. On the 24th lap, the Swiss went past the Italian to lead the attack, and was surprised when Riccardo did not fight back. He was headed, in fact, for the pits.

As early as the second lap, Patrese's car had suffered a ruptured clutch fluid pipe, and he had to drive without a clutch. This soon had its effect on the

F3 champion Ghinzani (nearer camera) makes room for Arnoux at the Park chicane.





Above: Ribeiro is lapped by his impressive team-mate, Surer, during the latter's first race with the 772P. Below: Sullivan drove a fine race with the Boxer.

F2 EUROPEAN CHAMPIONSHIP **13**
DONINGTON PARK

continued

gears, and Riccardo lost the use of second and fifth. Even with only two cogs, he was still able to keep up with the Martinis, but when he found fourth gear also unavailable he had no choice but to retire.

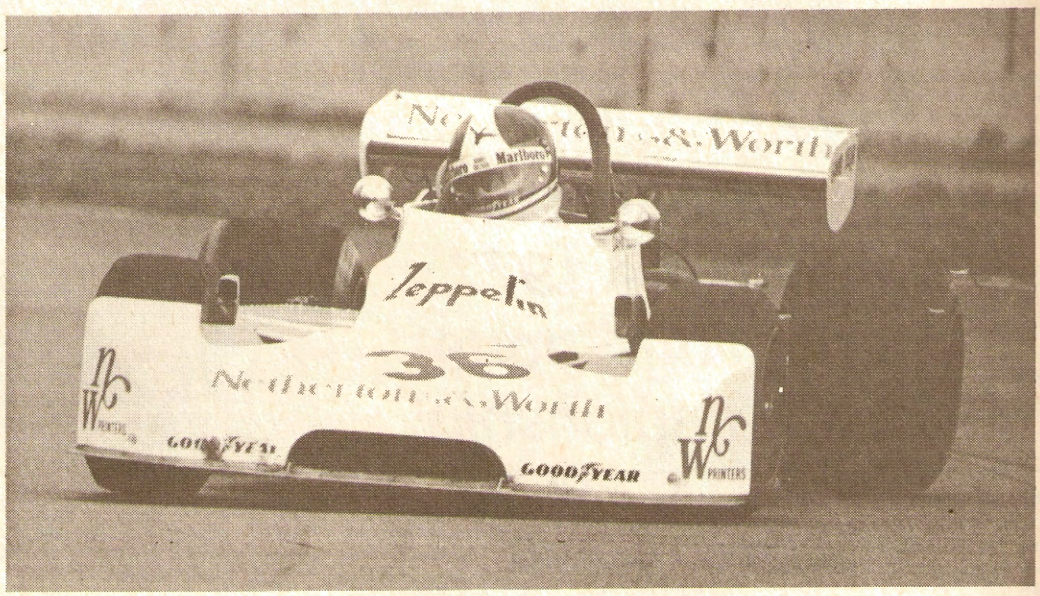
This lifted Sullivan to sixth place, and, as Surer reeled in Arnoux, so the Boxer closed up on the virgin white March. Having got past de Dryver on the 18th lap, Henton was seventh but being dropped, the ICI/*Newsweek* B40 still oversteering. Behind, Martini had also been passed by Dickson, but on lap 30 the Italian tried to repass him at Park. With Dickson unable to do anything about it, the Everest Martini drove into the right side of the orange March, knocking Dickson's rear wing askew and digging a sizeable dent in his monocoque. Norman collected it well and continued, but Martini spun to a halt and then headed to the pits and retirement, his nosecone damaged and the radiator leaking copiously. Following the Italian into the pit road came de Dryver, with lubricant leaking on to his rear tyres from the fuel metering unit; his mechanics rectified the fault and sent him on his way, but the Belgian's hopes were at an end.

All these incidents left Ribeiro in ninth place at half-distance, temporarily splitting the Dickson/de Angelis duel. Alex-Dias had missed a gear at the start and the Caixa March was overwhelmed by the pack, completing the first lap in 20th position. Struggling to make up the lost nine places, Ribeiro had tried to outbrake Ghinzani at the chicane, and hit him. The works March got punted into the air and, like Pironi's Martini, upset its handling on landing again. For his part, Ghinzani got his nosecone damaged for his pains, and thereafter struggled with a badly understeering car. At halfway, the F3 champion had just been lapped by the flying Giacomelli, and was running in 12th place behind Colombo.

Giacomelli went serenely on his way, and Rosberg spectacularly, with a car whose handling was now unpredictable. Pironi established himself firmly in third place around 9secs down on the Finn, unable to reduce the gap because of his Martini's upset handling. All eyes now were on Arnoux, who was coming under ever-increasing pressure from Surer and Sullivan. Surer—whose earlier efforts had been hampered when his vision was impaired by the clutch fluid coming from Patrese's car—made several runs at the champion, who slammed the door every time. He finally scrabbled past on lap 48, however, and the March now left one Martini behind, pulling out several yards straight away as it chased, vainly but gamely, after the other one. Arnoux soon found his mirrors full of Boxer. Despite his top-end misfire, Sullivan was driving beautifully in by far his best F2 performance to date. On lap 55, the American was through into fifth place under braking for Coppice, and René was peering into his mirrors to see who was going to come at him next. But Henton was too far behind, driving a lonely race.

With ten laps to go, then, Giacomelli was still easing towards an inevitable victory, and neither Rosberg in second place nor Pironi in third were under any real pressure. Surer was fourth and being chased for all he was worth by Sullivan, although the seven laps spent getting past Arnoux had made the task an impossible one. Arnoux, in sixth place, was the last man not to have been lapped.

That was how it stayed. Bruno, beaming with delight, won his third race of the season by a huge margin by F2 standards, almost 28secs, while Pironi was 17secs behind Rosberg by the flag. Despite braking problems towards the end, Surer closed to within 3½secs of Pironi (who was running out of fuel on the last lap) and, like Sullivan in fifth place, had driven the best F2 race of his career.



Henton, in seventh place behind Arnoux (who took the flag in the pit road), just missed out on the points, his B40 feeling a little better as the race wore on and enabling him to keep ahead of Ribeiro. Dickson persevered with his March and finished ninth, well clear of the stricken Chevron-Ferrari of de Angelis, although the Italian had been able to mount a strong challenge to the Scotsman. Their long and entertaining dice, however, was broken up by Pironi when the Frenchman came through to lap them, and Elio was never able to get close to Dickson again having lost fourth gear.

Behind the Trivellato driver, Ghinzani struggled into 11th place ahead of Royer and Colombo, who spent the last few laps droning round to finish, stuck in fifth gear. Classified 14th—and very pleased about it—was Mather, who had driven very neatly and without getting his B35 in the way.

Divina acquitted herself well enough on her debut, dicing with the likes of Bardinon (who retired from 14th place when his engine blew) and Royer before making a stop on the 13th lap for a new battery. Later, she also had a spin coming out of Park, but was classified 15th. De Dryver, whose pitstop cost him four laps, and Sourd, who made a couple of pitstops (first with a loose battery connection and later with a deflating rear tyre), were the last finishers.

Zunino had another stop for a new left rear tyre, and when the time came for a third he decided to call a halt. Ludwig got as high as 15th while dicing with Sourd and Ghinzani, before losing time up the Park escape road; he then retired due to a fractured oil union.

It had not been the greatest of races and, although there were 17 cars running at the end, many of them were struggling. But the event produced plenty of dices which, although not involving a dispute for the lead, showed an appreciative crowd the kind of racing which Formula 2 can provide.

Still, the spectators like best to see a battle for the lead, and all the time there was the feeling that the man from Brescia could have won by a minute if he had wished. Who will challenge the March 782?

First Donington Park BRSCC Formula 2 Trophy Race
October 30
65 laps—137.22 miles
European Formula 2 Championship, round 13

1, Bruno Giacomelli (March 772P/782), 1h 12m 40.35s, 103.22mph;
2, Keijo Rosberg (Chevron B40), 1h 13m 8.04s;
3, Didier Pironi (Martini MK22), 1h 13m 25.36s;
4, Marc Surer (March 772P), 1h 13m 28.88s;
5, Danny Sullivan (Boxer PR276), 1h 13m 35.35s;
6, Rene Arnoux (Martini MK22), 1h 14m 4.05s;
7, Brian Henton (Chevron B40), 64 laps; 8, Alex Ribeiro (March 772P), 64 laps; 9, Norman Dickson (March 772), 64 laps; 10, Elio de Angelis (Chevron B40), 64 laps; 11, Piercarlo Ghinzani (March-BMW/Rosche 772), 63 laps; 12, Hans Royer (Chevron B40), 63 laps; 13, Alberto Colombo (March 772), 63 laps; 14, Kim Mather (Chevron B35D), 60 laps; 15, Divina Galica (Chevron B40), 59 laps; 16, Bernard de Dryver (March 778), 59 laps; 17, Marc Sourd (Martini MK19), 58 laps.

Fastest lap: Giacomelli, 1m 6.19s, 106.42mph (establishes record).

Retirements: Patrick Bardinon (March 772), lap 49, engine; Ricardo Zunino (March 772), lap 40, handling; Giancarlo Martini (Martini MK22), lap 31, overheating (accident damage); Riccardo Patrese (Chevron B40), lap 25, gearbox; Klaus Ludwig (Chevron B40), lap 18 broken oil union; Ingo Hoffman (Ralt RT1), lap 15, overheating; Tiff Needell (Chevron B40), lap 13, oil pressure.

Championship positions: *Racecard.*
Supporting races: *Sportscard.*

Tom Wheatcroft greets the winner of Donington's most important race since 1938.

At the races' on the Scottish back in June.

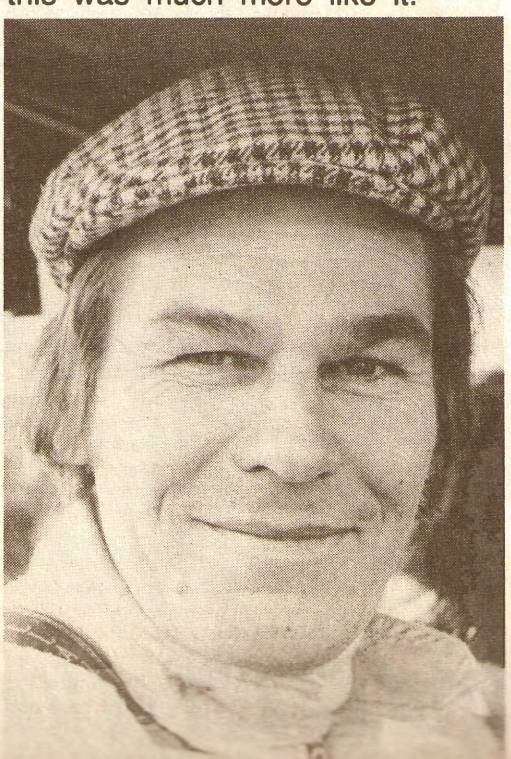
The sporting life

It's easy for some people to make up their minds about John Taylor. Others are not so sure. Will he manage to fulfil the aims he has set for himself or did he never stand a chance? PETER NEWTON visited him in Kent earlier this year, looking for the answers.

Whatever is said about John Taylor, precious few of us have been able to remain indifferent to his presence in our midst. Rallycross and rallying are two jealously guarded, highly specialised spheres of interest into which John Taylor has forced his way, and his exploits alone stand on their merits as the subject of far-ranging discussion. Yet John Taylor has achieved far more than mere merit. He has involuntarily created a vast entourage of 'followers' who can broadly be split into two groups or categories: Category A are absolutely convinced about John Taylor; absolutely convinced that he never appeared likely to make the grade in rallying and furthermore never *will*.

Category A's also have a colourful array of rather more disparaging comments with which to adorn their theories. Category B contains the unconvinced. Should you be a self-confessed B, you may also find that your curiosity to discover more about the 'real' John Taylor is thoroughly aroused. I'm in Category B and should I need a valid excuse for membership, then I would say that John Taylor has not yet succeeded in finishing a sufficient number of rallies for any objective remarks to be made on the subject of his prospects. When Taylor says that he's probably the fastest British rally driver of the moment, besides Russell Brookes, it should then be easy for anyone still clinging onto the fence to decide which category they belong to. . . . I'm still in Category B. It was obviously time to jump into the car, brave the interminable hor-

"Stuart Turner announced to 26 of us—'over there is a left hand drive car, and over here a right hand drive car. There won't need to be any excuses; the clock will tell me exactly what I want to know'. . . this was much more like it."



To relax away a summer's afternoon, among the flowers in the garden of his rural 'local', listening to him discuss farming methods above the soporific drone of bees, crickets and other exterior patrons of the Pepperbox at Ulcombe is to experience an infinitely preferable alternative to Soho's breathless humidity. The afternoon sun beats down luxuriantly, and the Weald of Kent, spread out before the eyes, glows and sparkles with the rich warm colours of a pastoral English countryside. Here lies some of the most highly prized farming land in Western Europe and here too lies some of John Taylor's property.

As an international property owner, John feels the stifling nature of our taxation system as keenly as any City or industrial bureaucrat; the strangling of individual initiative and the dilution of determination through lack of incentive and/or reward. Initiative, determination and ambition are three of the primary factors which motivate John Taylor. They are ideals by which he holds great store.

How much time does he spend on other business? "About eight hours per week" he replies nonchalantly and continues to venture erudite and concise remarks on the decline and fall of western economies and systems of political suicide. . . . John Taylor, it seems, will not fulfil himself on the land; at least, not yet.

Although our revered legal system functions along opposite lines, many institutions in daily life work on the principle of 'guilty until proven innocent'. When John Taylor, as a hard bitten European Rallycross Champion, decided to rise to some domestically dangled bait and take up rallying (his first really serious attempt was on the Lombard RAC in 1974) Category As (there were plenty, even then!) gathered to voice their disparaging remarks. When they discovered that this 'poor relation' not only had opinions,

processes and no fear whatsoever about voicing them, the 'A' ranks swelled dramatically. He was (and sometimes still is!) variously described as immodest, bull-headed, aggressive, intolerant, and over-ambitious. His efforts, they said, were doomed to fail. But I now feel sure they underestimate the man, and omit to analyse form, both past and present—something to which John Taylor applies himself with keen perception.

In the past nine months Taylor has amassed more accidents even than Vatanen did last year, without ever achieving the spectacular results and speed which Ari attained, so what possible reason could one have for suggesting that Taylor is being underestimated? It's well worth talking to him so as to have that question answered, and he is never short on any verbal communications besides excuses. John is every bit as critical and analytical of himself as he is of others.

Taylor is a controversial figure for so many different reasons. Battered physically, but not bowed, you watch him at work; authoritative, thoughtful, a decision-maker. When he becomes aware of your presence in the background, a slow wide smile spreads across the open face—a journalist has arrived, so he *must* try to make an effort with the PR! Indeed it's as a journalist that one first comes to appreciate his openness. John will discuss almost anything and everything to do with a sport in which he's involved. This discussion is undertaken with frank, incisive and opinionated remarks that make some individuals' embarrassed 'politics' and verbal 'no-go areas' totally laughable. John admits he's opened his mouth too often and too much in the past, but he's never afraid to venture an opinion, and in this sphere alone he *has* to be a journalists' friend. Ask him about mechanical things, about driving techniques, mental fatigue, or simply the abilities of other drivers and John Taylor will probably find the time to answer you; warming to his subject all the while. He is not afraid to talk to anyone—it's so easy to understand why some find him abrasive and arrogant. In speaking one's mind it's a simple matter to ruffle feathers, but Taylor has at least thought hard about what he says before he says it.

The son of a Royal Naval Commander and grandson of an Admiral and MP, John's early life was spent in Bermuda, where he still has extensive property interests. A successful career as a national hunt jockey ended with a year in hospital and a broken back. He never goes near horses now, preferring the golf course where he plays a scratch round—although occasionally resorting to a handicap of one or two. Looking back on the days of horse racing he remembers it with considerable affection. "I didn't understand PR in those days. It wasn't necessary. As soon as you move into cars you automatically get into politics. In horse racing the Stewards of the Meeting were like Gods—all powerful. The cameraderie among jockeys was fantastic, it's something you don't often find to the same extent in motorsport. We learnt our lessons the hard way, but the friendship and the satisfaction were worth all the 'groundings'—it's much more dangerous than motorsport you know!"

John took up rallycross in 1969 after watching it on television and being convinced that not only could he do better, but that its promotional possibilities were excellent. In July of the following year and after a few outright wins in an ancient autocross Volvo, he received an invitation to a Ford test day at Weeford where he met Stuart Turner for the first time.

Turner made a lasting impression: "Stuart announced to 26 of us—'over there is a left hand drive car, and over here a right hand drive car. There won't need to be any excuses; the clock will tell me exactly what I want to know. . . .' I thought that my day had really arrived. Here was a straight-talking man after my own heart. Coming from horse racing, where you stand or fall entirely by your results, this was much more like it". Needless to say, John was offered a works car for the winter season, and on his own behalf, approached David Haynes (Haynes of Maidstone) for additional assistance. The seeds for success had been sown.

Looking back on it all now, gazing momentarily at the phalanx of cups ranked in depth upon every available horizontal space in the room, John can smile at the reminiscences. "I dragged myself around Europe for nearly six years, did most of the graft myself; it was a hard slog and it wore me out, killed my enthusiasm even though I won everything that could be won until Porsches and Stratoses with inferior drivers made it irrelevant. In any case Ford themselves lost interest during the latter part of '74 so the writing was really on the wall. Too much bumping and boring, bad for the image".

During those years John brought a new level of professionalism to rallycross which helped to change the face of the sport. Applying brainpower to the problems of traction from a standing start, gear ratios, lines through corners, tactics during qualifying rounds, etc, often left the opposition as much as two days behind the Haynes Escorts. But John already had his mind set on other possibilities, and when in '72 he was asked to carry out extensive testing of Escorts at Bagshot prior to the RAC Rally that year, he thought ever more seriously about them. "I remember Roger (Clark) told me then that it would take me four or five years of hard graft and experience to become a good rally driver; and how right he was. I've only had about two full years so far, even though I reckon I've got a lot more international experience than most".

At Bagshot, Taylor found that once he knew the roads, he was actually able to lap the 'circuit' quicker than Roger himself. Under no illusions as to its significance but nevertheless encouraged, he knew that he was at least capable of producing the necessary speed. But commitments to rallycross prevented him accepting the challenge of that open avenue into Boreham, the Mexico series—so he returned to the circuits, an activity which in the eyes of the purists was now very much tarred with the same brush as drag racing—a gorilla sport for lesser talented rock apes. That year ('73) the Haynes Escorts carried all before them in Europe, winning the championship with insolent ease but gaining John comparatively scant recognition for his efforts.

Donegal—pace notes remain a problem area.

Rallycross celebrations.

"I'm all in favour of an international open championship, but why can't it include events in Europe? I think there should be legislation formulated to stop British drivers competing over the same tracks week after week. Our own little 'superstars' don't necessarily win foreign events."

His mind was already made up, the next project had to be the RAC Rally in 1974. Though he had competed and retired from the Jim Clark back in '72, the RAC was to be the first real test of John Taylor the emerging rally driver. "Three weeks before the event I went out one night to test the lights—and went off on a vast patch of dung at a country crossroads. Once again the Haynes bodyshop came to the rescue, even if it was a bit of a 'Fred Karno' job in the time available."

The memories of that RAC Rally will undoubtedly remain with him a long time. "Everyone was taking bets on where I'd go off. It made me even more determined, but God, *was* I green; mentally burnt up completely after the first day and we hadn't even been *near* a forest. That night in the dark and the black ice of Wales I was so slow and hopeless that I almost gave up, but we struggled back to York in 23rd place! Julian (Chitty) was so certain about the way things would turn out that he hadn't even plotted the second half of the rally, and we were staying at Selby—30 miles from the restart!

"Things had stopped jumping out of the trees by then, but I made a mistake by not cleating over a hub nut properly, and on the final stage of the rally, at Wykeham, the wheel and halfshaft left the car. Mike Brown and Ted Cowell, our service crew, got us going again and we did at least finish the rally. At one point in Scotland, we were 11th. It was a start."

A start that personally cost him well over £1000, but then he regards that type of expenditure as money well spent in terms of experience gained, and John has never been afraid to spend his own money in order to achieve the necessary background as an adjunct to success. "You don't often get something for nothing, and this world owes you nothing. You've got to make the best of what you've got."

Novel lines on the Welsh! Special stage itself is situated in the foreground. . . .

The sporting life

continued

These days of course one is talking to a rather different John Taylor. More relaxed, less histrionics though certainly no less self-assured than in years past, John now acknowledges the importance of mental attitudes to rallying. "I don't think I've ever driven 100 per cent flat out in a rally car until this year. I don't think I've shot either to prominence or to notoriety; with me, the driving has *always* been there. People were surprised by my inclusion in Ford's B(!) team for the '75 RAC, but in this country I reckon only Russell is quicker than I am."

Arrogant? He admits that his accident record of late has hardly been a paragon of virtue but firmly attributes it to lack of experience, pushing too hard too soon, and what he delicately refers to as his 'cockpit problem'. John's on-event dialogue with his various co-drivers is something which many of us would probably love to listen to. He sums up the problems succinctly. "I don't suffer fools gladly, but providing I know the fellow next to me understands *his* job, then everything is fine. Of course, JJ (John Jensen) was no fool, but his free time is very limited, and at times of stress, our two characters, so similar in certain respects, just didn't coordinate together."

> "I didn't understand PR in those days. As soon as you move into cars, you automatically get into politics."

As far as his own job is concerned, rallycross now definitely takes a back seat in his sporting activities. He has a contract of rally car development in the British RAC championship with Ford, although he still makes use of rallycross in Europe "to help offset the cost of the rallying". How is it that he has become so close to Boreham and so obviously shares most of their confidences? His anwers are refreshingly honest, simple and logical. "I'm a Ford man, a Ford victory is good for me. The relationship, if that's the right word, has been of my own making; I've done things if requested, been on beck and call. I don't believe in asking for the world if it's not there to be given, and Boreham have a commitment only to themselves—this year it's winning the WCR and secondly, the British championship. Russel Brookes is doing a great job continuing the successes of Roger and Ari. If people don't have cylinder blocks to contest the Gnome Stages, then tough cheddar; they'll have to make the best use of what's available. There's something very confidence-inspiring about the Ford system; something that always makes you feel that they're on to a winner. I've never tried to cheat Boreham, to make profits out of cars they've sold to me at 'special' prices. Their philosophy is simple: if you can't be honest then don't bother to join."

Really warming to this subject, he continues: "What disappoints me today are two things, one, that young drivers think the world owes them a living, and secondly that the products one develops are so easily available to be copied by other manufacturers". John sees his priorities clearly, firstly to Ford and then, through them to Haynes of Maidstone who have happily followed Taylor's transition to rallying and capitalised upon it in no small measure. Like David Haynes, John is a firm believer in 'the system' both in terms of road and competition cars.

As an acknowledged development specialist, how does he see the situation at Boreham, and the future of the Escort in particular? Again he is typically blunt and incisive. One cannot help but admire his whole-hearted drive and enthusiasm. "Timo's (Makinen) departure has done Boreham the world of good. Waldegaard and Vatanen brought back the Escort; a car which had been written off in WCR terms during '76. These two, plus Allan Wilkinson and the sheer hard graft of the team have brought in the results. Nothing dramatic or radically different has been done on the cars. In view of their resources, the results this year have been absolutely superlative, a fantastic achievement."

On the matter of the car itself, John admits that the Escort is now definitely giving something away in terms of torque to the best of the opposition, but he is still highly enthusiastic about its competition future. "Sheer muscle is the only thing that could make the RS1800 uncompetitive. If we could get 70lb off the rear axle and complete developments with the new clutch and gearbox, the car should have an even longer life."

To use one of his own phrases, John is one of the top drivers who is reckoned to be 'at the races' whenever he starts a national round in this country. He has strong views about most aspects of the sport, and national rallying is no exception. For a man who has probably covered almost as many loose surface miles in Escorts as Roger Clark, the views are surprisingly *avant garde*. "I think there should be legislation formulated to stop British drivers competing over the same tracks week after week. I reckon it actually impedes the development of driving talent and it certainly doesn't do our international reputation any good. Local knowledge is unfortunately *the* thing, the days of foreigners winning the RAC are numbered; but our own little superstars don't necessarily win foreign events. I'm all in favour of an international open championship but why can't it include events in Europe? Last year the Hankiralli need not have cost British competitors more than £100; it was a tremendous experience but no one really took advantage of it. We're running the risk of becoming very blinkered about our domestic scene. You can compete on the 24 hours of Ypres for less than a big national in the north of England."

To listen to John Taylor continue expounding such thoughts; or a subject such as the relative talents of Waldegaard and Vatanen from the basis of the comparative state of their cars' mechanical components is fascinating indeed. Almost as fascinating as it is to hear him dicuss the 'old days' of horse racing. His honest outspoken demeanour means that he is a far more quotable character than one is often used to meeting; perhaps too quotable for some of the more sensitive areas of the motor industry.

John is 35 years old now. He looks rather older, but perhaps that's just a result of being thrown repeatedly from horses over the years. "I'd like to have started rallying earlier, but I

'Racing' on the Castrol '77. After a 'pit-stop' to change a puncture, Nigel Rockey looms up behind.

Where it all began for John in motorsport—on the rallycross circuit. Typical Taylor at Lydden Hill.

don't think it's too late to try to beat the Finns, or look after the development side. You don't get results solely by theorising, and practice is the only way to get quicker. For a rally driver, 35 years old is not *old*—I've got three or four good years yet". He's a man who has now come to terms with the idea of risking his life *and* those watching him, when in his previous sport they stood protected behind banks or barriers. He has even come to terms with the fact that generally his newly adopted challenge doesn't in itself reward him financially at all. However, what he still cannot fathom is why rallying has not exploited its vast following, made some attempts to reap the benefits of the vast hordes who watch it every year for free.

Meanwhile you'll often as not find John Taylor with the Ford mechanics. Bjorn Waldegaard is, in his eyes, unquestionably the best in the world. "He never does anything merely for the sake of it. He's a thinker, so sympathetic and easy on the car—the comparison between his and Ari's cars after the Safari was amazing—yet Ari's had only completed a quarter of the distance! I've never seen an axle and strengthening plate in such a state." And what does he have to say about Roger Clark, the man that John set his own standards by? "Without him, there would be no Russell Brookes. He is the man who set the original standards of performance. His contribution to our rallying is massive."

Besides his fascination with the mechanical side of life, he has discovered another hobby—the rally school, where in two years or more, John has borne the brunt of the teaching. "It really disappoints me if I can't get the penny to drop. I look forward to pupils doing well, but the average talent ratings are very low. Steve Ward and Ian Hughes were my best bets in two years."

It's worth paying attention to John Taylor, even if, as an 'A', you don't like what you hear. He has a history of success, and one somehow doubts that rallying, any more than golf, horse racing or cricket, will deny him for long. It's worth looking at John Taylor's stage times too. Look at the results of the Welsh this year; the Scottish; or the Jim Clark when he was the fastest driver of the rally in Kielder. These are the facts and figures upon which Taylor bases analyses of himself and others. He's a coldly analytical man, his sense of humour as dry as the Sahara and not a little cynical. As an ex-horse racing man, it's no surprise to discover that he's not a gambler—a weakness like that would be out of character. If the Taylor master plan comes to fruition, we may have to form yet another category . . . 'C', for certain. I'll be ready and waiting for that.

John Taylor is tough and realistic. He realises how fortunate he's been. He's very grateful to have discovered and been accepted in another sport which is not only very demanding and competitive, but also very satisfying. In this context, he has nothing but praise for David Haynes and the hardworking mechanics in Maidstone.

With Phil short sitting besides him these days, he has no need to worry about similar characters; they are quite different!

Although he would probably not admit it, John Taylor has undoubtedly discovered that rallying is a rather different proposition from that which he envisaged when he first lapped Bagshot quicker than Roger Clark five years ago. It is a measure of the man that he has persevered so tenaciously. In fact it would probably be true to say that it is *because* of the extent of the challenge rather than in spite of the setbacks that John Taylor is still involved today. If he *is* driven by a desire to prove himself (and he certainly does not need to do so financially) then he has found an enduring sparring partner in this sport. For various reasons, horse riding, golf, autocross, rallycross (yes, and cricket!) have briefly presented themselves—been mastered, and discarded. Has John Taylor met finally his match? ■

There have been a few accidents of course! All of which have been efficiently dealt with by Haynes' long-suffering body repair shop. With two rally cars and two rallycross cars in circulation, life can be a little hectic in Maidstone and repairs tend to aggravate matters somewhat. Below: the Scottish car after its altercation with the scenery back in June. Bottom: The effects of mingling an RS1800 with stone walls and other cars in Galway!

edited by Peter Newton

Fiat takeover in Corsica

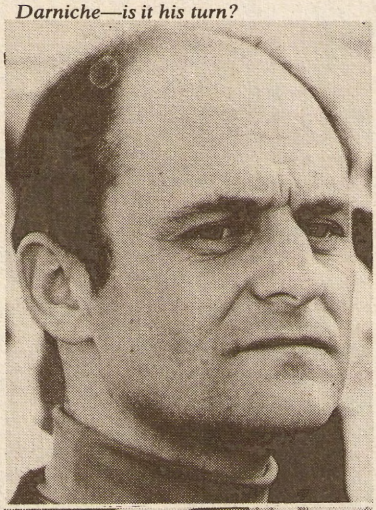
Odds stacked against Boreham as the pressure is applied

The World Championship for Makes is nothing if not diverse. All the vastly differing events which go to make up the championship do have one thing in common though, they are all very specialised (with the possible exception of Canada thanks to its possession of 'neutral' territory). Furthermore (although, sadly, the RAC has failed to keep the flag flying in recent years) almost all of them are very tough and demanding, perhaps no more so than Corsica, which qualifies with 100 per cent for both the above categories.

It is here on this rocky French outpost in the Mediterranean that the most exciting World Championship in years will probably be decided this weekend. It is here that Ford, with a car designed so much with unseen forestry loose surface in mind; and Fiat with a tarmac pacenote 'racer', will cross swords once more . . . this time almost certainly decisively. The odds, though, are firmly stacked in favour of the latter and it is the former on whom all the pressure is stacked. Ford *must* achieve a good result here and win the RAC (a mere bagatelle by comparison) to snatch victory from the massed ranks of the highly disciplined Italians.

To say that the task is a daunting one would be a gross understatement, and the very nature of the island makes that task even more so. Corsica is rocky and precipitous, the tarmac roads are abrasive and narrow, impossibly twisty and tight, very laborious to note accurately. Potholes and corrugations abound and, because speeds in general are low, the accent is firmly placed on low speed acceleration wedded to highly responsive and durable braking systems.

Darniche—is it his turn?



Above right: Russell Brookes inspects the opposition in Corsica. Above: discussing tactics (possibly?) with Jean Pierre Nicolas. Below: Ford service point during practice—Brookes and Nicolas in right background.

Experience here is at a premium, the weather can change dramatically from one side of the island to another, and in a matter of a few minutes; communications are as vital as the rally car itself. Averages on the road become as important as those on selectives and special stages—all are very tight, and two punctures would be more than sufficient to mean exclusion for a crew.

Literally everything *has* to go right in Corsica. The entire rally is all over in just 24 hours yet in that time crews face 205kms of special stages and 450kms of selectives within a tortuous route which allows almost no respite whatsoever. This is another classic event—the like of which is run nowhere else in Europe. Preparation and communications are everything—local knowledge vital.

Leading runners are as follows:
1, Munari/Sodano (Lancia Stratos); 2, Nicolas/Laverne (RS1800); 3, Rohrl/Pitz (Fiat 131 Abarth); 4, Pinto/Bernacchini (Lancia Stratos); 5, Darniche/Mahe (Fiat 131 Abarth); 6, Manzagol/Filippi (Alpine A110); 7, Andruet/Delferrier (Fiat 131 Abarth); 8, Makinen/Liddon (Peugeot 104ZS); 9, Verini/Russo (Fiat 131 Abarth); 10, Therier/Vial (Toyota Celica GT); 11, Bacchelli/Scabini (Fiat 131 Abarth); 12, Brookes/Holmes (RS1800); 14, Beguin/Huret (Alpine 310); 15, Serpaggi/Subrini (Lancia Stratos); 16, Vincent/Calvier (Fiat 131 Abarth); 17, Culcheth/Syer (Triumph TR7); 18, Almeras/Tilbert (Porsche Carrera) 19, Carello/Perissinot (Lancia Stratos); 20, Mouton/Conconi (Fiat 131 Abarth); 21, Pond/Gallagher (Triumph TR7).

If all the above factors were not enough to daunt the men from Boreham, then Fiat's gargantuan regimented preparations must have compounded their feelings. The Italians have now been on the island in strength for six straight weeks, and they have in addition spent a further three weeks at an earlier date during the year on the island, tyre testing. Over two months and tens of thousands of pounds have been invested in this one vital event. There are a total of nine works, or works-supported 131 Abarth Mirafioris entered, along with four Lancia Stratos, a works Renault Alpine V6 A310 and several other highly competitive and experienced crews from France.

The French counter in the WCR is perhaps the toughest in terms of timing; a most exacting test of team, car and crew, even though it lasts such a comparatively short period of time. It was here that Darniche won the event on stage times, only to lose it on the road, leaving Munari victorious.

Fiat practice in Corsica has evidently been an object lesson in how to go about winning a vital pace note rally. First they have in their pay three of the men who know most about the rally—Munari, Darniche and Andruet (Ford have the fourth in Jean Pierre Nicolas). Secondly the team have massive strength in depth, and thirdly their practice sessions have been every bit as dramatic as the rally itself! So much so in fact that the works Fiat drivers have been comparing times and lowering them with each passing night. One British driver, watching the action, described the scene as being closer to "a real motor race meeting than anything I've seen outside of a Grand Prix!"

Practice cars, identical to the rally cars themselves, abound (in comparison, Leyland have a single Dolomite Sprint and a standard road-going TR7) and the crucial longest selective, a gruelling 123kms, is so familiar to Andruet that he reckons he must have driven it nearly 50 times! Each night, Fiat have been disappearing into the hills to memorise a section of the roads at rally speeds—they return in the morning with times, as at a GP practice!

Ford have two practice RS1800s, one of which recently suffered a setback when Nicolas mingled it with a bridge parapet. However, we gather it was back in commission by early this week. Practice accidents seem to be the norm rather than the exception on such occasions. Andruet has suffered a further large accident to add to the one he sustained before the San Remo, and Tony Carello (Jolly Club-entered 24-valve Stratos) suffered a very nasty end-over-end roll when his Lancia shed a wheel during a hard night's recce. The problems of practice are aggravated by free range pigs which wander at will about the island, and British sources suggest there are at least 12,500 corners to be negotiated at speed on the rally route. . . .

Ford's ace in the pack is, of course, the ebullient Jean Pierre Nicolas himself, who has competed here a total of 11 times over the years and who has undoubtedly been able to give the team some valuable advice. A question mark still hangs over the Escort's tarmac handling, however, and if San Remo marked Allan Wilkinson's first 'mistake' of the year, then Corsica must offer him the chance of 'redemption'. Both JPN and Russell Brookes' cars have coil-sprung rear axles.

Tyres

A further question mark surrounds Dunlop's wet weather rubber. There have naturally been a number of hasty revisions since the disastrous experience in San Remo and, after Brian Bennett's appraisal of the island, some new thinking is in evidence. Wear rates are vitally important on the island, and since the tarmac is especially abrasive and 'clean' giving plenty of grip, even in the wet, they have been able to standardise somewhat. In dry conditions Dunlop will be offering 418 (Manx) compound slicks while the intermediates will use the same compound but with CR82 patterns. In the wet, however, (and thanks to the conditions of the tarmac itself) Dunlop will be able to offer a deep tread, extra ply carcass along with 534 (Acropolis qualifying) compound in an opened-out CR82 pattern.

The endless corners often lead drivers to suffer symptoms of dizziness and also tire them rapidly, especially if a car's steering is heavy. Accordingly, Dunlop are fitting smaller front tyres. Sizes are as follows: front—175/530 x 13 (6.7" tread width); rear—225/500 x 13 (8.5" tread width). Dunlop hope to keep the permutations down to simplify a critical service schedule (they are using a number of French fitters) but the TR7s will be using a similar arrangement pioneered successfully on the Manx-592 compound on the front, and 418 rear with some added Escort-style wide rears in case of unexpectedly high wear rate. Ford have been on the island a total of three weeks, as have Leyland . . . we wish them the very best of luck.

The French championship has still to be decided, which explains the presence of Guy Frequelin in the works Alpine V6 A310. There are 133 starters and Michele Mouton, who recently won the Spanish Rally, is getting her first outing in a Fiat (France) 131, alongside team mates Francis Vincent and Jean Claude Andruet.

Top flight power struggle?

Not content with the vagaries of the departing year, voracious rally enthusiasts are already carving up the imponderables of next year into edible portions, and energetically munching them. In fact they've been at it now for several weeks.

What they are discussing, and something that does seem increasingly likely in the very near future, is the advent of a major power struggle in the top echelons of the sport. By this we don't mean merely a fight for championships—this goes without saying, but rather we are referring to underbonnet power. January 1 is the next homologation target—the next goal by which time ambitious or desperate team managers hope to have persuaded manufacturing industry to have conceded to the signature if not the reality of some novel production builds.

The most obvious and longest discussed daughter of this shotgun marriage must be the TR8 (in fact a legitimate and planned Leyland offspring)—the long-awaited V8 addition to the expanding specialist car range which is already going down the production tracks at Liverpool prior to export to the States for sale early next year. There is a development rally car in existence (this we all know for a fact) and one imagines that Leyland will try to homologate the V8 and its various components (said to include a Watts Linkage as standard equipment) by January 1 in order to embark on another 'training' programme in Europe.

Chrysler meanwhile seem to have their eyes on the 16-valve 2-litre Lotus version of an engine which first saw the light of day as a Vauxhall slant-four cylinder block. Such an engine seems to promise a great future for the 424, if 400 can be promised (and there would surely be no shortage of customers for such a car). The potential is obviously vast. Vauxhall with their Blydenstein 2.3-litre motor, of very similar specification, have the option to take the engine to 2.5 litres if necessary, and in any case there is far more to come from the power unit should they want it.

Ove Andersson seems more hopeful of getting an homologated 2-litre Corolla into operation—at least by the middle of the year, and one has little doubt that Lancia will (or have) put a V8 Dino Ferrari engine into a Lancia Monte Carlo for future competition plans.

Fiat, however, may once more take pride of place in the marketing hierarchy and their plans could well include a V6 Dino engine driving an otherwise conventional 131 Abarth.

Porsche almost certainly return next year with 3-litre Carreras (probably for prestige events only, like the Monte, Safari and RAC) and Saab will probably take a back seat for a while—hoping to return in the future with fully sorted Turbo 2-litres. Volvo already have a Turbo 343 in action in rallycross (where it has been immediately successful in Walfridsson's hands) and Renault still tantalise us with occasional sorties of a V6 A310 which still suffers overheating problems etc.

What then of the major force in European rallying outside Italy—the Ford Motor Company? It seems they are being left behind in the power race—or are they? It's certainly true that the BDA cannot go much further than 245bhp without losing out dramatically in terms of torque—a feature of the engine which is already a weak point as compared with Vauxhall, Toyota and even Leyland, so what is the answer?

We hear repeated so often the stories of 2-litre BDA Fiestas etc, but surely these are nothing more than future marketing and promotional exercises? In the light of present experience it seems that an engineering solution to unequal length driveshafts, FWD and 245bhp might be considered as an engineering cul-de-sac. It's surely unlikely that Ford would attempt to invest in a transmission/driveshaft solution to FWD problems, if only because they would then have to solve quite another—traction. The Fiesta is not selling with the *elan* that its makers hoped and believed it would; clearly it needs an injection of market appeal—a "character" to sustain it until the bigger Fiesta comes along in 18 months/two years to replace the Escort and rationalise the present conflicting price structure.

So what happens to competition—a long-term Fiesta project? Turbo Escorts? . . . or V6 Cortinas? The latter may sound a totally laughable idea, but the car is scarcely that much bigger than a Fiat 131 (a matter of some nine inches in length and two inches in width). Ford Germany have vast competition experience of the V6 engine and they will be faced with 'safe' engineering territory on which to work, along with a readily homologated productionised vehicle—a real 'hotrod'. Surely it *has* to be Turbo Escorts or V6 Cortinas doesn't it? Even though there are Fiestas about with BDA engines—and competition plans for them next year . . . or so we hear. . . .

Return of a Stratos

But its all intrigue behind the scenes

With Fiat coming to the Lombard RAC Rally in such strength, there is bound to be some form of controversy, and it was not long in becoming apparent. Against a background of Italian requests that Jim Porter is barred from access to the results room of the rally, and in an atmosphere somewhat strained following the RAC's official response to Markku Alen's conduct on the Border Rally recently (the radio was used following his accident in Kielder, the message intimating that there were injuries, a factor which must have prompted the stage commander to allow a Fiat service car to proceed down the stage, where it naturally attempted to tow out the stricken 131! The RAC have written a strongly worded letter of disapproval to Alen, and one imagines that both sides will now be on their guard before and during the RAC . . . scrutineering could be an interesting place to be!) a story has been brewing over the past ten days which has still not apparently blown itself out.

It all started soon after RAC Rally entries closed when, for reasons best known to themselves, the Italians initiated attempts to enter a further two Jolly Club drivers in Fiat 131s. One imagines that there is some political motivation in the move. Without the necessary wherewithal to enter the cars, a plan was devised and suggested to Chequered Flag as follows: namely that they should take over the number 13 slot occupied by the OlioFiat entry for Lampinen under the pretext that Simo would not be starting the rally. Once this move had been achieved, it was planned to reinstate Simo who would then drive under the banner of the Chequered Flag, thus leaving the number 30 slot vacant.

In other words, the Italians considered the situation and Billy Coleman was to be the expendable link in the chain.

Billy's financial deals with Chequered Flag and latterly Fiat (England) have surprisingly not been to the former's liking this year, and soon after the opening of *Motorfair*, he decided that he would not after all drive the Chequered Flag Fiat on the RAC. When it became clear to Graham Warner that Billy had made up his mind, the 'Flag immediately contacted Simo Lampinen with a view to running him under Chequered Flag colours, at number 13—an idea which of course appealed to Italy as it coincided splendidly with their plans to fit in another entry at number 30.

Coleman—Stratos for RAC.

By this time (and the sequence of events is still a little confused) a chastened Billy had returned, obviously realizing that he had just talked himself out of a drive on the event. While the RAC was refusing the Italian request to change the entrant at number 30, and replace it with one from the Jolly Club, Warner had agreed with Billy to run the Lancia Stratos at number 30—an entry they still held. With the greatest difficulty the former persuaded the Italians that it would not compromise their Fiat service arrangements and Warner has now decided to run two entirely separate crews for the Fiat and the Lancia.

The RAC are currently considering the application to change the car to Stratos from Fiat 131 at number 30, and if they agree (which they are likely to do—only the entrant *cannot* be changed in such circumstances—and Warner was naturally not prepared to run a Jolly Club car for two little known Italians!) Billy will drive it. One presumes that he won't get paid for so doing!

In the meantime Warner had also been in touch with Timo Makinen and we may be on the verge of witnessing the creation of one of the most powerful "B" teams in rallying—a team that will be run jointly by Fiat (England) and Chequered Flag colours.

A very complicated little story which does not seem to be quite over yet as co-driver Dave Richards has apparently expressed some disquiet about his role as Coleman's co-driver. . . .

● With the RAC Rally looming up on the horizon we have received a request from Dunlop to all their users to 'get sorted out early' just what they will be needing on the event. On a rally of this magnitude Dunlop are, quite understandably, very hard worked to cater for the various requirements and their job is made much easier by teams who contact them well in advance. John Horton is keen to point out that anyone turning up on the event and expecting enough spare tyres to go round will most probably be disappointed. Telephone number is 021-373 2121.

● Eager rally reporter to Markku Alen as they stand together in sheeting rain beside Loch Ard forest. " 'Ere Marku, your car ain't 'alf a bit tatty!" The half-growled riposte is swift. . . . "*Who* is not half as quick as Tatu?" It seems that even the Finns can never really forget the Vatanen brothers! However, Ilkka Kivimaki was even further afield—he thought the Englishman was discussing potatoes—a lot of English can be a dangerous thing!

Sutton line-up

A look at the provisional entry list for the RAC Rally shows one thing very clearly—David Sutton and his men are going to be very busy indeed during the event. No less than six cars have either been entered by David Sutton (Cars) or will be under their personal supervision during the event.

Looking down the list, the first car is at number 37 for Gilbert Staepelaere and Eric Bessem. This is Gilbert's regular black RS1800, which was built at David's Acton premises, and in which Gilbert has continued to amass a large number of wins (the total now in a Ford stands at 81). The car is being entered by Team Castrol and Ford (Belgium) and this year Gilbert notches up his 12th visit to the RAC.

Another foreign visitor who will be under David's 'wing' is at 41; another RS1800, the Autotrade-entered car, owned by Stuart Pegg, which will be driven by former South African rally champion Jan Hettema. To his credit this year, Jan has a victory on the Total Rally, and for the RAC he will be partnered by John Gittins.

At 65 there is an entry for David's wife, Jill Robinson, who for the first time will be driving a G1 RS2000—a brand new car loaned to her by Boreham. The reason for Jill's switch to this class is that her car is being commandeered for Eric Sanders to drive (he was due to have the Ari Vatanen Gandy LHD RS1800 before Tatu broke it on the Castrol '77). The RS2000 will be entered under her usual sponsor's banner, Team Castrol, and, as her regular co-driver Pauline Gullick will be away, Jill will be partnered by Dorothy Selby-Boothroyd.

Regular customer, Matti Johansson, (at 69) will be driving the RS1800 which David built for him for the 1000 Lakes this year. Partnering Matti will be Malcolm Harvey.

Another brand new G1 RS2000 in the line-up is for David Robbins/Stuart Bruce. David has been driving Sutton cars this season on British national events, and this new one, at 83, is to replace the one he damaged in Donegal.

Last in the team (numerically) is number 121 for Eric Sanders/John Billett and, as mentioned before, they will be in Jill's Group 4 RS1800. This will be the car's 15th outing and it has 14 ladies award wins and several very good placings to its credit. Eric is a South African who usually drives one of the Ford (South Africa) cars run by Bernie Mariner.

● BBC TV in the Midlands is devoting 20 mins of its programme *Top Gear* on November 15th to a preview of the RAC Rally. Among drivers to be featured are Russell Brookes, Pentti Airikkala and Andrew Cowan. Angela Rippon is conducting the interviews. Will she be sitting down, or will we be allowed to catch a fleeting glimpse?

A hat-trick for Graham Elsmore?

BTRDA title fight adds interest as the 'King of the Dean' returns

The final round of the Castrol/AUTOSPORT, Esso Uniflo/BTRDA and Welsh Association championships takes place this weekend in the Forest of Dean—the Focol Wyedean Stages, run by the Forest of Dean MC under the guiding hands of John Thurston and Philip Turley. Scrutineering will take place at Larkfield Garage, Chepstow, on Friday 4th November (tomorrow) between 16.30 and 20.30. Rally HQ is the nearby Two Rivers Hotel. The only championship which actually remains to be decided overall is that of the BTRDA, in which Robin Farrington still has a chance to overtake Mike Bayliss to clinch the series.

The entry list of 120 starters has a number of reserves, which is a tribute to the esteem in which competitors hold this event—especially in view of its proximity to the RAC—but then many of our principal clubmen are not contesting the 'big event' this year so Saturday's outing in the picturesque Forest of Dean will effectively be their last chance at good forestry stages before New Year.

The Dean itself is a highly 'political' area for rallying at present, and one never quite knows if one has made one's last re-acquaintance with those familiar and enjoyable stages. However, as they hold no significance for Lombard RAC Rally runners this year, since most championship battles have been all but settled, and money, as usual, is all but exhausted, the club have done extremely well to attract the entry that they have.

Two interesting cars are being sold following the rally. The first is that belonging to Graham Elsmore which should (at the start anyway) be in pristine condition. His RS1800 has done remarkably little work, spending most of the time in the garage this year, while Graham competed in Group One for Thomas Motors, and should be an excellent buy. The other is that belonging to Stockshill Garages, the Opel Kadett GTE (G4) which is being driven once more by Mike Rawson.

Mike made a recent return to rallying on the Stockshill Scarborough Stages after a lay-off which has lasted since the Burmah. The problem was not merely a lack of finance or car but one of health. Immediately after the Burmah, Mike collapsed having complained of a pain in his neck and double vision. After nine days in Scarborough Hospital he was discharged, none the wiser as to his ailment, and has been returning there for regular check-ups since. He is now apparently fully recovered, though still suffers periodic neck pains, and finds reversing a car a severe strain, he is looking forward to the event and to some rallying next year—probably in Group One. The G4 car will thus be sold after the Wyedean. Would-be buyers should ring 0751-31097.

Having decided his course for next season, Graham Elsmore was in good spirits when we rang him earlier this week (see story elsewhere). The Dean is traditionally Elsmore's territory, and not only is he the 'local man' with a highly enthusiastic and devoted regional following, he is also far and away the quickest driver in the Forest of Dean—certainly on this rally. He is, however, out of (G4) practice but one imagines that it won't take him too long to adapt. He will, as he put it, "be trying to make it third time lucky" which is West Country way of saying that he is looking for a hat-trick of wins on his home event!

Paul Faulkner is concentrating on pre-RAC Rally preparations but Nigel Rockey is making the trip (another 'local' from Bristol) to provide opposition that should also be swelled by the presence of David Stokes (who must surely go well if his car can be persuaded to run reliably), Malcolm Wilson and Geoff Simpson. The latter remains one of the few who must actually strive for a good position to elevate him back into third place in the Castrol/AUTOSPORT championship with the Tyreservices RS1800.

Willie Rutherford is at last getting his promised outing in Del Lines' (Jenny Birrell's) Triumph TR7, while Del himself will be acting as Course Car in his own version. Finally the Evans brothers should be well worth watching in the Vincent Greenhous Chevette.

Spectating has been made both simple, safe and orderly by the club. Watchers are urged to make use of the car parks provided (the small sum of money levied is all going to charity work) especially as the Dean is such a sensitive area, and spectator 'dashes' across country to other vantage points in the Dean are not to be encouraged on the narrow crowded roads.

The road sections are covered by generous target times but excess lateness taken over target on road sections special stages and servicing is cumulative and will result in exclusion once it has exceeded 30 minutes. All service areas will have in and out controls and the time taken from special stage arrival to stage start itself will be 'dead time'. Controls will open 15 minutes before the arrival of the first competitor. The Wyedean promises to be another excellent event and the club, assisted by Bath MC and others, have tried especially hard to protect spectators from themselves and ensure a smooth running and incident free day's sport. Now its up to you.

The rally starts at 08.30 on Saturday from the Two Rivers Hotel and there are 22 stages (equalling around 75 miles) within the 150 mile route.

Sponsorship comes from the Focol/Foster and Skeffington group of Photographic Studios.

Top 20 crews are as follows:
1, Graham Elsmore/Stuart Harrold (RS1800); 2, Nigel Rockey/Paul White (RS1800); 3,—; 4, Malcolm Wilson/Ron Palmer (RS1800); 5, David Stokes/Lyn Jenkins (RS1800); 6, Geoff Simpson/Alan Simpson (RS1800); 7, Terry Kaby/Brian Rainbow (Dolomite Sprint); 8, Mike Bayliss/Rick Green (RS1600); 9, Robin Farrington/Nigel Fraler (RS1600); 10, Derek Evans/Terry Evans (Vauxhall Chevette); 11, Willie Rutherford/Hugo Kennedy (Triumph TR7); 12, Frank Pierson/Arthur Brick (RS1800); 14, Mike Brown/John Mullord (Escort V6); 15, Dave Wallis/Pete Mayhew (RS1800); 16, Mike Rawson/— (Opel Kadett GTE); 17, Andrew Smith/Joe Meecham (RS1800); 18, Peter Clarke/Richard Scott (RS2000); 19, Steve Smith/Anthony Biggin (RS2000); 20, Les Barrett/ Richard Chow (RS2000).

CASTROL/AUTOSPORT RALLY CHAMPIONSHIP 1977

	Jan 02 Tour of Eppynt	Feb 05 Gwynedd	Feb 25/26 Mintex	Mar 26 Cheltenham Festival	Apr 16 Avon National	May 28 Hadrian Centurion	Jul 16 ATS Stages	Aug 19/20 Burmah	Oct 15 Castrol '77	Total points
DRIVERS OVERALL										
1. Nigel Rockey	30	30	28	24*	26*	28	28	30	28	202
2. Paul Faulkner	—	28	30	16	30	30	24	—	18	176
3. Terry Kaby	12	6*	22	28	—	20	22	24	22	150
4. Graham Elsmore	28	18	16	30	—	—	—	28	26	146
5. Geoff Simpson	24	22	26	22	—	—	30	22	—	146
6. Malcolm Wilson	14	26	24	—	28	—	26	—	20	138
7. Fred Henderson	—	4	12	26	—	24	18	—	16	100
8. David Stokes	26	24	—	—	—	26	—	—	—	76
9. George Hill	—	16	14	—	—	22	20	—	—	72
10. Andrew Smith	—	—	6	10	22	16	—	—	12	66
etc										
GROUP 1 DRIVERS										
1. Terry Kaby	18	20	18	20	—	20	20	18	16*	134
2. Steve Smith	8	14	—	—	10	16	16	16	12	92
3. Peter Clarke	14	10	—	16	12	18	18	—	—	88
4. Charlie Wood	16	8	12	—	—	—	12	14	10	72
5. Les Barrett	—	16	4	12	18	2	—	—	4	56
6. Graham Elsmore	—	—	14	—	—	—	—	20	20	54
7. Bernard Banning	6	—	—	14	20	—	—	—	—	40
8. John Cleary	10	—	—	—	16	—	6	—	6	38
9. Malcolm Wilson	—	—	20	—	—	—	—	—	14	34
10. Gavin Waugh	—	—	16	—	—	—	—	—	18	34
etc										
*Score to be dropped										
LADY DRIVERS										
1. Jill Robinson	10	—	10	10	10	10	—	10	10	70
2. Chrissie Ashford	8	—	8	6	8	8	6	—	4	48
3. Rose Anne Clinton	—	—	—	8	—	6	10	—	8	32
4. Jenny Birrell	—	—	—	—	—	—	—	8	6	14
5. Mary Fullerton	—	—	—	—	—	—	8	—	—	8
etc										

Robin Farrington (above) will be at the centre of the BTRDA drama on Saturday. Both he and Mike Bayliss have scored on seven rounds and so will have to drop their lowest scores after the Wyedean. Bayliss leads by two points at present and Farrington must finish first or second BTRDA scorer while Mike finishes no higher than fourth in order to steal the title. Any place out of the top three is no good to Farrington, so it could be close.

CAR PARK A—BRACELAND

Highmeadow—Stage 11. 12.00-14.00
Stage 20. 15.40-17.40

This is a large car park just off the B4432 at Christchurch. Entry and exit is very easy and there are several good vantage points. A Commentary area with up to date results will operate.

CAR PARK B—EDGE END

Sallowvallets—Stage 10. 11.45-13.45
Stage 19. 15.30-17.30

Just off the B4136. The car park is only a short walk across the main road to the stage. The viewing is superb and very safe if you stand in the natural arena provided by the hillside under the trees.
This is the usual stage—but in reverse. It is generally very popular with drivers as it has wide smooth banked corners. Being a newish road a lot of loose stones are thrown out by the cars especially on the sweeping bends.

CAR PARK C—BRIERLEY

Serridge—Stage 9 & 14. 10.00-15.20

Rallying will be almost continuous and by walking into the woods you will be able to see the cars more than once. Some of the near straight sections are very fast and potentially dangerous if a driver loses control—stand well back and keep your eyes open.
A commentary point will be arranged on the eastern end of the stage.

CAR PARK D—CANNOP

Russells—Stage 6. 9.30-11.30
15.10-17.10
Serridge—Stage 9 & 14. 10.00-15.20

The car park is in the same wood as Russells but by crossing the B4226 you can always reach a good viewing area on Serridge but only stand where marshals allow. **Large car park.**

CAR PARK E—KENSLEY

Crabtree Hill—Stage 15. 14.45-16.45
Speech House—Stage 7. 9.40-11.40
Stage 16. 14.50-16.50

With a bit of walking Serridge and Russells stages can also be visited which give a good variety of viewing.

CAR PARK F—FANCY

Church Hill—Stage 2. 9.00-11.00
Speech House—Stage 7. 9.40-11.40
Stage 16. 14.50-16.50
Russells—Stage 6. 9.30-11.30
Stage 18. 15.10-17.10

There is a superb panoramic view from the top of the Old Fancy Tip which the Forestry Commission have tastefully landscaped. A walk down the main road leads to the new Church Hill stage which could prove exciting as the second stage of the rally.

SERVICE AREA—BEECHENHURST

ONLY competitors and service vehicles—No Public Parking. A short walk from Car Park D or E.
(All spectating points are on OS Map 162 metric)

Alen stars—Heggie wins

Lockey's CCC title

PIRELLI CARS and CAR CONVERSIONS RALLY CHAMPIONSHIP

Driving intelligently, Ralph Lockey drove his ex-Mehta Bradley's of Peterlee 1300cc Datsun Sunny to a fine championship victory.

Best of all were the expressions on the faces of the spectators. In torrential rain and high wind, hundreds of Scottish enthusiasts had turned out to watch the likes of Donald Heggie and Charles Samson.

What they saw first was a blue and yellow Fiat 131 Abarth course car being hurled through the Trossachs forests, headlamps ablaze and travelling more than two seconds-a-mile faster than *any* of the competitors! At the wheel was none other than Markku Alen, the Finn finally getting his chance to test Pirelli's new MS35 tyres in representative, RAC Rally-like conditions.

Alen's appearance wasn't planned until as late as the Thurday before the event, when Hugh McNeill (Andrew Cowan's regular UK co-driver) was asked to arrange it. The Fiat arrived looking very much the worse for wear, with most of its front spoiler missing and several dents on the underside as a result of the previous weekend's excursion in Kielder. With it came just a couple of service cars and six of the precious new tyres—the rest of the batch cleared Milan customs too late even for this rally and almost three weeks too late for their intended debut on the Castrol '77.

It was an incongruous sight to see the car decked out in 'official' stickers, with a zero painted on each door. Alen commented: "At last, I am *Official* Fiat driver. . . !" The team were delighted with the horrid weather: "Castrol rally was no use—too dry. Border you know about. Now is wet like RAC and we find if new tyre is right".

It was. Even uneducated spectators could see the amount of traction out of corners. The main feature of the latest Pirelli is a twin-compound tread: soft in the middle, hard on the outside edges. To keep the soft centre on the ground, relatively high pressures (30 to 35 psi) are employed. Otherwise the tyre is standard MS35, with identical construction and tread pattern to the current range. The idea is to increase traction while retaining the puncture-resistant qualities for which the MS is known. The hard, often rocky Scottish stages were also extremely slippery, giving Fiat a chance to test both qualities. Alen duly set fastest time on every single stage, saying afterwards that the tyres were 'fantastic'.

The rally itself, however, was won in equally convincing style by Donald Heggie, whose English of Bournemouth RS1800 seems to acquire sudden reliability for this event each year (he won in 1976 as well). In a fine display of controlled driving, Heggie simply pulled steadily away from the opposition, equalling Alen's time on one stage and twice being within two seconds.

With just under 40 miles of stages in Loch Ard, Strathyre and Carron forests, and as the final round of both *The Scotsman*/Glayva Challengers and the Pirelli/*Cars and Car Conversions* rally championships, the 1977 Trossachs attracted a full entry list without difficulty. The field was led away by Heggie, of course, followed by the Esso RS1800 of Charles Samson, giving his mechanic Willie Greig a taste of co-driving. Ian Gemmell was at three in the Maconochies Group One RS2000, with Murray Grierson (Dunlops Datsun Violet) at four, Peter Tokely (Croall Bryson/Peter Scott TR7) at five, Ian Wilson's home-built but ex-DTV engined Chevette at six and Andy Smith (S&S RS1800) at seven. The top ten was rounded off by Dave Cowan, Don Gillanders (G1 RS2000s) and Tom Clark (Heron Dolomite Sprint G1).

Tokely having already won the Scottish Challengers title, the main championship interest centred on the Pirelli series, which could be won outright by any of three drivers: Martin Watson (Escort TC), Ralph Lockey (Bradleys Datsun Sunny) or Ivor Pengelly (Esso Escort 1300BDA), this trio being seeded at 11, 12 and 13. They were followed by Geoff Lobb (Kadett) and 'The Dom' Buckley (Esso RS1600) who were to settle honours in the Pirelli over-1601cc class.

From the start, Heggie never looked like being beaten. The only man who might have attacked him seriously, Samson, went off on stage four while trying to ditch-hook round a tightening square left. He was dragged into the inside ditch and stuck firmly until the stage was closed. For the sake of his mechanic, Samson turned out again in the afternoon, setting second-fastest times on the final three stages.

A cautioned right-hand bend on the same stage caught Gemmell, who simply flew straight on and also stayed for the duration. Poor Murray Grierson didn't even get that far, however, going off briefly on stage two when the handbrake failed and then dropping a piston on stage three.

All this left Ian Wilson in a secure second place, his Chevette getting better with every outing. For the Trossachs, he had raised the whole car and stiffened the suspension even more, resulting in handling much more to his liking.

It was all but over by lunch, Heggie leading on 26.07 from Wilson on 27.59, and Dom Buckley, driving magnificently on 28.07. Also over was the Pirelli/*CCC* Championship. Poor Watson suffered a mechanical failure on the third stage, going back to Liverpool on the end of a tow rope without the title which only six weeks ago looked to be all his. Instead, Lockey arrived with one and a half minutes in hand over Pengelly—he had only to finish to take the championship. Co-driver Chris Pringle described it as "his usual boring drive. No incidents. Nothing to report"!

Pengelly, on the other hand, had another of his now-famous fraught moments on stage three where he assaulted and vaulted a steep bank, found himself dropping nine feet to the ground on the other side, spun the car and drove back over the bank. As always, there wasn't a mark on the car!

Tom Clark's Dolomite had already gone out, with his second broken back axle of the year, leaving Group One to the very impressive Cowan brothers, whose Escort seemed better able to cope with the slippery surfaces than many Group Four cars.

As is customary with Scottish events, it all finished from 4 pm onwards; results were final, awards presented by about 8 pm; and many were merry by 9 pm. Most widely related story in the bar was how Andy Dawson (yes, *the* Andy Dawson), co-driving for Kevin Maddison in a Honda Civic at number 70, had used his smart new stop-watch to pull a minute off a marshal on stage four, giving the heroic duo an apparent time four seconds faster than Alen! Dawson seemed even prouder of this achievement than he had been of winning the Lindisfarne!

Trossachs Rally
Sunday, October 30th, 1977
Pirelli/CCC round 8
The Scotsman/Glayva round 10

1, D. Heggie/I. Mungall (RS1800), 47m 56s;
2, I. Wilson/C. Young (Vauxhall Chevette 2300), 49m 14s;
3, D. Buckley/W. Duguid (RS1600), 50m 16s;
4, D. Cowan/L. Cowan (RS2000), 50m 34s;
5, G. Lobb/A. Thorne (Opel Kadett), 50m 43s;
6, A. Smith/J. Meechan (RS1800), 51m 07s;
7, P. Tokely/D. Hodges (TR7), 51m 27s; 8, E. MacKenzie/A. Gardiner (RS1800), 51m 59s; 9, R. Lockey/C. Pringle (Datsun Sunny), 52m 15s; 10, J. Connor/N. Ewing (RS1800), 52m 15s.
(116 starters/80 finishers)

Number of fastest times:

	1	2	3	4	5	6
Heggie	9	—	—	1	—	—
Wilson	1	3	3	3	—	—
Buckley	—	2	1	2	2	—
Cowan	—	—	1	4	—	1
Samson	—	6	—	—	—	—
etc						

Rally leaders: Stages 1–10: Heggie.

PIRELLI CARS and CAR CONVERSIONS RALLY CHAMPIONSHIP

PIRELLI/CCC

		Class/pos.	Feb 27 Severn Valley	Apr 02 Cumbria	May 15 Southern	Jul 23 Oswestry	Aug 06 Abroath	Sep 17 Telford	Oct 01 Cestrian	Oct 30 Trossachs	Total points
1.	Ralph Lockey	A1	6	4*	9	9	6	9	3*	9	48
2.	Martin Watson	B1	6	9	—	9	9	9	—	—	42
3.	Ivor Pengelly	A2	4*	9	6	4	9	2*	6	6	40
4.	Geoff Lobb	C1	4	9	—	9	6	6	—	6	40
5.	Dominic Buckley	C2	6	—	—	6	9	9	—	9	39
6.	John Thompson	B2	3	4	4	—	6	—	6	9	32
7.	John Simpson	B3	9	6	—	—	—	6	9	—	30
8.	Keith O'Reilly	C3	—	6	—	—	4	2	9	2	23
9.	Terry Nicholas	B4	4	1	—	6	—	4	4	—	19
10.	James McCubbin etc.	C4	—	—	—	3	—	4	6	4	17

*Score to be dropped.

Steve Ward has an RS1800 for the Lombard RAC Rally. Since his last outing was at the wheel of a Mk1 Cortina on the Stockshill Scarborough Stages, for him this must be cheering news indeed. The deal comes about through new recruit to BBC Radio One, Simon Bates who takes over Tony Blackburn's vast morning audience on November 14th. Simon has 'adopted' the G4 RS1800, loaned by David Sutton (the only one that David's severely stretched resources may have been able to release might possibly be the ex-David Robbins "KHK" car) to be driven by Steve and Allan Phillips from Shropshire. Simon will doubtless be keeping listeners fully informed on the progress of the car during the event. The car will be entered at number 85.

Elsmore's G4 plans for 1978

Despite a most attractive offer of a works G4 drive from Leyland Cars, which seems to have included foreign events, Graham Elsmore has decided to remain faithful to the Ford Motor Company following discussions with Peter Ashcroft last week. His deal for next year is very similar to so many made in the past to promising British drivers, and we hope that Graham will make the most of his opportunities in 1978.

It was obvious that this year's liaison between Graham and Thomas Motors was a highly successful and amicable one, so it is not surprising that his name will be closely associated with them once more next year. Boreham are providing car and running gear—Thomas Motors are looking after the preparation and service arrangements. The deal involves a full season of Open International rounds in this country and Ireland, plus the possibility of further commitments most notably in Ireland (eg: Galway, Donegal, Cork etc) where Thomas Motors have considerable interests to promote. The car will run in the combined livery of Thomas Motors and Shell.

At least no one can say that talented British drivers never get offered works drives any more! Like all British rally enthusiasts we sincerely hope that Graham has made the right decision; it must have been a difficult one to make; works drives don't grow on trees and there was another from Chrysler to consider.

● Bror Danielsson's co-driver on the Lombard RAC will be Mike Broad and not Ulf Sundberg.

Alan Jones

EOIN YOUNG discusses the career of Australia's leading Grand Prix driver.

While he was receiving the winner's laurels in Austria after his first Grand Prix victory, Australian driver Alan Jones was casting his mind back to another winner on another day 18 years earlier. "I was terribly disappointed that my father wasn't there because he would have loved it." One of Alan's most vivid memories was as a 12-year-old watching his father, Stan Jones, racing to win the Australian Grand Prix in 1959 at the wheel of a 250F Maserati.

Behind every great man. . . . Alan with his attractive wife, Bev.

Stan Jones was one of Australia's racing heroes in the 'fifties. In 1954 he became the first Australian to win an international race when he won the first New Zealand Grand Prix driving the Maybach Special. A year earlier he had competed in the Monte Carlo Rally driving an Australian-built Holden with fellow-racers Lex Davison and Tony Gaze. In 1958 he won the Australian Gold Star championship and in 1959 he won the Grand Prix. "I remember watching the race from the top of a Mobilgas tanker in the pits at Longford. The old Maser used to be pretty good on half-full tanks and really good on nearly empty tanks, but with full tanks it was a bit slower than the Coopers. I think he was on the front row but he didn't do a really good start and he was running about fourth, but as the fuel load lightened he started to move up and got the third guy, then the second guy and it took about ten laps for him to get past the leader. I ran over to the line when he finished. I can remember it very plainly. There were four of us on the Maser as Dad drove that victory lap with Otto Stone, John Sawyer and myself all sitting on the rail . . . "

Stan Jones died in 1973, badly weakened by a stroke and two heart attacks, and one of Alan's strong emotions, as he accepted the winner's laurels in Austria, was regret that his father never lived to share the victory as he had shared his father's elation that day in Tasmania.

Alan Jones is 30, married, he weighs just under 12 stone, he's a determined racer and he's a nice guy who came up the hard way. This season he has been driving for the Tabatip Shadow team, giving them a win in Austria and a third at Monza. He is handsome in a rugged sort of way and a popular figure in the pits; easy-going, casual.

He was born into racing. "It was a constant source of worry to my mother because I was always missing Mondays at school. If Dad was racing in Adelaide or Sydney he would drive from Melbourne. In those days you never hopped in a hire car and whizzed to the airport Sunday night. You had a barbecue in the pits and you set out to drive home afterwards."

The car which made Stan Jones famous was the Maybach Special, powered by an overhead camshaft six-cylinder engine from a German half-track vehicle that had been captured during the Middle East campaign and shipped to Australia for technical study by the military authorities. In its original guise (there were to be four versions) it was built by Charlie Dean of Repco Engineering with a tubular steel frame, Studebaker front suspension and wheels, a Lancia rear axle and a Fiat gearbox.

Jones must have rated long odds when he took the Maybach to New Zealand to compete against Ken Wharton in the supercharged 1½-litre V16 BRM, Peter Whitehead in a supercharged 2-litre Ferrari, Tony Gaze in an HWM and Horace Gould in a Cooper-Bristol. When a connecting rode broke and went through the sleeve of the Maybach during practice, Charlie Dean tried in vain to get replacement parts from Melbourne and finally worked all night machining Bedford truck engine parts to size. Jones, meantime, had abandoned hope and gone on a drinking spree. Dean had to rouse and sober him the next morning and convince him that the Maybach was raceworthy again. He went out to win that afternoon . . . .

The influence of such a character for a father was obviously decisive when young Alan came to shape his own career. When he left school he went to work in his father's Holden dealership, spending a few months in spare parts, then servicing, new cars, used cars, all the different departments to learn the business. His first competition car was a repossessed Mini but his ambitions were higher than that; he had his eye on the 2.2-litre highline Cooper-Climax in his father's racing workshop, pensioned-off and parked while Stan raced a 2.5-litre later model Cooper. "I had just turned 16 when he let me have the 2.2 for that season in 1964. But at the end of that year the old man got into financial difficulties because there was a credit squeeze. It was at the stage when Holden dealers had to have hundreds of cars sitting in their yard, because if a guy wanted a car to be yellow and brown with pink spots and green upholstery you had to have one in stock otherwise he went down to the next dealer.

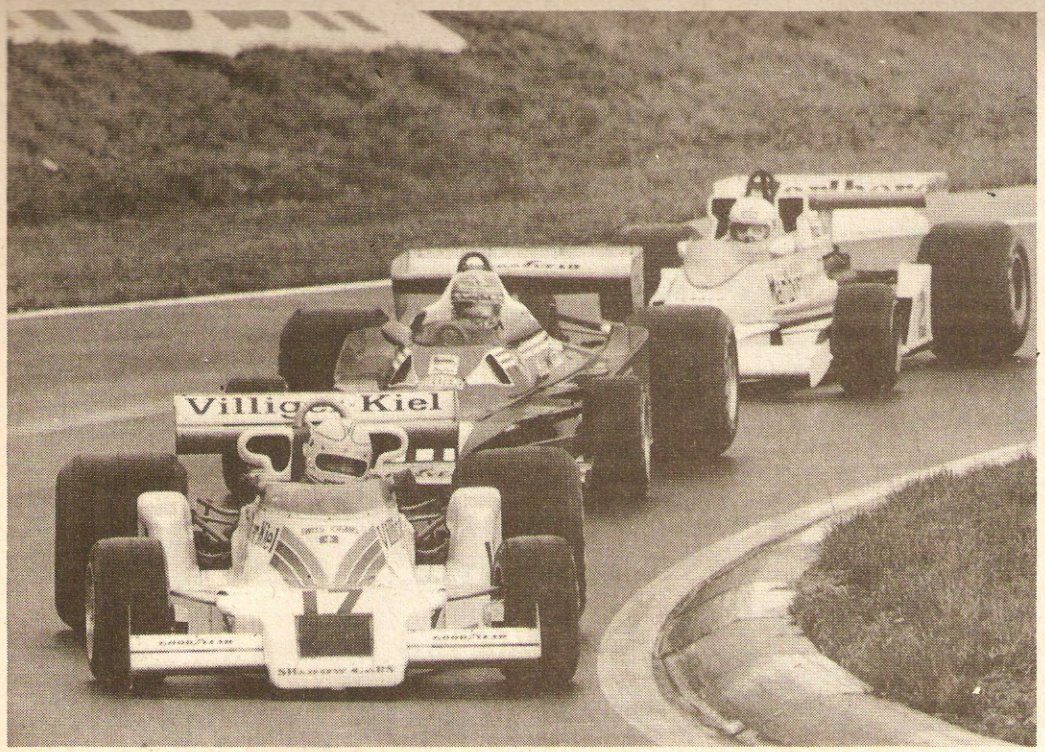
"When the credit squeeze came nobody was buying cars and we had these paddocks full of hundreds of bloody cars; the payments had to be made to the finance companies and Dad was losing money hand over fist. He had to sell out the business to a big chain of car retailers and bought a Chrysler dealership, but he went in under-financed and that went under. I think that was really the start of his heart attacks because he just couldn't adjust his living habits to cope with the new deal. He was still the last of the big spenders but he wasn't earning the money."

In 1967 Alan Jones arrived in England for the first time. "I was the typical Aussie in London, the jeans and desert boots and the motor caravan around the Continent deal." He went to see as many Grand Prix and sports car races as he could and had dinner with Bruce McLaren and his wife to discuss his chances of racing in England. Even Formula Ford was too expensive, so Jones returned home at the end of the year, but 12 more months in Melbourne convinced him that if he wanted to get into racing he had to do it in England.

"I came over in 1970 again and went into partnership with a mate of mine, Brian McGuire, buying and selling Mini vans and stuff like that. If we earned £200 one week we would spend £300 on motor racing so we ended up with a racing car, an overdraft and no money at the end of the year. In 1971 Bev and I were married, and I was still determined to make it in racing. There were plenty of times then when I was buying something with my Access card to pay off the Barclaycard bill. I'd go down to Thruxton and buy a set of slicks for the car on Sunday, not having a clue how I was going to meet the cheque on the Monday. But in one respect that was good because I really appreciate what I've got now. It was tough then. It really was. You hear all these stories about people who arrive in England with only a few quid in their pocket, but I really did. My wife gave me a loan of £250 to put with my £60 and that's how we got the capital together to start buying and selling the Mini vans."

The Jones ability and determination carried him through Formula 3 to lead the GRD team in 1973, and his father was living in England although crippled by the strokes. He died while Alan was testing the day before an F3 race on the club circuit at Silverstone. When Mike Warner heard the news he told Alan he would withdraw the car. "But I said 'No, no, for Christ's sake don't do that. That's exactly what I don't want you to do. Dad wouldn't want you to withdraw the car'." He had written off his race car during a tyre test two days earlier and the team had prepared a 1972 chassis for the race. "I got pole position by half a second on the club circuit. This was F3 and in those days half a second was three leap years. And I just walked the race. Absolutely walked it. Then when I got the laurel wreath for winning the race, I really broke up. It was just too much for me. I put it in Dad's coffin and it went back to Australia with him for the funeral. It was a very emotional time for me."

Alan was signed to a three-year contract with the Denys Dobbie DART team with the object of competing in F3 the first year, F2 the second, and F1 the third. But the project lasted only



First GP victory: Alan leads Lauda and Mass at the Osterreichring.

one season and came to an abrupt end, leaving Jones without a drive.

A period of limbo then, with promises of drives that never happened, and then "a guy rang me and said 'I've got a really fantastic Atlantic car, the trick transporter, all the gear. Come down.' I must have broken all records from London to Colchester but when I got there I found the transporter was an old Nestlés truck still with the Nestlés signwriting on it and the car was '71 or '72 March. I thought 'Oh Christ . . . what have I done now . . .' ". The car went back to March for a refit and Jones won at Silverstone but a week later at Oulton Park no preparation had been done on the car, it was diabolical on the track and Jones refused to drive it. At this point Harry Stiller arrived and offered Jones a test in his new March and at the end of an afternoon at Silverstone Jones and Stiller shook hands on a deal for the rest of the 1974 season.

At the end of the '74 season Stiller planned to buy a new Lola T400 for Formula 5000 but there were sponsorship problems and Jones spent the winter worrying again. "I've never had a winter when I could relax and honestly say that I knew what I was doing the following year. Eventually Harry phoned, out of the blue, and said 'I'm sick of buggering around. I've cancelled the F5000 deal and bought a Hesketh F1 car. We're doing the *Daily Express* race at Silverstone.' I couldn't believe it. From being totally messed about, I was up at Hesketh's workshop which was like a palace, being fitted into this immaculate F1 car. But then, after a few races, Harry says he's going to live in America because of the old tax position and he's pulling out of racing. I thought 'Here we go again . . .' ".

Alan and his wife were now running a boarding house for transient Colonials to keep the wolf from the door while his racing career struggled to take on some form of stability. It was a means of income which would give him time for racing as well. "When people from home come to England they want somewhere cheap and cheerful to live before they get organised and go on to the Continent. They want a clean place to live while they sell their car and get ready to go home again. We reckoned if we gave them a good breakfast and clean accommodation we could be in business. We catered for about 15 people bed-and-breakfast and it helped to pay for my rent, telephone and pocket money and made me my own boss." The Jones bunkhouse in London ran from 1974 until the end of 1976.

Stan Jones pictured in the Maybach Special before winning the 1954 New Zealand GP at Ardmore.

Tragic circumstance was to bring Alan Jones two Grand Prix opportunities in his career. Rolf Stommelen's crash at Barcelona brought an offer from Grahan Hill for Jones to drive as 'stand-in' until Rolf had recovered. He took a fifth place in the German Grand Prix and impressed the pit lane by his calm approach. When Stommelen came back there was a drive for Jones in John MacDonald's special F5000 March fitted with the Ford V6 motor, and wins with this car brought the attention of John Surtees and a test drive in his F1 car. "Fortunately (or I suppose I should say unfortunately) I was quickest of whoever tested the car, and that got me into the TS19 for 1976."

The Surtees period was a low point in his F1 career starting with a misunderstanding over the contract, and the Jumbo flight to South Africa waiting while Alan and John disputed the conditions. "I would never have signed the contract in a million years if it hadn't been at the departure lounge and they weren't screaming that there was a Jumbo waiting. But you live and learn as you go along in racing. Unfortunately when you're anxious to get your bum in a car, you have a tendency to do things you wouldn't normally do and the longer you're in it you eventually realise that it's a business and it's got to be approached in a business manner."

Jones decided that he would not do F1 in 1977. "I didn't want to drive for Team Surtees and I told John quite frankly that if the only way I could do F1 was with him, then I would rather not do it. We had absolutely and utterly lost our communication with one another." Instead of F1 Jones entered into an arrangement with Teddy Yip to do the F5000 series in Australia and USAC oval racing in the States. He jumped the start of the Australian Grand Prix in the Yip Lola T332 ("one of the best racing cars ever built, I reckon"), won by 47secs, was penalised a minute and ended up third. At Surfers Paradise he destroyed the car and another was flown out for Sandown Park and he was building a lead on the fifth lap when the engine overheated. In the last race of the series he started from pole and lapped the second-placed car on the last corner of the last lap.

The USAC scene spooked Jones as it had spooked other road-racers before. Chris Amon turned down a McLaren drive in 1970 because he simply couldn't cope with the special stresses imposed by the confines of the concrete speedway. His first race with Yip's McLaren M16 was to be at Ontario but for three days he waited at the track for the wind to die down.

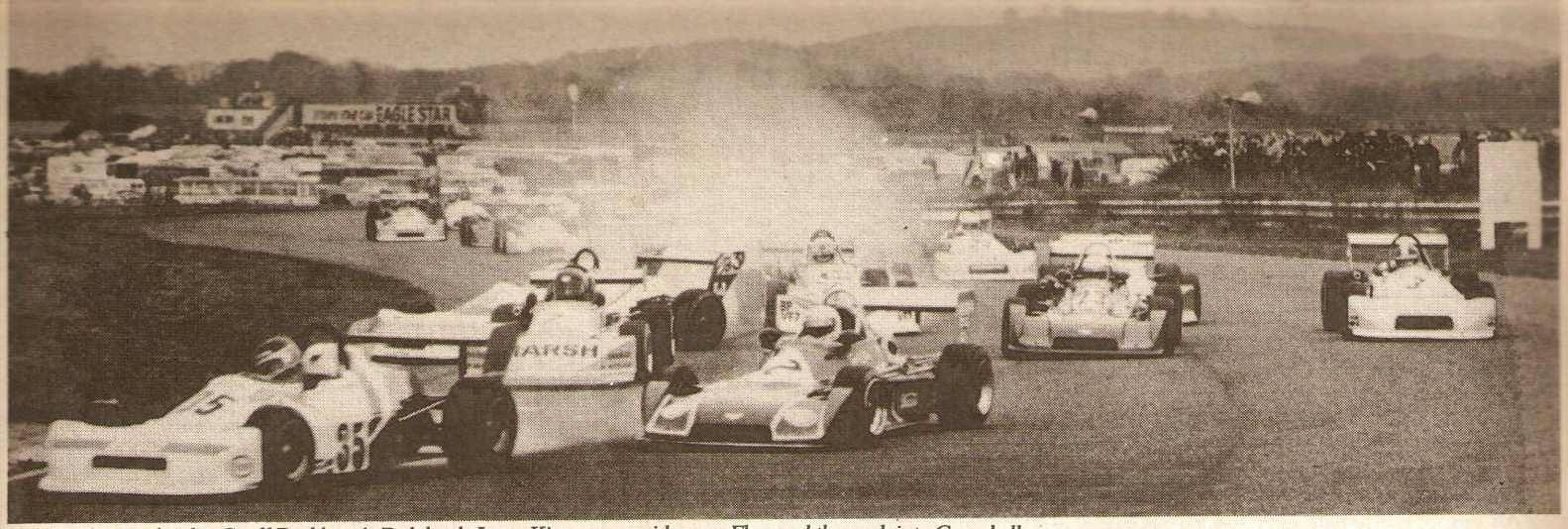
"I've never worn my overalls for so long and done so little. On the Saturday I did about 20 minutes of practice and the clutch went so they whizzed the car back to the garage just as qualifying was due to start. The mechanics said they could fix it but that I'd have to start at the back of the qualifying line. At that stage I just didn't want to sit in the bloody thing. I didn't have any feel for the car. It wasn't understeering and it wasn't oversteering . . . it just felt dead. I had no sensation of speed because there was no exhaust note and you were screaming along near a brick wall—it didn't do a thing for me. I thought I was bound to start from the back of the grid and get in someone's way in the race. I wasn't happy in the car, so I pulled out. I explained to Teddy Yip how I felt and he just said 'no problem'. Fantastic. He had flown me from Australia, paid hotels and Christ knows what else and he was going to fly me back to Australia and he just says 'no problem . . .'."

Jones was back in Australia when he had a phone call from Jackie Oliver. It was just after the South African Grand Prix when Tom Pryce had been killed after hitting a marshal who ran across the track with a fire extinguisher. "I accepted the Shadow offer because I considered they were a good team and they deserved to win. I reckon in Grand Prix racing there are the dead loss teams. The ones that are on the verge of winning, the ones that will never bloody win and the ones that are always winning. I considered Shadow to be one team on the verge of a win. I knew that Tony Southgate was coming back, and they had a good sponsorship deal with Villiger cigars. It sounded as though there was a future there, so I jumped at it."

Jones brought himself and Shadow the first Grand Prix victory when he won in Austria with one of his typically calculated drives, weighing up the transition from wet to dry better than most of his peers and winning cleanly from Niki Lauda, the driver set to win the World Championship. At Monza for the Italian Grand Prix, Jones and Lauda were in the money again, this time with Andretti first, Lauda second and Jones third, while Jones's season ended with fourth-place points at Mosport and Fuji.

What of the future for Alan Jones, the Australian son of a Grand Prix winner and now a winner himself? At one time, it looked like being another of those winters. . . . "Every Christmas has been a low point for me", he says talking about earlier seasons. "I nearly went through a divorce because I was such a pig to live with, totally insecure. I didn't know what the future was ever going to hold. I was only sustained by the fact, like every driver is, that if I could get in a good car I knew I could go well. It's when you're in an insecure position like that, that people ask how much you want to drive for them. What do you say? Do you say £1000 and have them laugh, or do you say £50 and have them laugh? It's a horrible situation to go through. Terrible. . . ."

However, it looks as though Alan is hooked on to a drive, either at Shadow again or with Teddy Yip. If he goes with Yip, he would probably drive the new F1 car to be built by Ron Tauranac, the man who designed championship-winners for Brabham. Perhaps Tauranac will back a second Australian for the title . . . . ■



With Daly out of sight, Geoff Brabham's Ralt leads Lees, King, a very sideways Flux and the pack into Campbell.

Luck of the Irish stays with Daly

Daly takes BP championship for McMahon's team—Brabham leads chase before retiring—Lees second in Chevron 1-2—South's title hopes vanish in collision. Report: JEREMY SHAW Photography: JOHN GAISFORD.

As the Formula 3 entourage gathered on a windy October Sunday at Thruxton last weekend the British Petroleum Championship could have been won by any one of three people: Irishman Derek Daly, Swede Eje Elgh or Britain's Stephen South. There was, therefore, everything to play for as the winner of this country's major proving-ground series is almost certainly bound for greater things. Just take last year's champion, for example, Rupert Keegan, who has put in some creditable drives this season in a Formula 1 Hesketh, while the runner-up in 1976, Bruno Giacomelli, proved his worth by winning the final round of the European F2 Championship at Donington last Sunday. On recent form it just had to be the Irishman who would take the spoils, having won the last three F3 events; and so it proved. Derek made a fantastic start from the middle of the front row with his Derek McMahon Racing with Jim Beam Whisky Chevron B38 and then withstood the considerable pressure exerted by a string of cars behind him to win in a style thoroughly befitting a future Grand Prix star. Geoff Brabham headed the pursuit for most of the distance but was trailing a stream of petrol vapour from his Ralt RT1 and eventually coasted to a halt, out of fuel, four laps from the end. Geoff Lees thus took over the second position, at last with a different works Chevron, to remind us of his talent. In all, the Championship finals day was a great success—a good crowd turning up on a very cold day to witness some excellent racing. Gerry Marshall scored an exciting victory over Nick Whiting's Escort in his last drive with 'Baby Bertha', while Nigel Mansell (Crosslé) beat BARC Championship winner David Leslie (Royale) and David McClelland (Crosslé) in a fine FF1600 race; Andrew Neilson scored his first Clubmans B-Sport win in the final Oceanair round, Jeremy Rossiter took the FF2000 spoils and John Brindley (Manitou-LE-BMW) beat all comers in the Britax race.

Two 20mins sessions were allotted for the F3 campaigners and, interestingly, although no one could give a proper explanation, the first session, at 9.30am on a very cold day, was the quicker of the two with none of the fastest ten drivers improving in their later session.

On pole position and going better than ever before at the Hampshire venue, was 32-year-old American James King in his works-run March 773. "I'm pleased with the car here for the first time", he explained, "it's just nice to drive". James's fastest lap of 1m 16.0s was, understandably, 0.6s away from the lap record but he did extremely well to equal this time in the later practice; something very few drivers were able to do.

Derek Daly took things easier in the second practice ("I knew that I wasn't going to go any quicker") and was also troubled with oversteer, as was almost everyone else, but he was still as confident as ever about starting from the middle of the front row of the grid. "It'll be all right for the race", he predicted. Brazilian driver Aryon Cornelson Filho has been a consistent runner this season, just behind the leading contenders, so it was something of a surprise to see his works March 773 sharing the front row, although even his team were prepared to concede that the time was rather optimistic; 1:17.0 would probably have been nearer the mark. One can't help feeling, however, that timekeeping errors of this sort should not be made, especially in this highly competitive class of motor-racing . . . and even less so when the Championship is at stake.

Aussie Geoff Brabham headed the second row which he shared with the ever-spectacular Frenchman Patrick Gaillard. The Parisian has shown very fast form in recent weeks but, with his very limited racing experience, does tend to be a little erratic. On Sunday, he was again quick but complaining of oversteer: "In fifth gear—very fast—the car is oversteering. Aagh! (much waving and crossing of arms) I don't know why", he shrugs, "perhaps the track is slippery . . ." It was good to see Geoff Lees up into a reasonable grid position with his works Chevron after a miserable season in which he has found his regular car almost undriveable. Geoff was now out in the B38 used by Frank Sytner at the Grand Prix meeting and found it much more to his liking. "We had more oversteer in the second session, so we didn't gain much but I think we'll be all right for the race", said Geoff. His team-mate, Eje Elgh, has led the BP series for much of the season only to be overhauled by Derek Daly's recent run of success and Eje was determined to give of his best. He, however, was down in the dumps following practice, Eje had his usual Chevron oversteer in both sessions but thought that the car was far better in the latter one. He was absolutely mystified when the times were posted and he found himself even slower than before. "I just can't understand it", he complained.

Local driver Derek Warwick was considered by many as a likely winner of this race, bearing in mind his like and knowledge of Thruxton together with his good form of late and the Ralt's basic suitability to fast circuits. But Derek was another to be wearing a long face prior to the race. "We had a lot of problems using Ron Tauranac's new rear suspension (first used by Derek at Donington Park) in the first session and reverted to 'standard' spec for the second," reported Warwick, who was only eighth overall. Stephen South found his car "a bit of a handful in the slower corners" and also suspected that the engine in his Team BP March was getting tired. Nigel Mansell qualified the Lola well up while, of the others, Brett Riley was finding life very difficult in his Starz-March, which had a new tub and engine since its Donington incident, and David Kennedy was trying to learn the F3 lines around Thruxton, this being his first visit since the FF1600 days when "virtually the whole ciucuit was flat and I was just following other people's wheels!"

FASTEST QUALIFIERS

James King (USA)	March 773	1m16.0s
Derek Daly (IRE)	Chevron B38	1m16.2s
Aryon Cornelson Filho (BR)	March 773	1m16.3s
Geoffrey Brabham (AUS)	Ralt RT1	1m16.4s
Patrick Gaillard (F)	Chevron B38	1m16.4s
Geoff Lees (GB)	Chevron B38	1m16.5s
Eje Elgh (S)	Chevron B38	1m16.7s
Derek Warwick (GB)	Ralt RT1	1m16.7s
Stephen South (GB)	March 773	1m16.7s
Nigel Mansell (GB)	Lola T570	1m16.8s
Ian Flux (GB)	Ralt RT1	1m16.8s
Brett Riley (NZ)	March 773	1m16.9s
Mario Pati (BR)	Ralt RT1	1m17.0s
David Kennedy (IRE)	Argo JM1	1m17.1s
Ian Grob (GB)	Chevron B38	1m17.5s
Rad Dougall (ZA)	Chevron B38	1m17.5s
Thorkild Thyrring (DK)	Chevron B38	1m17.5s
Philippe Colonna (F)	Chevron B38	1m18.0s
Giordono Regazzoni (CH)	March 753	1m18.6s
Paul Bernasconi (AUS)	Ralt RT1	1m19.6s

etc

RACE

In all there were 24 cars on the grid for the 15-lap race with 1.5sec covering the practice times of the first 17 cars! The start was not the cleanest of the season but Derek Daly shot straight away into the lead from Brabham, a very fast-moving Lees and pole man King. "I thought I'd made a good start" said the American later, "but when John Wickham *unfurled* the flag they *went*! I just got caught."

While these four moved off at the front of the field there was drama behind as Eje Elgh tried first to go between Brabham and Gaillard and then, as the gap narrowed, ran outside the Frenchman's red Chevron. Unfortunately for Eje, though, Patrick already had his eye on the same piece of road and Eje found himself heading into the armco. He managed to crawl around to the pits but his race was run and, along with it, any chance of the Championship.

Daly's yellow Chevron just led at the end of the first lap with Brabham locking up brakes coming into the Club Chicane, followed by Lees, King, Gaillard, Warwick, South, Cornelson, Riley and the rest all in fairly close order, despite the contretemps at Allard. The pattern remained the same over the next few laps with clouds of tyre smoke emanating from the Esso Uniflo Ralt through Geoff's gallant efforts to pass the Irishman, while all the time Lees and King were jockeying close behind for third place. Gaillard spun at Club on lap 3 and fell back to 14th place and Riley

continued

was up to seventh on lap 5 but this was soon sixth as we lost King at the Complex. James's March was very fast round the back of the circuit and was able to catch Geoff Lees's Chevron, which was understeering slightly and forcing him to lift off in order to tuck the nose in on the very fast sweeps. Thus the March would always be very close behind the Chevron as they approached the chicane, where Geoff would hurl the car through and pull out a length or two more. It was on one of these occasions that James found himself slowed exiting the chicane and this allowed a closing Warwick to nose alongside at Allard. The Englishman learnt here that King really meant business as James cut back across Derek and forced the Ralt to leap clear over the front of his March! Neither car was damaged but James then tried to regain his lost place at the complex and managed only to lose his nosecone on the Ralt's rear wheel, putting himself out of the running.

All this time Brabham's car was leaving a trail of petrol for Lees to follow, caused by a split union leading into the fuel pump, and this eventually leaked so much that his Ralt spluttered to a halt after 11 laps. This really was a shame for the Australian, who always seems to suffer at the Hampshire track and who had been pressuring Daly so hard. Warwick had also departed the scene when he spun at Cobb when trying to pass Lees and this incident put poor South on to the grass and necessitated a pit-stop thus ruining his good drive and leaving DD alone at the head of the prestigious BP Championship.

Derek had driven a masterly race and never really looked like being beaten. He had been put under great pressure but withstood everything that those behind could offer and took the flag to score his fourth victory in succession and sew up the series in the best possible fashion. Lees scored his best result for a long time and was happy with that, while Riley profited by the mistakes of others to claim third place having "worked my way through the junk and the rubbish."

The Brazilian Cornelson took a distant fourth place having just held off the attacks of Kennedy and a fast-closing Gaillard, who had driven extremely impressively after his earlier indiscretion. The dicing for the lesser places had once again been a feature of the race but Mansell and Flux were among the spinners so Rad Dougall made his best result in F3 by taking the Tolemans-backed ex-Warwick Chevron to seventh place ahead of a close trio in the order Ian Grob, Flux and Mansell.

British Petroleum Formula 3 Championship, round 16
Thruxton, Sunday October 30
15 laps—35.34 miles

1, Derek Daly (Chevron-Toyota/Novamotor B38), 19m 24.0s, 109.30mph;
2, Geoff Lees (Chevron-Toyota/Novamotor B38), 19m 24.8s;
3, Brett Riley (March-Toyota/Novamotor 773), 19m 27.4s;
4, Aryon Cornelson Filho (March-Toyota/Novamotor 773), 19m 37.0s;
5, David Kennedy (Argo-Toyota/Novamotor JM1), 19m 37.3s;
6, Patrick Gaillard (Chevron-Toyota/Novamotor B38), 19m 37.7s;
7, Rad Dougall (Chevron-Toyota/Novamotor B38), 19m 43.1s; 8, Ian Grob (Chevron-Toyota/Novamotor B38); 9, Ian Flux (Ralt-Toyota/Novamotor RT1), 19m 46.1s; 10, Nigel Mansell (Lola-Toyota/Novamotor T570), 19m 46.5s.

Fastest lap: Derek Warwick (Ralt-Toyota/Novamotor RT1) and Stephen South (March-Toyota/Novamotor 773), 1m 16.5s; 110.87mph.

SUPPORTING RACES

The early 1pm start was necessary to fit the six final rounds of the BARC-organised championships in before the light failed, and first off were the Formula Ford 2000 boys for the last British Air Ferries round. Rad Dougall had already clinched this series and, at the wheel of his Kismet Royale was Peter White. From the start, it was a battle between poleman Kenny Gray (Scorpion Royale) and Jeremy Rossiter (Spax Reynard) who had rocketed off the outside of the front row. Rossiter pulled out a strong lead during the first couple of laps, as the other front row man, Philip Bullman (Hawke) had spun, but Gray stayed with him and these two were more than 10secs ahead of the field by the finish. Gray tried everything he knew to pass Rossiter, diving first one side and then the other at the chicane, but to no avail. Bullman fought his way back through the field impressively quickly, but was involved in an unfortunate incident with a number of midfield runners, including Philip Lloyd, whose home-built and Mobil-supported Nomad was again quite severely damaged. Rob Wilson (ICL Reynard) finished third after an excellent run in which he did well to hold off White in the quick Dougall car. A rather lonely fourth was Richard Wills in the attractive brown Delta while, behind him, one of the drives of the race came from Neil Bettridge in the new CTG who had pulled up from 11th on the opening lap passing, among others, Frank Sytner (Foxclub Royale), Michael Bleekemolen (F&S Crosslé) and, on the last lap, Steve Farthing, whose Reynard engine had gone sick.

With Dud Moseley already confirmed winner of the Oceanair clubmans series, Sunday provided an opportunity for some others of the formula's rising stars to show their paces. Andrew Neilson (Mallock) scored his first-ever win after a race-long battle with Mike Barnby, both drivers crossing the line side by side and being awarded the same race time. Although the fastest lap was nearly a second slower than the champion's record, the racing was fast and furious. Third was Philip Creighton in what was probably his best result, particularly after a spin at Club in the early stages, necessitating a fight back through the field.

A splendid finale: Gerry Marshall won in his last outing with 'Baby Bertha'.

There must have been many people at Thruxton who had travelled there solely to see the final appearance of Gerry Marshall at the wheel of DTV's 'Baby Bertha'—and they were not to be disappointed. A few raised eyebrows greeted the news that Nick Whiting (3.4 Ford Escort) was on pole position for the final round of the Forward Trust Special Saloon series, but those fears were dispelled when Marshall crossed the start/finish line ahead, albeit by merely a couple of inches. And that was how it was for eight laps, the yellow *Kent Messenger* Escort seemingly glued to the silver Firenza. Only one Marshall slip—a missed gear passing the pits on the penultimate lap—allowed Whiting a brief moment of glory ahead of Marshall but, within half a lap, DTV's retiree was back in front. At the finish they were well over 1min ahead of the rest. Oh, yes, the rest. . . . Well, Alec Poole (1.3 Janspeed Datsun) was running well until he retired, leaving Geoff Janes a lonely third and class winner, ahead of a gripping battle between the Imps of John Homewood and Brian Prebble, which crossed the finish line side by side (Homewood the class winner). Irishman David Hall, on his first visit to Thruxton, won the 1300cc class and was eight on the road, and Michael Holland won the 850 class from Forward Trust champion Mike Kirby.

Unfortunately, Bob Berry of Britax—surely one of motor sport's more popular sponsor's representatives—was unable to make the final championship presentations after his prodsaloon series final round, as the results must be decided by tribunal at Belgrave Square. His prodsaloon racers, however, did not disappoint the crowds, putting on an excellent eight-lapper, with the two Manitou-LE BMWs of guest driver John Brindley and provisional Britax overall champ Derrick Brunt in close combat with the *Mayfair* Opel Commodore of Jock Robertson. They circulated in very close formation, finishing in the order above, although Robertson, on the one occasion that he was able to pass Brunt, did offer a fairly strong challenge to Brindley. Running a pretty distant fourth—and a rather lonely one after his regular sparring partner Tony Hill had retired his Tyre Services Dolomite early on—was John Lyon (Monsieur Worth Alfetta) who won his class. David Watt won the 2300 class after end-of-season championship class winner Malcolm Prior, also in a Magnum, had spun at Segrave, and Gerry Marshall had retired with tyre problems. The baby class was won by Juliette Slaughter in the Richmond Motor Centre/Freeway Renault 5TS after a super tussle with Keith Newland-Hodges's similar car and the Lada of Roger Turner. After the two Renaults had passed the Lada on the approach to the chicane, Juliette—on the inside line—slipped through, while Turner slammed into the armco and Newland-Hodges took to the slip road.

Already confirmed as BARC FF1600 champion, David Leslie (Royale) was not going back to take it easy on Sunday and became involved in a fantastic three-way battle with Nigel Mansell (Crosslé) and David McClelland (Crosslé). Leslie and McClelland were locked in combat from the start and Mansell soon joined them, these three regularly approaching the chicane three abreast in a race-long battle that finished with Mansell—running with only third gear—0.1sec ahead of Leslie who was in turn only 0.2sec ahead of McClelland. Popular Irishman Bernard Devaney (Hawke) kept his distance, running a lonely fourth, appearing too close on the lead battle occasionally but never getting close enough to challenge. Marc Smith, who has still only a little single-seater experience was a good fifth, beating David Sears, Nigel Gough and Peter Argetsinger.

TONY FASSATI

BAF Ford 2000 Championship Race (10 laps): 1, Jeremy Rossiter (Reynard-Piper 77SF), 13m 37.6s, 103.74mph; 2, Kenny Gray (Royale-Rowland RP25), 13m 37.7s; 3, Rob Wilson (Reynard-Racing Services 77SF), 13m 48.4s; 4, Peter White (Royale-Titan RP25), 13m 50.6s; 5, Richard Wills (Delta-Nelson 77), 13m 52.7s; 6, Neil Bettridge (CTG-Nelson SF77), 13m 55.3s. **Fastest lap:** Gray, 1m 20.6s, 105.23mph **(record).**

Oceanair Clubmans Sports Championship Race (8 laps): 1, Andrew Neilson (Mallock U2-Scholar Mk18BW), 11m 46.2s, 96.09mph; 2, Mike Barnby (Spectrum-Spectrum), 11m 46.2s; 3, Philip Creighton (Mallock U2-Ford Mk18B), 11m 57.7s; 4, Phil Martin-Dye (Mallock U2-Scholar Mk18BWY), 11m 58.5s; 5, Nigel Crisman (Mallock U2-Dixsport Mk16BW), 11m 59s; 6, Robin Henderson (Mallock U2-Minister Mk18B), 12m 0.9s. **Fastest lap:** Barnby, 1m 26.8s, 97.71mph.

BARC Formula Ford 1600 Championship Race (10 laps): 1, Nigel Mansell (Crosslé-Minister 32F), 14m 42.4s, 96.12mph; 2, David Leslie (Royale-Scholar RP24), 14m 42.5s; 3, David McClelland (Crosslé-Minister 30F), 14m 42.7s; 4, Bernard Devaney (Hawke-Minister DL19), 14m 46.3s; 5, Marc Smith (Royale-Racing Services RP24), 14m 55.8s; 6, David Sears (Royale-Scholar RP24), 14m 56.1s. **Fastest lap:** Mansell, 1m 26.7s, 96.83mph.

Forward Trust Special Saloon Championship Race (8 laps): Overall: 1, Gerry Marshall (5.0 Vauxhall Firenza), 11m 6s, 101.88mph; 2, Nick Whiting (3.4 Ford Escort), 11m 6.4s; 3, Geoff Janes (2.3 Vauxhall Firenza), 12m 22.5s; 4, John Homewood (1.0 Sunbeam Imp), 12m 23.1s. **Over 2500cc:** 1, Marshall; 2, Whiting, 3, John Morgan (3.8 Jaguar Mkl), 12m 34.2s; 4, Dave Wilson (3.0 Ford Escort), 7 laps. **Fastest lap:** Whiting, 1m 21.3s, 104.31mph. **1301-2500cc:** 1, Janes, 91.38mph; no other finishers. **Fastest lap:** Alec Poole (1.3 Datsun Sunny), 1m 29.3s, 94.98mph. **1001-1300cc:** 1, David Hall (1.0 Hallspeed Imp), 88.84mph, 7 laps; 2, Martin Pearson (1.3 Datsun Cherry), 7 laps; 3, Mike Welch (1.3 Austin Mini), 7 laps; 4, Paul Craymer (1.3 BLMC Mini), 7 laps. **Fastest lap:** Hall, 1m 31s, 93.20mph. **850-1000cc:** 1, Homewood, 91.31mph; 2, Brian Prebble (1.0 Hartwell Imp), 12m 23.1s; 3, Richard Long (1.0 Wallinger Imp), 12m 33.7s; 4, Mike Parkes (1.0 Austin Mini), 7 laps. **Fastest lap:** Homewood, 1m 31s, 93.20mph. **Up to 850cc:** 1, Mike Holland (850 Hillman Imp), 84.83mph, 7 laps; 2, Mike Kirby (850 Greetham Imp), 7 laps; 3, Peter Harding (850 Morris Mini), 7 laps; no other finishers. **Fastest lap:** Holland, 1m 37.4, 87.08mph.

Britax Production Saloon Championship Race (8 laps): Overall: 1, John Brindley (3.0 BMW Si), 13m 27.7s, 84.01mph; 2, Derrick Brunt (3.0 BMW Si), 13m 28s; 3, Jock Robertson (2.8 Opel Commodore GS/E), 13m 28.4s; 4, John Lyon (2.0 Alfa Romeo Alfetta GTV), 13m 53.7s. **2500-3000cc:** 1, Brindley; 2, Brunt; 3, Robertson; 4, Tom Dodd-Noble (2.8 Opel Commodore GS/E), 14m 3.3s. **Fastest lap:** Robertson, 1m 39.2s, 85.50mph. **2000-2500cc:** 1, David Watt (2.3 Vauxhall Magnum), 14m 15.1s, 79.35mph; 2, Eric Cook (2.3 Mazda RX2), 14m 16s; 3, Graham Geldeard (2.3 Vauxhall Magnum), 14m 25.8s; 4, Malcolm Prior (2.3 Vauxhall Magnum), 14m 26.1s. **Fastest lap:** Gerry Marshall (2.3 Vauxhall Magnum), 1m 42.2s, 82.99s. **1500-2000cc:** 1, Lyon, 81.39mph; 2, David Wood (2.0 Mazda RX3), 14m 24.8s; 3, Hamish Irvine (2.0 Triumph Dolomite Sprint), 14m 24.8s; 4, Stuart MacAllan (2.0 Mazda RX3), 14m 25s. **Fastest lap:** Lyon, 1m 42.4s, 82.83mph. **Up to 1500cc:** 1, Juliette Slaughter (1.3 Renault 5TS), 15m 2.1s, 75.22mph; 2, Keith Newland-Hodges (1.3 Renault 5TS), 15m 14s; 3, Peter Buxtorf (1.2 Honda Civic), 15m 14.9s; 4, Andrew Shanks (1.4 Colt Lancer), 7 laps. **Fastest lap:** Slaughter, 1m 50.1s, 77.04mph.

our centre spread

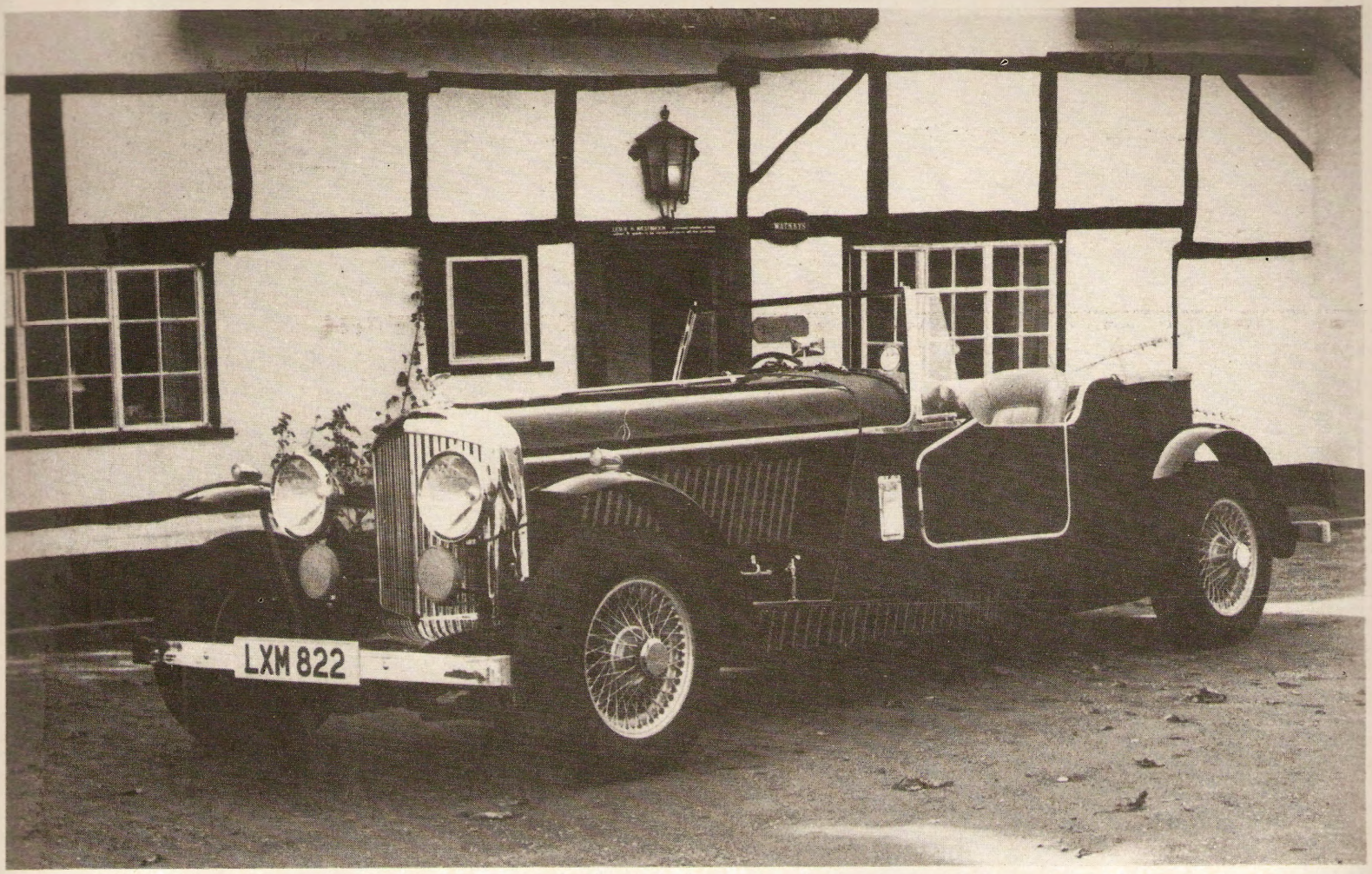
Philip Bullman, the young Essex driver in only his second season of racing, has had a very successful season of Formula Ford 2000 with his Prince Line/Shipcare Hawke DL16. Bullman, who raced both a Crosslé and subsequently a Hawke chassis in FF1600 last year and with an equally impressive record, has finished well up in both FF2000 championships this year and hopes to drive in Formula 3 in 1978.

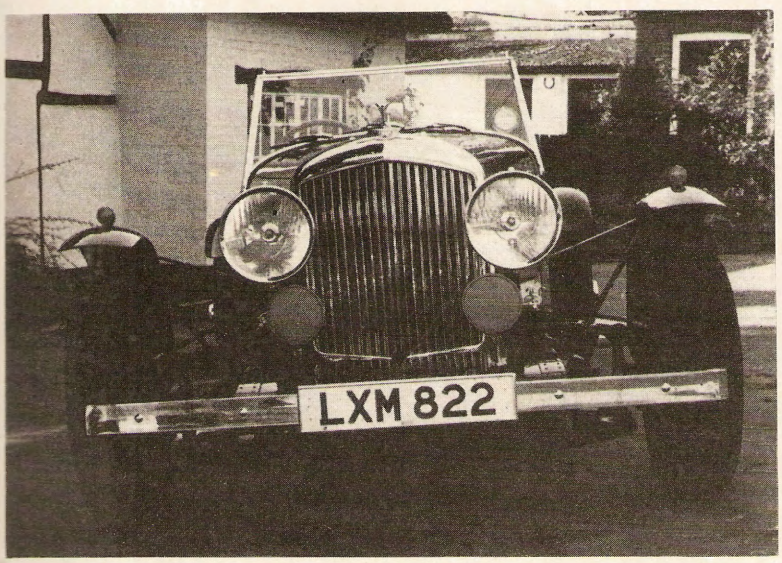
GTX
FLY BAF
13
CHAMPION
PRINCELIN

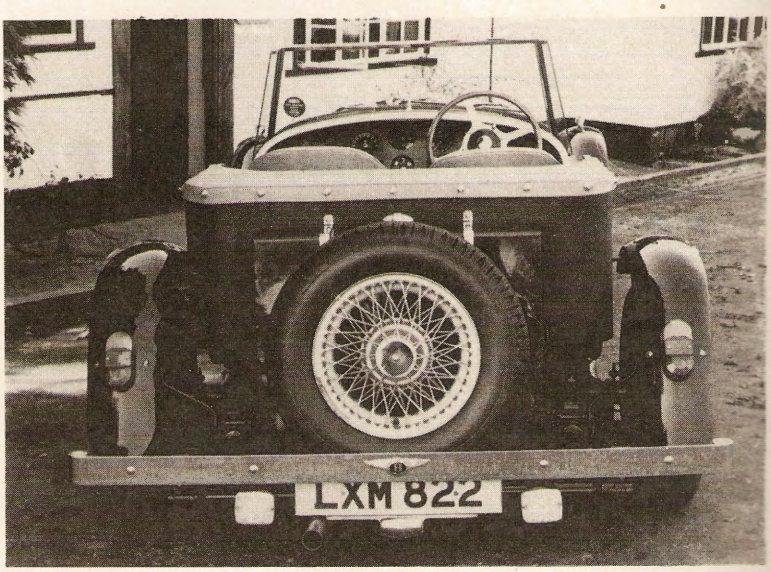
GTX
GTX
13
BP
SHIPCARE
BP

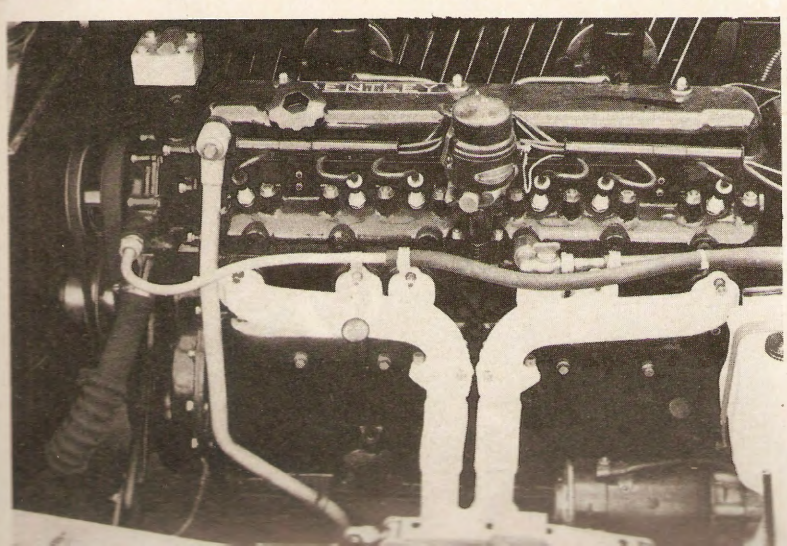
road test

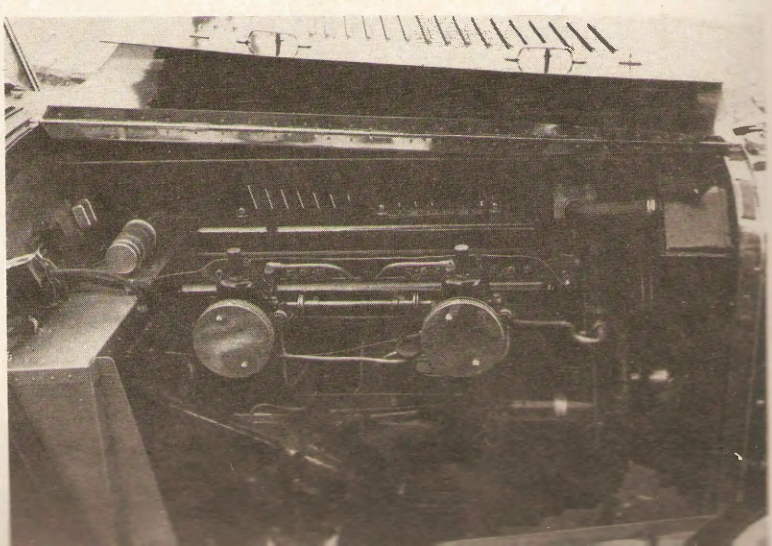
by John Bolster











DERRY MALLALIEU BENTLEY BARCHETTA

Sheer enjoyment

Perhaps the Italians have got it wrong, after all! Those fabulous exotica which they design are exciting to the initiated, but they leave the general public comparatively cold. If you park a Boxer Berlinetta or a Khamsin in a street of the average English town, nobody takes any notice, but do the same with something open and vintage and it will be smothered with sticky finger marks in an instant. If it is dressed in a chaste shade of British racing green, with a winged B on the radiator, all normal traffic will be brought virtually to a standstill.

This I proved recently when I drove the Derry Mallalieu Bentley Barchetta. These cars are not, of course, the great green Bentleys that W.O. made at Cricklewood, but their chassis are developed from the Mark VI or R-type Bentleys, built by Rolls-Royce at Crewe. Though the Mallalieu cars bear a nostalgic resemblance to the pre-war machines of Le Mans fame, they are mechanically as far as the poles apart.

There are several very good reasons for choosing this type of chassis. Though there are not enough vintage Bentleys left to meet the demand, they would not, in fact, suit most of the people who are in the market for a sports car nowadays. The back-breaking ride, with rigid front axle and friction-type shock absorbers done up dead tight, used to be all part of fast motoring, but we have grown out of it now. Few modern drivers could be able to handle a sliding-pinion gearbox without synchromesh, and the noise would not be acceptable. I could go on, but what is really wanted is a car that gives vintage-style driving pleasure with modern refinement.

New finery

It so happens that there are quite a lot of early post-war Bentleys to be had, of which the engines and chassis can be restored equal to new, but the bodies are past recall. Some of these are the first pressed-steel shells that Rolls-Royce ever made, and they did not benefit from modern rust-proofing techniques, with disastrous results over the years. Also, some coach-built bodies made at that time suffered from post-war shortages of first-quality materials and, after twenty years or so, they were a mass of creaks and cracks. It would be sacrilege indeed to take a sound body off such a chassis, but when the mechanism is everlasting there comes a time to clothe it in new finery.

The Mark VI Bentley was designed to carry a heavy saloon body of considerable size. As it stands, it is therefore unsuitable for a light, sporting shell. Mallalieu Engineering only make those changes which are necessary, and they retain standard Rolls-Royce parts wherever possible; for example, though the proportions are so different the wheelbase and track are those of the original car.

The first requirement is a change of weight distribution, necessitated by the far lighter body. This is accomplished by moving the engine and gearbox back a full 18ins, which gives a 50-50 balance to the complete vehicle. Though a forward-mounted radiator is acceptable for a slab-sided saloon, it looks ghastly on an open sports car, so the radiator comes back 18ins with the engine.

This entails scrapping the heavy cruciform member from the centre of the frame, a light but rigid box section, with triangulated bracing rearwards, taking its place. The upswept rear side-members are cut off, the new back-end of the chassis passing under the axle. The divided propeller shaft, with its floating centre bearing, is replaced by a single shaft, rebuilt and balanced from the original components. The rear springs are flattened, about 4ins of camber being lost, and fitted with new leather gaiters, while the traditional speed-conscious Rolls-Royce dampers are retained, operated by a gearbox-driven pump and controlled from a lever on the steering wheel boss. The coil springs of the independent front suspension are also shortened. The radiator is lowered so that the bonnet just clears the engine, the beautiful aluminium fan being mounted much lower on an adjustable pulley, which is driven from the water pump by a short additional belt. It would be a pleasure to service this engine, for the under-bonnet accessibility puts any modern car to shame.

There were three engine sizes during the currency of the Mark VI/R-type models, of 4257cc, 4566cc, and 4887cc. All of these have pushrod-operated inlet valves, with side exhaust valves in the block, the exhaust manifolds being properly separated, with twin SU carburetters, which carry separate filters, the huge original item proving too large for the low bonnet. Like every single component of the car, the engine is totally stripped and rebuilt equal to brand new. The gearbox carries the worm-driven Rolls-Royce mechanical servo and has a gearlever on the right of the cockpit, just inside the body. There are three rear axle ratios available, the original 3.73 being on the low side, while the later 3.41 to 1 hypoid is a better compromise for British road conditions, but the "Continental" 3.07 is ideal for motorway work. Rolls-Royce produce batches of Continental crown wheels and pinions from time to time, but at a price!

Body options

The mechanical servo operates brakes in large, finned drums and the two exhaust systems are of stainless steel. The body framework is fabricated from square-section steel tubing, rust-proofed and covered with aluminium panels. Optionally the body panels may be covered in vinyl, to give the appearance of a Weymann fabric body, and in this case a very thin layer of synthetic cotton wool is placed between the vinyl and the aluminium to provide a slightly rounded look. A vertical slab tank and exposed spare wheel complete a typically vintage rear end, and the hood occupies the space behind the rear seat squab, with the complete set of rigid sidescreens.

My test car was fitted with centre-locking wire wheels, which are perhaps more in keeping with such a vehicle than the Wolfrace aluminium wheels which are also available. To carry the centre-locking wheels—the Mark VI had bolt-on discs—Jaguar hubs were adapted. The driving position is exactly right and the view along that bonnet, with the B-mascot on the radiator cap, is magnificent. It was delightful to hold a slim wooden steering wheel rim again—I'm rather bored with the podgy little things we have nowadays—and the right-hand gearlever was much appreciated. The 4½-litre six-cylinder engine was very quiet indeed and the smaller air filters were scarcely noticed, apart from a slight hiss as the throttles were first opened.

As about 12 cwt has been saved over the original saloon, the acceleration is what Rolls-Royce in a typical understatement, would no doubt call "sufficient". The torque is simply tremendous and one naturally starts away in second, indeed a top-gear start is quite rapid. There's no need to change down for overtaking or climbing the steepest hill, which is rather a pity because to handle that light and oh-so precise lever is a sensual pleasure.

Enjoyment

I will drive an open car in any weather, but it was warm and sunny when I drove the Bentley, which added to my enjoyment. How much we have lost by enclosing ourselves in steel and glass! I was lucky to find some miles of deserted roads where the big car fairly flew, taking the curves fast but easily without roll or screaming of tyres. Driving with a lighter foot, I was conscious of the autumn scents and the sounds of the country, and then a firmer pressure on the pedal sent the leaves scurrying again. With the normal gearing, I don't suppose the maximum would be much over 100mph, though the Continental cogs should give 115 or so. The whole charm of the car is its reserve of silent power and the feel of the steering, light, sensitive, and without kick-back.

Most open cars suffer from scuttle-shake but this one is totally rigid, with not a sign of movement from the radiator and bonnet. The brakes showed no symptoms of distress during some fairly rapid touring and, like the rest of the car, they were silent. As the suspension settings are virtually unchanged, though the car is much lighter and lower, there is none of the wallowing of a Mark VI saloon but the ride, though fairly firm, is never hard.

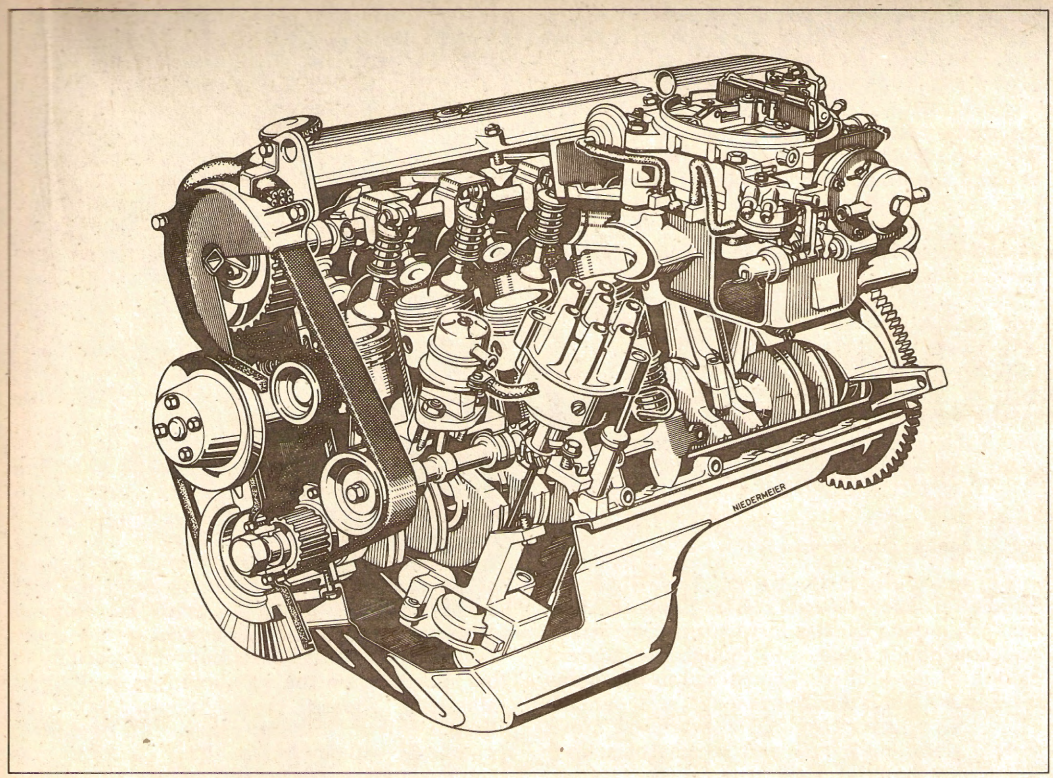
Obviously, to re-condition every assembly and turn out a car that is as new in every respect, is something that can only be done by craftsmen working unlimited hours. Such a machine can never be compared with a product of the assembly line and its very high price may not make sense to the man who treats a car like a refrigerator or a television set. Each car is built to suit the owner's desires, so an exact price cannot be quoted, but the one I used would not have left much change out of £11,000. Though that may make one gasp, yet one is assured of 100,000 miles of magnificent motoring before a major overhaul will come due. Let's face it, there are many who would call this a cold, draughty car, with mudguards that only stop half the mud, but to me, every mile that I covered was sheer enchantment.

Let me leave the tailpiece to, the three charming ladies in Henley-on-Thames, who rushed out of their house to get a better view. "May we congratulate you on your *beautiful car*", they called out, which sent Bolster and Bentley purring happily home. ■

facing page

Opposite page, top: The classic lines of the Derry Mallalieu Bentley. Centre left: Nostalgic winged 'B' radiator and huge 'pathfinder' lamps. Centre right: Modern rear lights give the Barchetta away. Bottom: Two views of the engine, in this case the 4257cc straight-six.

by John Bolster



BMW's six-cylinder power unit for the new 320 saloon.

Small sixes are back in favour

BMW and Rover have both recently announced models with six-cylinder engines of between 2-and 2.3-litre capacity. Why this change?

In recent years, the small six-cylinder engine has been in eclipse. People tend to remember only the bad examples—there were plenty of those—and to forget how marvellous a really good one can be. In England, sixes have gradually died out in the smaller sizes, while in France there have been no six-cylinder cars at all for a quarter of a century, until the coming of the Renault-Peugeot-Volvo V6.

It has thus been something of a shock, to many students of design, to hear that BMW, who have one of the best four-cylinder engines in the world, are to abandon it in favour of a small six. Let me tell them without giving away any secrets, that they are in for further shocks, as some other manufacturers have small sixes under development. Engineers are dusting the cobwebs from old designs and going back to the drawing board where they left off years ago. How come?

As a motoring historian, I am delighted when some old and despised principle suddenly becomes the *dernier cri*. There have been countless examples of this, the most recent being the revival of four valves per cylinder. In 1912, Peugeot won the French Grand Prix with an engine so equipped, and by 1914 no racing car was considered modern that had less. Yet, after the first war, the grand prix Fiat and the TT Norton were the designs that everybody copied, and four-valve heads were considered old-fashioned; this is amusing when you look at the Formula 1 cars of today.

I could give scores of similar examples of the revival of long-abandoned principles. In some cases there are good engineering reasons and often fashion plays a part, not to mention political pressures and changing legal requirements. In the case of the BMW, all these things are probably involved. The manufacturer suggest that their principal goal was to achieve a smoothness of running for their smaller cars that would be comparable with that of their larger machines. This is logical, especially during a period when many of us are being forced to run cars of reduced engine size.

Their other reasons concern decreased pollution and improved fuel economy, both of which are perhaps rather surprising. As regards pollution, some American research has led us to believe that it is advantageous to have fairly large cylinders, but it's certainly easier to control flame propagation in a compact combustion chamber; I hope to have an opportunity to learn more about this from the BMW engineers shortly. The economy side is most interesting, for the parrot cry has always been that a six-cylinder engine has more friction than a four. Against that, one can place the fundamentally more efficient induction and exhaust arrangements that the firing order of the six makes possible, and the improved cooling of pistons of smaller area, which permits higher compression ratios even with fuels of inferior octane ratings.

Economical

The smoother running of the little six, which will so endear it to former owners of the big BMWs, is another reason why this power unit should be more economical. The unbalanced forces of the four may be partly insulated from the body shell—and its passengers—by flexible mountings, but it is not generally realised that the softer the rubber, the worse these vibrations become. With hard mountings the weight of the car acts like the concrete block on which you bolt down a stationary engine. The vibrations can build up to a far greater amplitude when the engine is free to romp about—just think how much power it takes to shake that great lump of cast iron and even make its sides bend in and out at certain speeds. Vibration can easily absorb more power than the increased mechanical friction of two small cylinders.

The four-cylinder engine is fundamentally out of balance, and cannot be balanced within itself. It is possible to reduce the consequent vibrations by driving a pair of out-of-balance shafts from the crankshaft, which generate forces in opposite directions, but such a solution adds both friction and weight. It might be suggested that the ordinary four-cylinder engine balances itself, because the pistons going up counterbalance those going down. At first sight, that seems sensible, but a spot of trigonometry, or a few sketches on the back of an old envelope, will demonstrate the fallacy of such reasoning.

A four-cylinder engine would balance its own reciprocating forces if its connecting rods were of infinite length. Such rods would require a cylinder block so high that you couldn't see where you were driving! Not only must connecting rods be of finite length, but modern ones are pretty short to keep the engine height down, among other things. It's the angularity of the rod that does it, for the pistons near the top of the stroke are travelling at a different speed from those near the bottom. At the middle of the cylinders, both pistons are going at the same speed in opposite directions and at top and bottom dead centres they are both stationary, but in slowing down and accelerating again, the top piston does it in fewer crankshaft degrees than the bottom one.

Why not counterbalance the crank with bob-weights, to neutralise the weight of the piston and the upper end of the connecting rod, plus gudgeon pin and rings? Unfortunately, you can't balance a reciprocating mass with a rotating one. If you do, you counterbalance the piston and its attachments vertically, but you then introduce another couple at right angles. Of course, I'm over-simplifying grossly as usual, but instead of the engine jumping up and down it will now waggle from side to side. So, we compromise, and the amount of counterbalancing we apply to the crank webs will give reasonably smooth running, but never perfect balance. High-speed engines need a different degree of balancing from low-speed ones, for best results, but a compromise it will always remain in the case of the in-line four-cylinder engine.

Reciprocating

If you will now get another old envelope, you will see that the six-cylinder engine is in balance, because its crank throws are at 120 deg to each other, instead of 180 deg, so the pistons neutralise each other. You can counterbalance the crankshaft if you wish, to reduce the load on the main bearings, but the reciprocating weights cancel out and there's no compromise.

Engineering text books have for many years given a particularly full coverage of the varying speeds of pistons at both ends of the stroke. This is because it vitally affected the functioning of double-acting steam engines and the valve events had to be modified to obtain equal power from both sides of the piston. An incredible amount of paper had been covered with mathematical symbols in analysing this problem, so we are fortunate that our engines are single-acting and we are only concerned with the resulting vibrations.

It has often been argued that the in-line six-cylinder engine is excessively long for a modern car. Yet the V6, which is neither so smooth nor so musical in its exhaust note, is nearly always installed in a car with a long bonnet. If the bonnet is going to be long for cosmetic reasons, you might just as well fill it with engine. Quite a few years ago, the BMC engineers were trying to reduce the interior sound level of the Mini, and they built an in-line six cylinder engine of

Small sixes back in favour

continued

about 1275cc that would fit. It has a belt-driven overhead-camshaft, with an ignition distributor driven directly from the end, and when I saw it, the little thing was humming away on the test bench. If an in-line six is not too long for a Mini, surely the less attractive V6 is scarcely nesessary, and the flat-six is probably to expensive for down-market cars.

I have sometimes been asked why there were so many small six-cylinder cars in the nineteen twenties and early thirties, but by the later thirties most of them were being replaced by four-cylinder models. I've just scribbled down some names on a piece of paper, and I am amazed to find that over 50 manufacturers were offering six-cylinder cars of less than 2-litre capacity during that period. One explanation, I think, is that engines were then bolted firmly into the chassis and if there was any vibration you got it. The difference between a four and a six was therefore absolutely obvious to all the passengers. There was nothing to beat a big, lusty four in an open sports car, but more and more people wanted saloons and for them the six-cylinder was supreme. A manufacturer would add "six" to the name of his car in large letters, and it became a status symbol.

Another influence was racing, for this was the era of the 2-litre grand prix formula. The Fiat was incomparable, for it was as beautiful as it was effective, and of course it had a six-cylinder engine. The dimensions were 65 x 100mm and, whether by accident or design, many makers chose that exact size for their production cars. I can think of 13 makes and there were probably more, but though some of them deserve to be quickly forgotten, there are others that inspire nostalgic memories.

Sporting

Among the sporting British names there were the AC with its overhead camshaft, the unbreakable Alvis Silver Eagle, the Shelsley-model Crossley, the Lea Francis, and the Singer that ran at Le Mans, not to mention the Triumph. Italy had that delicious OM, the Itala, and the Ansaldo, all of the same size. There were some much smaller sixes, including a Mathis of 993cc which deserves no memorial, but the six-cylinder supercharged Amilcar of 1100cc was like a grand prix car in miniature. The first MG Magna was a disaster, but the Magnette had a fine racing career and who will ever forget Goldie Gardner's records—200mph on 1100cc for example?

It was curious that some designers wasted their opportunities and made ridiculous mistakes. You can't persuade a six to work properly on one carburettor, for example—the induction strokes overlap and the cylinders rob each other. Similarly, the exhaust manifolds for the front three and rear three cylinders must be separate, or you get interference and even gases going into the exhaust valves instead of out of them! Henry Royce kept his two exhausts separate and blended them under the car in 1906, but some so-called engineers evidently couldn't understand. They thought that a six was a four-cylinder engine with two more pots, and that approach has always been fatal.

Having made an engine that was unable to breathe, the bemused designer was then surprised that it would hardly pull the car along. His response was to fit an axle ratio of 5.5 to 1, which ensured that his buzz-box would wear out remarkably quickly.

There were small sixes that were excellent but the ill-designed ones gave the type a bad name. Please don't mention the Austin Twelve-Six (price £195!) in my hearing, the Wolseley Hornet, or the Armstrong Siddeley. Suddenly, the designers who couldn't make a decent six were saved. Chrysler invented "Floating Power" and simultaneously Citroën produced their own version of flexible engine mountings. Thus insulated, a four-cylinder engine was as smooth as an indifferent six and probably gave a better performance.

So died the small six, for no fault of its own. The 1750 Alfa Romeo, the 328 BMW, and the MG Magnette won races galore, but they were properly designed small sixes. The other manufacturers heaved a sigh of relief, went back to the four-cylinder engines they understood, and based their engineering on the precept that an ounce of rubber is worth a ton of theory.

Sensitive

Let us return to the present day. Since the heyday of small six-cylinder engines, the normal production car has lost its separate chassis and coachbuilt body, and though the modern saloon of integral steel construction has many advantages, it is far more sensitive to engine vibrations and its panels, if excited, will boom unless smothered in a vast weight of sound-deadening material. Even with the most sophisticated flexible mountings, some high-frequency vibrations seem to get through, and it would be logical to use an engine that doesn't generate them, rather than to try to confine the roughness to the under-bonnet area, which is a losing battle.

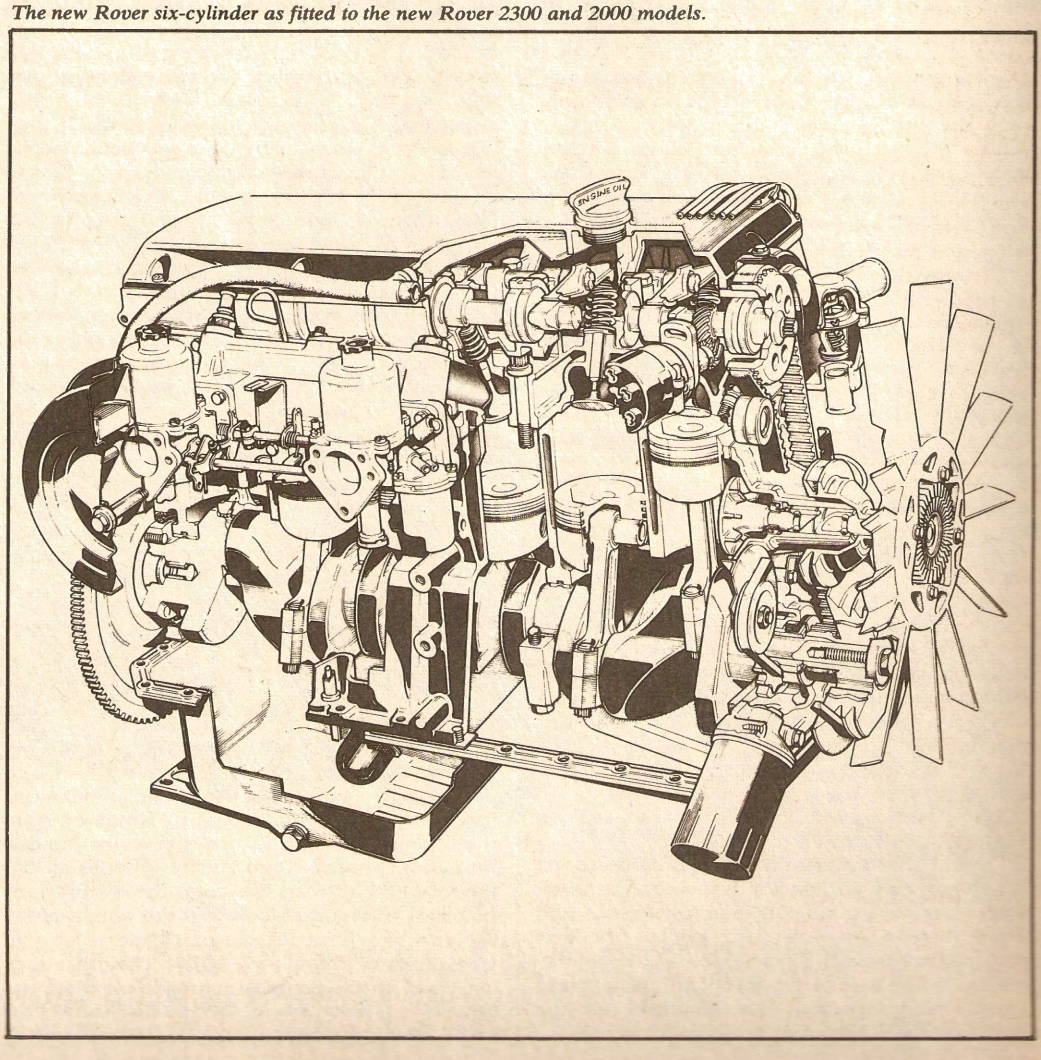
In addition, there is not the slightest doubt that the motoring public are becoming more appreciative of refinement in their cars, while the inflexibility of some of the bigger four-cylinder engines is very noticeable as traffic congestion worsens. So BMW (and others) are right to take the six-cylinder engine down-market. In this, they will be assisted by the general acceptance of multi-carburettor installations, for it was the prejudice against such equipment that forced so many manufacturers to try to manage with one.

The six-cylinder engine needs two carburettors, which can be double-choke progressive instruments if desired. Though many three-carburettor engines have been built, this arrangement is less effective and it is wrong on theoretical grounds. The ideal, of course, is six carburettor chokes, if you can afford them.

The reason why the six is best with two carburettors becomes obvious when you examine the firing order. There are two possible arrangements, to which the same comments apply; they are 1-5-3-6-2-4, or 1-4-2-6-3-5. It will be seen that, in every case, just as a cylinder is on the latter part of its induction stroke, another inlet opens in the other half of the engine and gives a great suck, robbing the first cylinder of part of its charge. If you split the manifold and fit two carburettors, the suction strokes occur at exactly regular intervals and there is no overlapping. With three carburettors, the induction strokes will be unevenly spaced, causing bad distribution, especially at low speeds when the six should be on its best behaviour. Please don't write in about the Roesch Talbots with one carburettor or various other cars with three, for these were the brilliant exceptions that proved the rule!

The crankshaft used to be the Achilles' heels of the six-cylinder engine, but all those problems have now been solved and the dreaded torsional vibration periods are a thing of the past. Nevertheless, a really outstanding six-cylinder engine is still more difficult to design than a four or even a V8. Yet, a good one is so rewarding and it can make such a lovely noise. Let us hope that our brilliant young designers will get their teeth into it, for I'm sick of those rumbling, booming four-bangers! ■

The new Rover six-cylinder as fitted to the new Rover 2300 and 2000 models.



by John Bolster

The new six-cylinder BMW engine is fitted in the established 320 shell.

Smooth and quiet

Perhaps nothing recently has caused greater interest than the announcement of the new BMW 2-litre 6-cylinder engine. To abandon one of the best "fours" that has yet been made seemed astonishing, but the Bavarian engineers insisted that they could achieve better fuel economy and cleaner exhaust emission by going over to six-cylinders. These are the two areas in which future legislation will become ever more strict, so it was wise to accord them first priority.

One might imagine that an engine built to conserve fuel resources, and reduce pollution, would be a pretty dreary performer. In fact, the new "six" produces more horsepower and greater torque than its predecessor, and it pulls a higher gear. This, coupled with the elimination of the secondary vibrations generated by even the best four-cylinder engines, made the latest version of the BMW 320 appear to be a most mouth-watering proposition, and I jumped at the chance of an early drive.

The cars that I tried had the 2-litre carburettor engine, the 2.3-litre fuel-injection unit being a pleasure yet to come. A very sturdy bottom-end is a feature, the 7-bearing crankshaft being carried in a cast iron block with a light-alloy head of typical BMW design. In this case, however, the usual chain drive for the overhead-camshaft has been deleted in favour of a toothed belt. The four-throat Solex down-draught carburettor has two primary and two secondary chokes. This longer power unit fits easily under the bonnet of the 320, and electric fan ahead of the radiator providing some extra space.

On the road, one notices very little difference in the handling and ride of the re-engined 320. The most obvious improvement is in silence and smoothness, for although the four-cylinder cars were quite refined, they were not in the same class as the big BMW models. Now, all the cars in the range are comparable in these respects, differing only in size and ultimate performance.

At an easy 80mph gait, the new 320 feels very relaxed. Dropping down into third, I put the hand of the rev-counter past the 6000 mark and instead of the roar of four lusty cylinders in anger, I was rewarded with a gentle song. I saw an indicated 112mph on the speedometer, which tends to confirm the claim that there is a worthwhile increase in performance.

Most of my driving in the 320 was with the pleasant four-speed manual gearbox, but as some of our readers (or their better-halves) are addicted to automatic transmissions, I opted for a 320 thus equipped, to speed my departure from Nice airport. BMW have now adopted the new-generation automatics from ZF, with particularly happy results. Like any automatic car, it takes five minutes to become acclimatised, but the small six is allowed to rev to its heart's content, or run more lazily if the pedal is less heavily depressed. BMW engines have always had plenty of torque in the middle range, which is highly desirable for automatic operation, and the 2-litre unit is specially tuned to suit the ZF box.

In addition to the new 2-litre, in manual and automatic forms, I also drove the 528i, a fuel-injection 2.8-litre car with a manual gearbox. I must say that this is one of the most attractive BMW models that I have handled, for it combines smooth, silent running with spectacular performance. Personally, I prefer this to the big 7-series cars, for it seems so light and responsive. The power-assisted steering gives plenty of feel of the road, and the machine is beautifully balanced, with a substantially neutral response. Having a 129mph maximum speed, this model costs £8128, which is somewhat higher than the £4999 ticket of the new 320, but its an extremely desirable car.

Specification and performance data

Car tested: BMW 320 2-door saloon, price £4999.
Engine: Six-cylinders 80x66mm (1990cc). Compression ratio 9.2 to 1. 122.4bhp DIN at 6000rpm. Single belt-driven overhead-camshaft. Solex 4-barrel carburettor.
Transmission: Single dry plate clutch. 4-speed synchromesh gearbox with central change, ratios: 1.0, 1.320, 2.022, and 3.764 to 1. Hypoid final drive with driveshafts and rear hubs, ratio 3.64 to 1.
Chassis: Combined steel body and chassis. Independent suspension all round with MacPherson front geometry and semi-trailing arms at rear. Rack and pinion steering. Servo-assisted dual-circuit disc/drum brakes with rear limiting valve. Bolt-on steel wheels, fitted 185.70 HR 13 tyres.
Dimensions: Wheelbase 8ft 4.9in. Track 4ft 6.6in/4ft 7.1in. Overall length 14ft 3.5in. Width 5ft 3.4in. Weight 22cwt.
Performance: Maximum speed 112mph. Standing 400m 17.4s. Acceleration: 0-100kph 10.7s.
Fuel consumption: 9.5 litres/100km DIN (maker's figures).

Mirage Colt

Mitsubishi last week launched their new Colt two-door model at the Tokyo International Motor show. In Japan it will be known as the Mirage. This model will not arrive in the UK until the end of next year when it will be available with either a 1.2-litre, 1.4-litre or 1.6 GSR engine. It will have front wheel drive and the usual high specification and standard equipment common to all Colt models.

by Robin Bradford

Rallycross '78: more money, better points

With prize money more than doubled and the points-scoring system extensively simplified, the 1978 Castrol/BTRDA Rallycross Championship promises to emulate the success of the pilot clubmans series this year. Castrol last week confirmed their repeated sponsorship of this championship which, for next season, will consist of ten rounds at seven venues.

There will be two classes—up to 1000cc and 1001cc to 1300cc—and, at each round, competitors will count their two best runs from three qualifying heats. The fastest 24 competitors overall will then qualify for a series of finals in which each of up to eight cars will be allowed to start.

The two from three system is a welcome change, particularly for promotors who, in the past, have so often been faced with competitors who decide not to bother with their third run, leaving very thin fields for the hardy spectators to watch.

The finals will determine overall positions and points will be scored from 24 to one. In each class, the first ten finishers will receive points from ten to one. The best eight scores from the ten rounds will count for end of season points.

The total prize fund has been more than doubled over 1977 to £5,900 and has been further improved by the addition of several trade awards. The winner of each round will receive £100. Manufacturer awards will be donated by Ford and Leyland. Other donors include Champion, Britax, Luke Racing Systems and Spedeworth. There will also be awards for the best turned-out car, personality of each meeting and an award to the organising club for the best-run event in the series. The qualifying events will be:

January 29, Brands Hatch, British Racing & Sports Car Club; March 19, Snetterton, West Suffolk MC & Sporting Car Club of Norfolk; April 30, Talbenny, Pembroke MC; June 18, Mallory Park, BRSCC Midland Centre; July 23, Talbenny, Pembroke MC; August 13, Brands Hatch, BRSCC; August 28, Lydden, Thames Estuary Automobile Club; September 24, Long Marston, 423/Solihull MC; October 15, Snetterton, WSMC & SCCON; October 29, TBA, Motoclub.

VW for BRSCC HQ

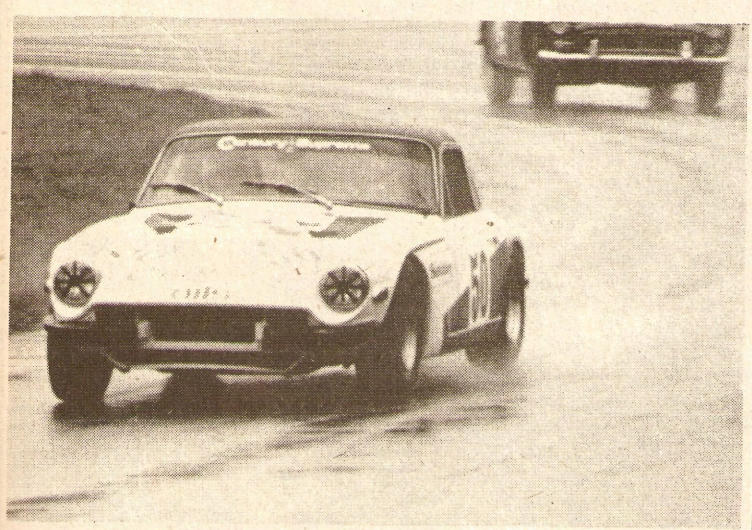
Isn't it pretty. The BRSCC's new Volkswagen Polo LS Medical Car has been donated to the club by the Dovercourt Motor Company of Plaistow, London and has been equipped with the most up to date resuscitation equipment available—including an oscilloscope and defribilator to attend drivers with heart problems; the first time such equipment has been available on a mobile unit. Dovercourt director (and, incidentally, enthusiastic RAC Steward) Trevor Roden (right) is seen handing the vehicle over to BRSCC Chief Medical Officers Mike King (centre) and Dave Nancekievill.

FFFestival's big entry

The Formula Ford Festival at Brands this weekend has attracted its customary vast entry with jorums of cars and drivers wending their way southwards to challenge the likes of Nigel Mansell, David Leslie and Trevor van Rooyen who must start joint favourites for the coveted title. Other interesting drivers in the entry include Richard Mallock who may drive Clive Wood's Mallock; Chico Serra (probably his last outing in a FF1600 car); Marshall G. Pugh (Scorpion Royale); northern ace Alan Stringer; Scottish exponent Cameron Binnie; motor-cycle superstar Pat Hennen; Dutchman Michael Bleekemolen (remember his efforts at the Dutch GP in August?) and that old Brands Hatch favourite and former Festival winner Don Macleod.

On the chassis front Andy Best will be looking for another impressive showing with the beautifully-engineered Getem, Mike Blanchet runs the smart new Lola T540, Paul Wimhurst should be out in a Wimhurst, the Saracen (sponsored by Chicago XI) will be driven by Ashley Ward while the intrepid Peter Lawrence pilots his ancient but highly effective Royale 77RP3 which has been updated extensively this season.

Long hard winter ahead!



Rod Gretton, the Hinckley-based underwear manufacturer who has raced extensively this year in both prodsports and the SodaStream Sports 2000 series ended his season in a most unfortunate manner at Donington on Sunday. In practice for the Certina prodsports race Gretton lost the immaculate Century-Oils-backed TVR 3000M (above) as he entered the Old Hairpin having set fifth fastest time at that stage. The car spun round, hurtled over the sand pit at unabated pace, and clouted the solid wall with the rear corner before destroying the front as the vehicle gyrated again. Happily Rod emerged only shaken from the written off shell leaving a lot of hard work for wrench Peter Giulianotti and TVR cars if it is to reappear next year.

Ford back 'their' formula

Exciting news from the RAC this week is that Ford are to sponsor the 1978 RAC National Formula Ford Championship. This presitigious six-round series features rounds at six circuits and, unlike this year, no round will be amalgamated with any other FF1600 championship. Thanks to the Ford Motor Company the 11th year of the formula will see greater manufacturer liaison with a prize fund of £1,500 for the series. The championship is open to all holders of international licences who must register beforehand to score points. Running alongside the drivers' series will be a separate Formula Ford Manufacturers Championship which does not require registration and carries no prize fund as it is intended for prestige only. The 1978 Championship dates are: May 14, Mallory Park; June 18, Silverstone; August 26, Donington; September 10, Thruxton; September 16, Oulton Park and October 1, Brands Hatch.

Baby Bertha has new Dad

Interesting news on the special saloon front: former prodsaloon protagonist—and special saloonist this season—Paul Haywood-Halfpenny, has bought perhaps the most famous special saloon of the decade—Gerry Marshall's 'Baby Bertha'. Marshall raced the car for the last time at Thruxton on Sunday and worked hard on some old tyres for his win under intense pressure from Nick Whiting who only managed to slip in front once in the ten laps when Gerry missed a gear. H-H's fellow Nottinghamshire special saloon expert, Malcolm Johnstone, is also reported to have bought the ex-Rob Mason Imp.

Good new deal for sponsors?

Kim Perry, the promising young Enfield driver, is now faced with a dilemma in his motor racing career. Having recently acquired a brand new Hawke DL19, finances have become a major problem and some sponsorship is needed if he is to continue. Kim and brother Ian feel that a new approach is needed to advertising on racing cars. They feel that too many people expect a sponsor to pay for everything while the driver pays for nothing and that this is all wrong. So, as they already have a competitive chassis, the Perrys are prepared to offer a prospective sponsor what seems to be an excellent proposition. For the sum of £1,500 the sponsor's livery will appear on the Hawke for a year, the Perrys putting up the rest themselves, thus giving him the sort of exposure which would usually justify an outlay of around £8,000. For this money they hope to contest both the Townsend Thoresen and *Kent Messenger* series and the Ford-backed RAC rounds and the car will be made available for any promotions that the backer wishes, including advertising and testing days etc. If anyone is interested in this deal they can contact Kim Perry (Tel: 01-989 6644 ext 21) or Ian Perry (01-504 4466).

● Production saloon exponent Trevor Scarborough may well be advertising his championship sponsor's products next year. For his racer, a Mazda RX3 which is used regularly by his wife for shopping trips, may well sprout a baby seat—and how on earth could he use anything other than a Britax safety seat!

● It was interesting to see a trio of Formula Junior cars competing in the historic race at Donington on Sunday, especially if you remember the heyday of these single-seaters in the early sixties. The quickest of the three was the front-engined 1959 Lola Mk2 of Tony Steels although Piers Martin's strange rear-engined Kieft (a 1960 car) finished the race alongside with David Grant in the 1959 Elva BMC not far behind.

Briefly . . .

● Almost 2000 people attended Christie's auction of Collectors' Cars and Motorcycles at the Earls Court Motorfair on October 27. The sale totalled £303,700. Of interest to racing entrepreneurs was the 1954 Cooper-Norton Formula 3 car which fetched £2600 and the 1960 Triumph TR3A which was sold for the same figure.

● Congratulations are due to the Coventry Clubmans 'ace' Geoff "Fris the Whizz" Friswell, who married his season-long Scots companion Frances last Friday.

● There will be an open practice session at Thruxton tomorrow (Friday) from 9am to 1pm. The charge will be £15 for BARC members and £18 for non-members and, as notice is rather short, we suggest you just turn up in the morning. Don't forget that there is an F3 race at the televised 'Gone in 60 Seconds' race meeting in ten days' time, so it may well be a busy session.

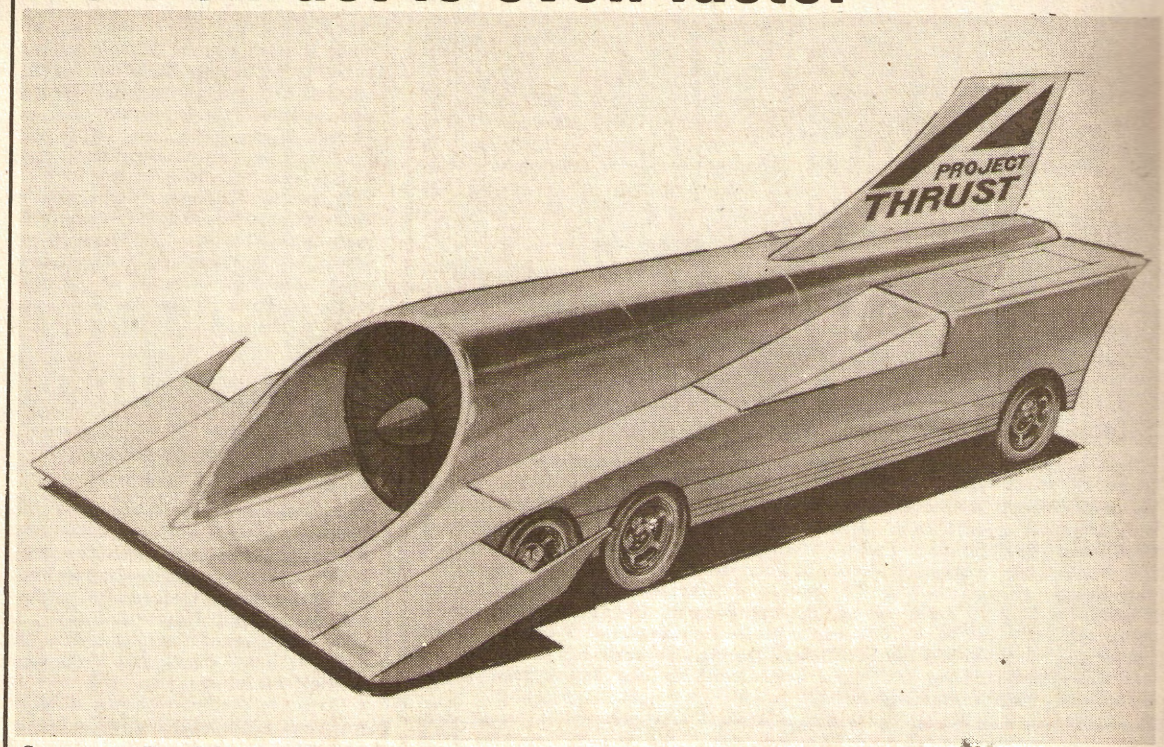
● The Annual Trials Dinner Dance will take place after the British Experts Trial on December 10. Tickets for the event, which is at the Great Danes Hotel, Maidstone, can be obtained from Ron Kemp, 1053 Alcester Road South, Hollywood, Birmingham—price £5.75.

● The new surface at Silverstone has certainly improved lap times with the result that five new records were established on Saturday (see *Sportscard* for report), three of them in the Classic Saloon race.

● Spanish FF driver Pedro 'Pere' Noguest has had his last outing of the season in his Van Diemen International Racing Team RF77 before returning to his homeland in an effort to scrape up enough money to contest a whole F3 season in 1978.

● Yves Sarazin, the French FF1600 driver who commutes to race from his Lille home was an interested spectator at Thruxton last weekend for the BARC Championship Finals day. Yves has not yet settled his plans for 1978 but is certainly determined to do well in this coming weekend's Formula Ford Festival at Brands Hatch. So far this year Yves has used a Scholar engine in his works run Royale RP24 but for this meeting he will be using one of David Minister's products "because I want to win."

New Thrust is even faster



Spectators at Brands Hatch at the end of last season will remember a demonstration by the Project Thrust team in which driver Richard Noble piloted the Thrust I jet car round the Grand Prix circuit for a couple of laps. The fearsome beast was to be the first of a series of cars, each with increased power and more advanced design technology, leading to a full-scale assault on the World Land Speed Record in 1982. As Thrust I was written off early this year in a high-speed testing accident at RAF Fairford, plans have now been laid for Thrust II, the power unit of which, a 24ft long Rolls-Royce Avon jet, was the main exhibit on the Project Thrust stand. The new machine (see artist's impression above) is another interim model but should be capable of 600mph, a speed comparable to Gary Gabelich's current World Record of 622 mph, when it is completed this time next year. From experience gained with the new projectile, Thrust III's design will be finalised in readiness for the record attempt, at present scheduled to take place in Australia in five years' time. Thrust II will burn 3,000 gallons of fuel an hour and should accelerate from 0-180mph in about 3secs with 300mph coming up in the standing quarter-mile. The new car will appear at race circuits and RAF open days while Thrust III, the world's first supersonic car is being built with considerable sponsorship from many international organisations. Further details of the project and the Project Thrust supporters' club, can be obtained from Simon Chapman on 01-242 2522.

● The Sutton and Cheam MC are holding a London-Sydney Marathon Forum on Wednesday, November 9 at the Cheam Sports Club, Peaches Close, Cheam starting at 8.30pm. Panellists include Peter O'Gorman, Phil Young of the Magenta team who was put in jail during the event, Chris Bruce and Jim Gavin of the organising team.

● The Welsh Border CC are staging a Motor Sport film show at the Regal Cinema, Oswestry on Thursday, November 10 at 8pm. Admission is 60p (tickets from the box office) for which several interesting rally and racing films have been booked.

Woman driver of the year

The P. J. Evans Woman Driver of the Year competition has been won by Elizabeth Head (left) and Elizabeth Garside. Both winners were presented with trophies and a cheque for £250 by Juliette Slaughter (centre) of Renault 5 racing fame. The Chairman of P. J. Evans, Peter Green (right) helped with the presentation and the group's Marketing Director, Michael Burley, looked on.

● The Southampton MC's first Arno Solent City Rally will take place on the night of November 12/13 and is based around Southampton. Generous sponsorship has been obtained from Arno Adhesive Tapes Ltd, of Hythe whose first move it is into the world of rally sponsorship. The event starts at Huxfords in Fareham and encompasses a 175-mile route on metalled roads before finishing at the Post House Hotel, Southampton. It is a round of both London Counties and CSMC Championships.

● Renault 5 racer Juliette Slaughter returned from Thruxton on Sunday evening with a massive smile on her face, having won the 1500cc class of the final Britax round. With her Richmond Motor Centre/Freeway 5TS, she also chopped 9secs off the lap record. But don't let her fool you—it was wet when the record was set!

● With the cancellation of the Welsh Marches Rally, due to have taken place this weekend, the last two rounds of the Welsh Association Road Rally series will be the Pinged Hill Trophy on December 3 followed by the JJ Brown Memorial the following weekend.

● Paul Howarth, the Northern sports car racer who bought the ex-Jonathan Buncombe 'Chimp' chassis, converted back to Chevron B19/21 form, for Group 4 Historic Sports, *Formula Libre* and sports events this year, appeared at Donington with his latest acquisition. It is one of the ex-Monsieur Rochas Elans—as campaigned so successfully by John 'Pancho' Webb and the Eadys in thoroughbred sports races. Howarth finished sixth in class although his opposition included a couple of Lotus 23Bs, the Ferrari Breadvan and the winning Brabham BT8 among others.

● Remember that Kodak competition which we ran in our Grand Prix issue? Well, we received two more entries for it last week posted, respectively, on July 20 and July 21. Sorry, folks, you're too late.

● Spedeworth International are to stage the first of a short two round Hot Rod v Rallycross Challenge at Wimbledon on Saturday, December 10th. It is hoped that the return will be at Brands Hatch on January 2, with, if possible, the same teams competing at both events. The BRDA Rallycross team is being sorted out by Colin Richards, who may be contacted on 01-549 2639, for details of start and prize money. Any other information is available from Motorsport Marketing & Management on Reading (0734) 599314.

● Cheshire Car Circuits Ltd have, regrettably, been compelled to cancel their rallycross meeting scheduled for November 13 owing to track licence difficulties.

● The BARC London and Home Counties Centre are staging their annual drivers forum today (Thursday) at 7.45pm at the London Rowing Club, Embankment, Putney, SW15. For a nominal admission fee of 20p you can chat with Dickie *'World of Sport'* Davies, Simon Taylor, Gerry Marshall, Tony Dron, Divina Galica and Ian 'Baked Bean' Bracey.

● David Dawson, winner of the AFN Classic Sports Car Championship was presented with his trophy at the Metropole Hotel, Birmingham by Mrs H. J. Aldington on October 21. Dawson won his class eight times in 14 starts and was overall winner on two occasions.

A rare visitor to England last weekend was Irishman David Hall who brought his Team PR Reilly/Hallspeed Imp over to Thruxton for the weekend. The car has swept all before it in modified saloon races in the Emerald Isle and was making only its second appearance in this country in two seasons—its first being at Brands Hatch early last year when Hall smashed the class record on the full GP circuit. The Imp has been extensively developed since then and now runs a 1212cc engine. Interestingly enough the car was parked next to John Homewood's similar Davrian-based monocoque Imp and the resemblance is more than striking! Dave drove extremely well in the race despite his lack of experience at the Hampshire circuit and was rewarded with a class win and eighth overall. His fastest lap, 1m 31s, was exactly the same as Homewood's best although the Charing farmer relied on his trusty 998cc Carter engine.

Promising news for '78

By the time you read this week's AUTOSPORT, Brands Hatch will have taken about £115,000-worth of bookings for next year's Grand Prix. John Webb told us earlier this week that only a handful of open seats are left—so if you want to sit, you'd better contact Brands soon.

This fact is a good omen for next year's motorsport season especially when added to the news that all of the MCD championships now have sponsors for 1978—although most of them have, as yet, not been announced.

The MCD/BRSCC and Brands Hatch Racing stands at *Motorfair* met with mixed success. First the good news: 739 people paid deposits for race training at Brands Hatch. The bad, or rather the disappointing news, was that bookings for the Grand Prix were very low—the whole show's business roughly equalling one day's at last year's Motor Show.

"Welly" has the boss

Many saloon car fans will have wondered what has happened to Tony Strawson's mighty Boss Capri since Strawberry took over the Saracen Sports 2000 car recently. Well, they need wonder no more for Chapel-en-le-Frith driver George 'Welly' Potter was out in it at Donington a couple of weeks back. Potter bought the car from Tony with a holed engine but has since built up a 7.2-litre Chevrolet mill to replace the damaged 8.1 unit. George was very pleased to finish third in class behind Nick Whiting and Colin Hawker, and fifth on the road, enjoying a good scrap with Derek Walker's Escort in the latter stages. Altogether a good debut run on his first serious outing for four years, and with an entirely unsponsored motor car too!

Bricknell off to trials

Roger Bricknell, the new RAC Production Car Trials Champion, won't be back again next year. The Bodmin stationer will continue in competition but he's going to have another crack at sporting trials with a Cannon. He will probably stay in the South West.

His win on the Hagley event last Sunday was his seventh and although Mike Stephens can equal his maximum possible total of 149 points from the remaining two events, Stephens loses out on a tie decider on the number of third places.

Briefly . . .

● The Birmingham Speed and Custom Show will take place again in 1978, on April 8/9 at Bingley Hall, Birmingham. It will feature a large array of customised vehicles, racing cars, dragsters among its 200 exhibits including Barry Bowles's Blonde Bombshell rocket dragster which broke the British flying quarter-mile record a few weeks back.

● Regs are available for the Chester MC's Milton Car Trial on November 27 at Afonwen, near Denbigh. Classes cater for all cars and a large number of awards are offered. Please contact Mrs E. W. Long, 31 Parkfield Drive, Helsby, Warrington, Cheshire. Tel: Helsby 2666.

● The Birmingham University MC are organising their November Rally on November 12/13. It is a closed joint road event of around 150 miles and entries are available from Mrs E. Heigham, 60 Kingfisher Way, Bourneville, Birmingham. Tel: 021-472 7676.

● Regulations are now available for the BRSCC rallycross meeting on January 2, 1978. The entry fee is £7.60; forms from the BRSCC, Brands Hatch, Fawkham, near Dartford, Kent. The event should include a challenge match between rallycross and hot-rod competitors.

Great success at Lydden

Despite it being their first sprint for many years, the Surrey Sporting MC made a great success of their event at Lydden on October 22, which counted towards five championships. Helped by fine weather and extremely slick organisation the good entry of 75 cars produced an entertaining day's sport with several interesting battles.

Production Saloon class wins went to Wally Pratt, Chris Judge, Graham Willmott, Keith Hooper and Steve Pattinson, although Judge and Hooper had to work very hard to hold off the challenges of Peter Wood and Ian Crammond in their respective classes, while the highlight of the Modified Saloon classes was the Mini battle in the well-supported 850 class. Eventually the Special Saloons of Eddie Arscott and John Tait triumphed over the Mini 7 shared by John Lambe and rallycross exponent Alan Lawrence. Another rallycross driver, Barry Rapley, went well to challenge Jack Davies's Mini in the 1300 class, and other wins went to Bev Comber (1.0 Mini), Malcolm Morris (2.0 Alfa GTV) and Colin Richards's superb 2.3 Chevette.

Fastest overall in the four prodsports classes was Paul Edwards (Porsche Carrera) and good modsports wins were taken by John Istead (Datsun 240Z), Terry Brown (Lenham) and Viv West's beautiful frog-eye Sprite. This just left the clubmans and single-seaters to run, and fastest time here—and BTD—went to Reg Price, who had his turbocharged Astap Clubmans running well, although he retired with a broken gearbox on his second run. The two single-seaters present had an unhappy time with Paul M. Edwards (Brabham BT38) an obvious favourite for BTD, having totally unsuitable gearing for the tight circuit, while Linda Elmes blew the engine of her husband's Monoposto Lotus 41C to bits on her second run. Despite numerous spins, there was only one serious incident during the day, when David Smith demolished his Elan by hitting the bank and rolling at Pits Bend in practice—the driver escaped unhurt.

BTD: Reg Price (1.1 Astap), 2m 29.0s.

Fastest Surrey Sporting Member: Linda Elmes (1.6 Lotus 41C), 2m 39.2s.

Class winners: Wally Pratt (Fiat Abarth), 2m 58.5s; Chris Judge (Austin Mini Cooper), 3m 01.0s; Graham Willmott (Morris Mini Cooper 'S'), 2m 48.4s; Keith Hooper (Ford Escort RS1600), 2m 51.0s; Steve Pattinson (Ford Capri V6 RS3100), 2m 53.6s; Eddy Arscott (Morris Mini), 2m 46.4s; Bev Comber (BL Mini Cooper 'S'), 2m 46.8s; Jack Davies (Austin Cooper 'S'), 2m 45.6s; Malcolm Morris (Alfa Romeo 2000 GTV), 2m 47.8s; Colin Richards (Vauxhall Chevette), 2m 37.0s; Hales Vaughan (MG Midget), 3m 02.4s; Martin Chambers (Lotus 7), 2m 34.2s; Paul Edwards (Porsche Carrera), 2m 41.2s; Paul Barnes (Honda S800), 2m 48.4s; Vivien West (MG Sprite), 2m 36.6s; Terry Brown (Lenham Le Mans Coupe), 2m 35.6s; John Istead (Datsun 240Z Samuri), 3m 01.6s; Reg Price (Astap), 2m 29.0s; Linda Elmes (Lotus 41C), 2m 39.2s; Paul M. Edwards (Brabham BT38), 2m 32.2s.

Heward lucky in Cumbria

Newcastle crew John Heward and Mike Pitts nipped over to Cumbria last Sunday and came away with the main award after winning the Wigton MC's MM Sales Solways Stages Rally. They did the 22 competitive miles of the 80 odd mile event in their RS1800, dropped 20m 24s and just lived up to their No 1 seeding.

But it might have been a different story had not a front disc brake broken up on the Avenger of Ivor Clark and Vic Horsley from Gretna who finished 13secs behind after putting up several quickest times in the afternoon to rise from sixth to runner-up spot.

In third place came Mike Maddison and Keith Young (RS1800) on 20:45 and fourth were Malcolm Wright/John Taylor (RS1800), on 20:46. Mike Gilligan and Ken Ion (RS2000) were fifth on 20:55 and sixth were John Saint and Mike Rowe (Toyota Celica) on 21:32.

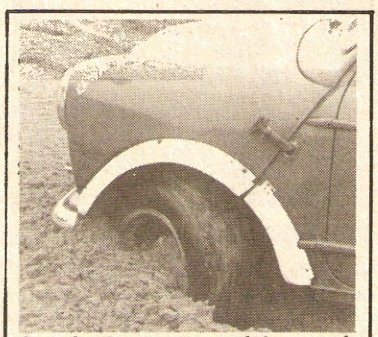
Gerry Braithwaite and Stan Glaister turned up in a Mini instead of Braithwaite's usual RS2000 but still managed seventh spot on 22:0 just 5secs quicker than the leading ladies Edna Eagleton and Sally Common, also in an Escort.

Ken Irwin, the Northern Ireland number two driver, swings his 1275GT through the pylons at the recent Ken Wharton Memorial driving test meeting in Birmingham. The Northern Ireland men were attempting to win the event for the ninth successive year and started favourites although some fine driving by the England team, Trevor Smith, John Larkin and John Calton, saw them lead the competition all day, the winning margin being only 13secs.

Prodsports to Beams; van Rooyen once more

To support the Donington Formula 2 race the BRSCC organised a varied programme of five events, two on Saturday with the remainder on race day. The talented Trevor van Rooyen scored another fine victory, his 32nd of the season, in the non-championship FF1600 event.

Edinburgh driver Bernard Hunter took pole for the BRSCC Dunlop 'Star of Tomorrow' FF1600 final round in a damp practice session, his Van Diemen RF77 circulating a fraction quicker than the Crosslés of the Argentine, Leon Walger, and Weybridge accountant Bill Shepherd. Hunter seized the lead from the start, ahead of Shepherd, Walger and Jeremy Plunkett (Crosslé) into Redgate Lodge for the first time. Shepherd soon asserted his superiority, however, and moved into the lead almost immediately. Hunter hung on grimly throughout and remained ahead of Terry Blanchet's Jubilee Race Hire Royale for second place. The two Winfield Crosslés of Walger and Plunkett had a brace of spins apiece and dropped unusually far down the order allowing David Duffield (Old Court Whisky Dulon) and the consistent Keiichi Nakayama (Hawke) to complete the top five. Shepherd's win consolidated his second place in the series in the absence of new champion Willy T. Ribbs.



See, the Donington sand does work as this Mini pilot discovered.

Saturday's programme was completed with the final of the Leyland Mini 1000 challenge series which saw Phil Spurling's Steve Harris car just beat the Boopspeed example of 1977 Mini-racing champion Paul Gaymer to pole position. It was Chris Dobson's beautiful Pearce Signs car, however, which made the most of a first lap fracas at Redgate to chase Gaymer at the completion of the opening tour. Spurling was involved in the giant moment and appeared way down in seventh place. Excitement mounted as Phil hurled his blue machine round in great style, passing Tom Shepherd, Bryan Dugdale, David Abbott and Mike Fry in one lap as he frantically dashed after Gaymer and the rapid Dobson. Amazingly the straight line speed of Spurling's Harris Mini took him sailing past both his rivals at half distance, pulling out a slight gap over Gaymer with Dobson in hot pursuit. In the last couple of laps Spurling's fan belt fell off but, being the final race of the year, the unperturbed Phil took a popular win from the fast closing Gaymer, with Dobson and May completing the top four.

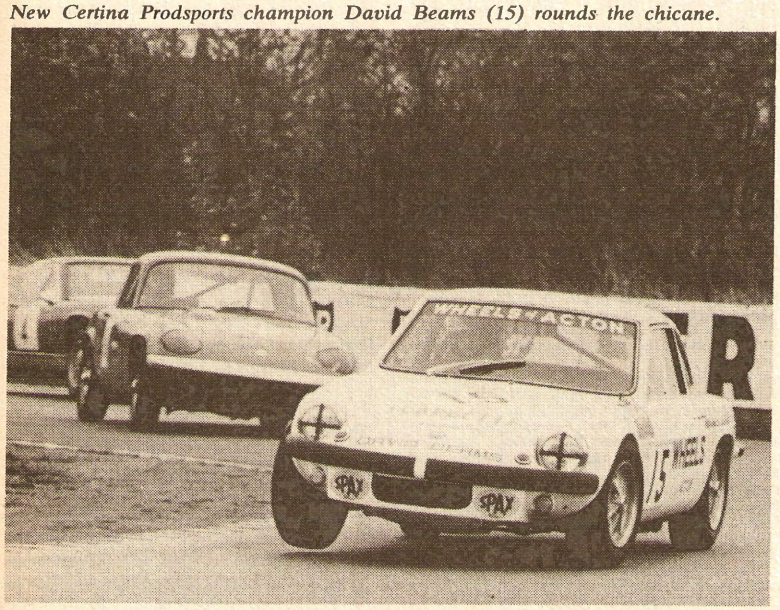
Sunday's programme started with the final round of the BRSCC Certina prodsports championship for which Chris Meek's Europa had annexed pole. As the lights flickered to green Meek rocketed off the line leaving fellow front-row men Colin Blower and John Kent to be swallowed by Stewart Halstead's ably-driven TVR, itself being harried by David Beams's dimunitive Ginetta. Meek needed to win if he was to take the series but, having established a vast advantage, his engine started to misfire badly and his pursuers began to gain. Blower was first to pass, followed by Halstead and Kent and, although the two TVR drivers slithered and snaked together for the remaining laps, this order remained, Meek even being caught by Beams over the last three laps, catching him on the line and taking the overall championship in the process. The Class C Midget dice between David Richardson and Bob Wheatley reached titanic proportions, victory going to the latter by a whisker.

John Village put his Royale RP24 on the number one grid position for the FF1600 'experts' event and was joined by David Wheeler's ex-Hawkridge Royale RP21 and Philip Tingle's Hawke DL15 on the front row. The big danger would be Trevor van Rooyen's RP24 though, the South African sitting on row 2 with the similar car of Paul Smith alongside. As expected, van Rooyen in the SDC-sponsored car hurtled away from the start, diving inside Village at the first corner to lead, Tingle also passing the poleman on the entrance to Redgate. Trevor, all out to beat Richard Morgan's long-standing record of 33 wins in a season, was in determined form and cruised effortlessly away from the somewhat depleted opposition to win as he pleased. Tingle held the upper hand in the second-place dice for the first couple of laps although the experience of Smith saw him take the place on lap 3. Village, too, passed the Hawke driver with two tours to go while fifth overall was the top 'Star of Tomorrow' refugee Bernard Hunter ahead of Wheeler. Mention must be made of Rhett Parker's phenomenal passage through the field. The young Australian had the gear linkage snap on his first practice lap and had to crawl round in second to qualify for the back row of the grid, and then drove superbly to seventh at the conclusion of the race having cannoned from 23rd to 13th on the opening lap.

After the major race of the day, a selection of delightful machinery took to the track for the historic sports car event. Once again Richard Thwaites qualified quickest with the smart ex-Tony Dean, Peter Crossley Brabham BT8 and it was he, not surprisingly, who stormed off into an unassailable lead, winning by 11secs. David Ham formed a sandwich with the incredible Ferrari 'Breadvan' of John Harper even though the Lister indulged in a brief spin at Redgate on lap 4. Meanwhile Rupert Glydon was valiantly fighting off Jeffray Johnstone's PAO Lotus 23 but had to give best to both this and Bobby Bell in the other quick Lister-Jaguar. Rhoddy MacPherson brought out his Cooper-Bristol to take the single-seater class from Gerry Walton's Connaught, the little Cooper finding the wet conditions much more to its liking as the race progressed.

MARCUS PYE

New Certina Prodsports champion David Beams (15) rounds the chicane.



results

Leyland Mini 1000 Challenge Race (10 laps): 1, Phil Spurling, 15m 31.35s, 75.64mph; 2, Paul Gaymer, 15m 32.2s; 3, Chris Dobson, 15m 40.24s; 4, Derek May, 15m 59.44s; 5, David Abbott, 16m 0.64s; 6, Brian Coles, 16m 8.08s. **Fastest lap:** Spurling, 1m 30.54s, 77.80mph **(establishes record).**

BRSCC Dunlop 'Star of Tomorrow' Championship race (10 laps): 1, Bill Shepherd (Crosslé-Minister 30F), 14m 2.61s, 83.62mph; 2, Bernard Hunter (Van Diemen-Scholar RF77), 14m 7.8s; 3, Terry Blanchet (Royale-Minister RP24), 14m 9.49s; 4, David Duffield (Dulon-Rowland MP17), 14m 19.39s; 5, Keiichi Nakayama (Hawke-Scholar DL12/15), 14m 25.69s; 6, Graham Wood (Royale-Harris RP21), 14m 30.6s. **Fastest lap:** Shepherd, 1m 23.13s, 84.79s.

BRSCC Certina Swiss Watch Production Sports Car Championship Race (10 laps); Overall and Class A: 1, Colin Blower (3.0 TVR 3000M), 15m 9.91s, 77.43mph; 2, Stewart Halstead (3.0 TVR 3000M), 15m 17.06s; 3, John Kent (1.6 Lotus Europa), 15m 38.7s; 4, Chris Meek (1.6 Lotus Europa), 16m 1.41s. **Fastest lap:** Blower, 1m 29.05s, 79.10mph. **Class B:** 1, David Beams (1.0 Ginetta-Chrysler G15S), 16m 1.41s, 73.29mph; 2, Nick Ramus (2.0 TriumphTR7), 9 laps; 3, Rick Podmore (1.8 MGB), 9 laps; 4, Keith Gerrard (2.4 Triumph TR6), 9 laps. **Fastest lap:** Beams, 1m 34.64s, 74.45mph **(record). Class C:** 1, Bob Wheatley (1.3 MG Midget), 16m 1.03s (9 laps), 65.98mph; 2, David Richardson (1.3 MG Midget), 9 laps; 3, Howard Johnson (1.3 MG Midget), 9 laps; 4, Gerald Morse (1.5 MG Midget), 9 laps. **Fastest lap:** Wheatley, 1m 44.05s, 67.72mph.

BRSCC Formula Ford 1600 Race (10 laps): 1, Trevor van Rooyen (Royale-Minister RP24), 13m 47.48s, 85.15mph; 2, Paul Smith (Royale-Harris RP24), 13m 59.7s; 3, John Village (Royale-Ford RP24), 14m 5.22s; 4, Philip Tingle (Hawke-Smith DL15), 14m 5.38s; 5, Bernard Hunter (Van Diemen-Scholar RF77), 14m 19.37s; 6, David Wheeler (Royale-Harris RP21A), 14m 20.13s. **Fastest lap:** van Rooyen, 1m 21.84s, 86.09mph.

BRSCC Historic Sports Car Race (10 laps); Overall: 1, Richard Thwaites (2.0 Brabham-Climax BT8), 17m 14.95s, 68.08mph; 2, David Ham (3.8 Lister Jaguar), 17m 25.52s; 3, John Harper (3.0 Ferrari Breadvan), 17m 25.95s; 4, Jeffray Johnstone (1.6 Lotus 23B), 17m 32.94s. **Single-seaters:** 1, Roderick MacPherson (2.0 Cooper-Bristol), 18m 8.58s, 64.72mph; 2, Gerry Walton (2.0 Connaught A-type), 18m 49.66s; 3, Gordon Chapman (3.8 Monza Lister-Jaguar), 9 laps; 4, Tony Steels (1.1 Lola Mk2), 9 laps. **Fastest lap:** MacPherson, 1m 47.02s, 65.84mph. **Sports cars over 2000cc:** 1, Ham, 67.39mph; 2, Bobby Bell (3.8 Lister-Jaguar), 17m 45.8s; 3, Hugh Clifford (HWM-Jaguar Mk2), 9 laps; no other starters. **Fastest lap:** Ham, 1m 41.48s, 69.43mph. **Sports cars under 2000cc:** 1, Rupert Glydon (1.2 Lola-Climax Mk1), 17m 58.37s, 65.34mph; 2, David Lomas (1.6 Elva Courier MG), 18m 42.23s; 3, Michael Campbell-Bowling (1.2 Lotus-Climax 11 Le Mans), 18m 55.22s; 4, John de Silva Lucas (1.6 Porsche 356), 9 laps. **Fastest lap:** Glydon, 1m 45.49s, 66.79mph. **Sports Racing and GT cars:** 1, Thwaites; 2, Harper; 3, Johnstone; 4, Reg Skeels (1.6 Merlyn-Lotus Mk6), 18m 7.41s. **Fastest lap:** Thwaites, 1m 39.97s, 70.33mph.

Bricknell—champ first time round

Thirty-one-year-old Roger Bricknell won the RAC Production Car Trials Championship in his first year in the series when he narrowly won the Worcestershire Trial run by the Hagley & District LCC at Neen Sollars, near Bewdley, last Sunday. His index with the Anglia Estate was 71.14 per cent to the 71.54 per cent of Mike Stephens who will now finish runner-up in the series which he won last year.

From the total entry of 37, the first class went to Geoff Spencer (Cooper) who continued his recent return to top form with a clear win over Ray Warrington, with Nick Pollitt third best of the Mini class. Spencer had a handsome 23 mark advantage and finished third overall.

Bricknell stormed off in his Anglia to leave the rest of Class II to scrap among themselves and Robert Taylor and Phil Shaw ended level in their Skoda v Mexico battle, Taylor getting the verdict on greater number of lower scores. Malcolm Brown likewise had no serious opposition in the sports car class where Andy Lees and Andrew Hazlewood were suitably well placed in a Sprite dominated class.

The Imp of John Ludford was against the Dellow of Mac Hazlewood in a poorly supported rear engined class to 1-litre and, while Hazlewood won easily, former champion Bill Moffatt showed he had not lost all his prowess by beating Ludford in his own car by a sizeable margin.

Best of the rally car class, who found the going virtually impossible most of the day, was Richard Yapp (Sprite) while another tie for second was resolved in favour of Mrs Jill Kirk in her husband's Mini.

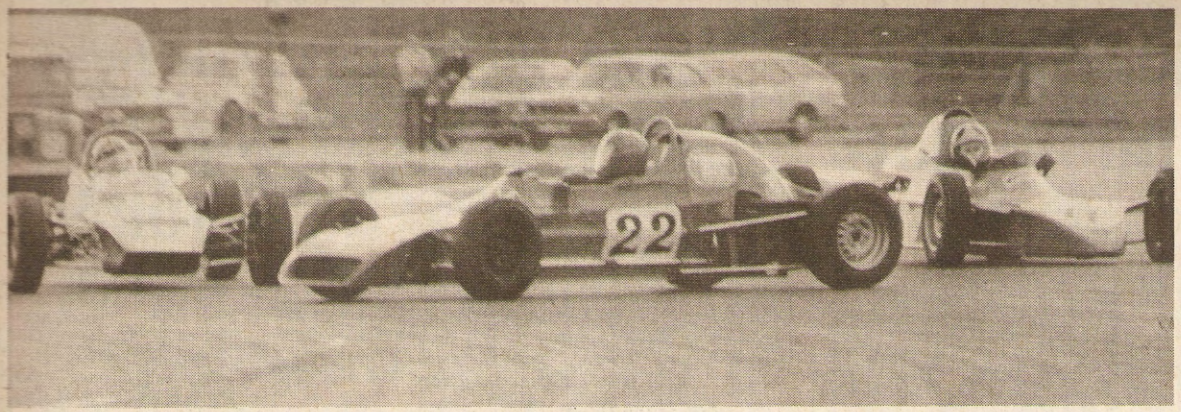
Overall: R. Bricknell (Anglia Estate), 143 marks lost.

Class winners: G. Spencer (Cooper), 137 marks; R. Taylor (Skoda), 230 marks; M. Brown (Sprite), 179 marks; M. Stephens (Mexico), 93 marks; M. Hazlewood (Dellow), 133 marks; R. Yapp (Sprite), 244 marks. **Ladies:** Mrs J. Kirk (Mini), 301 marks. **Novice:** Pat Llewellyn (Cooper), 322 marks.

Together under the starlight

Because there was no provision for a tie breaker in the regulations two crews had to share the top awards last Sunday morning at the end of the CSMA Esso/Uniflo Starlight Rally which involved 50 crews tackling a 150 mile route with 60 controls and five selectives. The crews to dead heat were Garry Thorpe/Alan Woodbridge (Escort 1600) and Robert Grant/Tony Hardware (Escort 2000), who dropped 2320. Third were Pete Johnson/Geoff Richards in another Escort 2-litre on 2352 while John Hamer and Derek Fryer finished fourth in their Mexico on 2529.

Roland Shepherd and Mike Wise were next in their RS 2000 on 2567 and sixth were Dick Mauger/Dick Steptoe (Mexico), on 2682. Winners of the semi-expert class were David Johnson/Graham Ferguson (Saab 99), on 3172 and the novice award went to Jeremy Lake/John Bromfield (Davrian Imp), on 3861.



Mike Taylor (22) spun away the lead in the Formula Ford race.

Record new surface

One of the few surviving 'clubby' meetings at Silverstone was run by the Midland Automobile Club last Saturday with some excellent grids for the six event programme. Theirs was the privilege of trying out the new Delugrip surface which was almost still warm from laying the previous week and, although the surface has yet to bed in, it is very smooth indeed and five new lap records were established. The surface is, of course, that developed for public road use in strategic areas; it drains well and should wear better than that developed for aircraft runway use which has been adopted by some other circuits.

The first event was a High Speed Trial of 20mins duration, notable only for the fact that the organisers were apparently prevented by an RAC ruling from allowing closed cars to compete with open but were permitted to mix *Libre*, FF1600 and miscellaneous Morgans and Midgets of widely differing performances. Peter Williams (Hawke DL19), Barry Pigot (Crosslé 25F) and Mike Taylor (Royale RP24) all managed to cram 19 laps into the 20 minutes.

The Graham Hill Memorial Race for Mini Seven Formula cars, supported by Heaton Ward Ltd, was stirring stuff to watch. Tony Edmonds led at first from Pole with Peter Hill hard on his heels with his ultra-low-profile shod car. These two swapped places several times until Hill just got to the line first, pulling out a big lead from the very swift duo of Stephen Hall and Chris Lewis (850s) who were having a monumental scrap. Mike Lenton's 1000cc car had been in contention in third place before retiring on lap 4. Lewis's 850 just beat his rival Hall in a photo finish. Jeff Vowles in the third 1000cc machine home had worked his way up from a poor start.

The Streetly Steels FF1600 race provided the usual thrills and spills, a tremendous scrap developing between Roger White (Royale RP24) and Mike Taylor (Crosslé 32F) with Barry Pigot (Crosslé 25F) closing. White led at first but Taylor squeezed past on the fifth lap only to spin in front of the other two at Woodcote and drop several places. Roger White continued to battle with Barry Pigot, just crossing the line ahead. Thornton Mustard finished third ahead of Brian Turner who had climbed back up the field after an early excursion.

The fourth race, another ten-lapper, was for a quaint mixture of Production Sports cars and Special Saloons. Tony Dickinson romped away in his Hart 2-litre powered Skoda to win ahead of Bill Cox's evergreen WRC Capri. Peter Baldwin (1298 Mini Clubman) got heavily involved with the determined duo Dave Carvell and Malcolm Allen both in similar cars, before managing to burst free and pull away after which Allen spun at Woodcote and retired.

Nick Birch's Imp was the first under 1000cc car home by a long way and the first of the prodsports cars was Richard Ward's Lotus Elan, if 1700cc engines qualify! Mike Hughes, in a more eligible-looking TR5, pulled well away from Mike Duncan's brand-new Morgan 4/4, the Sabre 6 GTs of Joe Devlin and Brian Mather and Chris Thorne's 4/4, all of which seemed on very level terms.

A ten-lap James Fairley Steels Ltd, modsports race followed and Chris Cooke's Morgan 4/4 dominated an interesting and varied field. Miki Smith's 'E' type was closest challenger at first but he crashed heavily through the catch fences at Copse on the fifth lap, leaving Mark Hales's very enterprisingly driven Turner GT in second place with Steven Roberts's Mini Marcos in third spot, ahead of Brian Murphy's 'E' type after a tremendous tussle. Peter Harrington's Elan was next followed by Peter Richings's Spridget and the two superb Porsche's of Adrian Yates-Smith and Paul Edwards. Peter Millward's handsome and much used Ferrari Boxer had been well up with these competitors until it dropped a valve on the fourth lap, an expensive and surprising fault on such a race-bred motor.

The last race of the day was a 10-lapper for Classic Saloons, supported by A. T. Arnold and the grid resembled a West End traffic jam of the 1950s. Bill Pinkney's 2.4 Jaguar ran away and left a smoke trail for the others to follow. Colin Lane's 2.4 was harried by Bob Meacham's similar car which had gone off course on the first lap, Meacham passing to take second place. Andy McLennan's famous A35 has now rivals in the hands of John Hillsdon which followed into fourth place with Tom Hinds in fifth. Martyn Marshall finished sixth in brother Gerry's pristine Borgward Isabella ahead of the Andreason family in their two Magnettes. Peter Deffee's huge MkVII Jaguar ran wide and fishtailed over the start-finish line to the consternation of his followers who all managed to avoid it. A variety of battles raged down the field, even the two Vanguard Sportsman saloons swapping places several times throughout the race.

ROBIN REW

results

Graham Hill Memorial Race for Leyland Mini 7 Formula cars (10 laps): 1, Peter Hill, 12m 21.6s, 78.05mph; 2, Tony Edmonds, 12m 22.4s; 3, Chris Lewis, 12m 54.4s; 4, Stephen Hall, 12m 54.4s; 5, Jeff Vowles, 12m 59.8s. **Up to 1000cc:** 1, Hill; 2, Edmonds; 3, Vowles. **Fastest lap:** Hill and Edmonds, 1m 12.8s, 79.51mph. **Up to 850cc:** 1, Lewis; 2, Hall; 3, Roy Finlay, 13m 08.2s. **Fastest lap:** Lewis, 1m 15.2s, 76.97mph.

Formula Ford Race (10 laps): 1, Roger White (Royale RP24), 10m 46.2s, 89.58mph; 2, Barry Pigot (Crosslé 25F), 10m 46.3s; 3, Thornton Mustard (Lola T342), 10m 49.2s; 4, Brian Turner (Lola BT21C), 10m 51.2s; 5, Peter Williams (Hawke DL19), 10m 52.2s; 6, David Wigdor (Image FF2B), 10m 52.2s. **Fastest lap:** Barry Pigot, 1m 02.4s, 92.76mph **(record).**

Special Saloons and Production Sports Cars (10 laps): 1, Tony Dickinson (2.0 Skoda Hart), 10m 25.4s, 92.56mph; 2, Bill Cox (7.6 WRC Capri), 10m 51.3s; 3, Peter Baldwin (1.3 Mini Clubman), 10m 59.6s; 4, Dave Carvell (1.3 Mini), 11m 06.0s; 5, Barry Reece (1.3 Mini), 11m 23.0s; 6, Nick Birch (1.0 Chrysler Imp), (9 laps). **1301cc and over:** 1, Dickinson; 2, Cox; 3, John Colburn, (3.8 Jaguar MkII), (9 laps). **Fastest lap:** Dickinson, 1m 00.6s, 95.52mph. **1001-1300cc:** 1, Baldwin; 2, Carvell; 3, Reece. **Fastest lap:** Baldwin, 1m 04.4s, 89.88mph. **851-1000cc:** 1, Birch; 2, Michael Law (1.0 Hillman Imp), 11m 12.0s; 3, Gareth Gonzalez (1.0 Austin Mini), 11m 33.0s. **Fastest lap:** Birch, 1m 07.0s, 86.40mph.

Prodsports: 1, Richard Ward (1.7 Lotus Elan), 11m 34.6s, 83.34mph; 2, Mike Hughes (2.5 Triumph TR5), (9 laps); 3, Mike Duncan (1.6 Morgan 4/4), 11m 00.8s. **Fastest lap:** Ward, 1m 07.0s, 86.40mph **(record).**

Modified Sports Cars (10 laps): 1, Chris Cooke (1.8 Morgan 4/4), 10m 51.2s, 88.89mph; 2, Mark Hales (1.5 Turner Ford GT), 11m 02.2s, 87.41mph; 3, Steven Roberts (1.4 Mini Marcos Mk4), 11m 06.4s; 4, Brian Murphy (3.8 Jaguar 'E'), 11m 08.2s, 86.63mph; 5, Peter Harrington (1.6 Lotus Elan), 11m 09.0s; 6, Peter Richings (1.5 MG Midget), 11m 22.2s. **Up to 1150cc:** 1, No finishers. **Fastest lap:** Dave Abram (1.1 MG Midget), 1m 17.4s, 74.79mph. **1151-1500cc:** 1, Hales; 2, Roberts; 3, Richings. **Fastest lap:** Roberts and Hales, 1m 05.2s, 88.78mph. **1501-2000cc:** 1, Cooke; 2, Harrington. No other finishers. **Fastest lap:** Cooke, 1m 04.0s, 90.45mph. **2001cc and over:** 1, Murphy; 2, Adrian Yates-Smith (2.2 Porsche 911S), 11m 34.8s; 3, Paul Edwards (2.3 Porsche Carrera), 11m 40.2s. **Fastest lap:** Miki Smith (3.8 Jaguar 'E'), 1m 04.0s, 90.45mph.

10 lap Classic Saloon Cars: 1, Bill Pinkney (2.4 Jaguar MkI), 12m 43.4s, 75.80mph; 2, Bob Meacham (2.4 Jaguar MkI), 12m 49.4s; 3, Colin Lane (2.4 Jaguar MkI), 13m 10.8s; 4, Andy McLennan (948cc Austin A35), 13m 30.4s; 5, John Hillsdon (948cc Austin A35), 13m 44.0s; 6, Tom Hinds (948cc Austin A35), 13m 45.2s. **Up to 1251cc:** 1, McLennan; 2, Hillsdon; 3, Hinds. **Fastest lap:** McLennan, 1m 20.2s, 72.17mph **(record). 1252-1901cc:** 1, Martyn Marshall (1.5 Borgward Isabella), 13m 56.2s, 69.22mph; 2, Judy Andreason (1.6 MG Magnette), 13m 57.6s; 3, Roger Andreason (1.6 MG Magnette), 14m 04.0s. **Fastest lap:** Judy Andreason, 1m 20.4s, 72.0mph **(record). 1902-2700cc:** 1, Pinckney; 2, Meacham; 3, Lane. **Fastest lap:** Pinckney, 1m 13.4s, 78.86mph **(record). 2701cc and over:** 1, Michael Sherwin (3.4 Jaguar MkVIII), 13m 24.0s, 64.8mph; 2, Pete Deffee (3.4 Jaguar MkVII), 13m 24.6s. **Fastest lap:** Deffee, 1m 24.2s, 68.75mph.

Stephen Hall (right) and Chris Lewis scrapped hard in the Mini event.

Briefly . . .

● Andy Gibson from Sittingbourne won last Sunday's grass autotest run by Canterbury & District CC at Kempton Manor Farm, near Charing. In his Midget he completed the two rounds of nine tests in 757.0s. The class winners were: Terry McKeown (Cooper), 779.2s; Dave Brears (Escort), 919.4s; Mark Kemp (Fairthorpe), 776.0s and Dave Cook (Anglia), 849.8s. Best Canterbury member was Andy Wells in his Mini on 922.6s.

● Julian Fack is leading the RAC Trials Championship by three points from Gordon Jackson. Fack is on 147 points, Jackson on 144 and Jack Pearce on 143.

● Chris Cooke has won the Morris Stapleton Motors Trophy for the outright winner of the Morgan dealer's race at Silverstone in August. Chris was presented with the impressive 'pot' by 1976 winner Robin Gray on the Morgan stand at Motorfair.

● Richard Lester (Lola T100) set BTD in 32.96s at the Nottingham Sports Car Club's Curborough Sprint on October 16. Fastest NSCC member was Arthur Hinds (Mallock U2) on 33.30s.

Class winners: Reg Hallchurch (Dolomite Sprint), 41.79s; Dave Warren (Dutton B Plus), 42.2s; Geoff Evans (Lotus Elan), 39.81s; Ray Green (Cooper Wolseley), 44.2s; Chris Milner, (Ford Capri), 40.63s; Graham Thompson (Mini Cooper S), 38.70s; George Swinbourne (Ford Escort), 38.03s; Richard Dodkins (Dodkins Ginetta G12), 38.23s; Des Richardson (RT Turner MkII), 37.36s; Martyn Lock (TVR Tuscan), 36.17s; Arthur Hinds (Mallock U2), 33.30s; Peter Fisk (March 702), 34.96s; John Hinley (Trojan), 33.85s.

● With two rounds to go, Julian Fack (Impunity) leads the Semperit/BTRDA Trials Championship by just two points. The top of the table is hotly contested, Fack being on 238 points, Jack Pearce (Kincraft) on 236 and Gordon Jackson (Ibex) on 235.

● Completing the dozen tests in 506.4s John Larkin was an easy winner of last Sunday's autotest, run by Matlock & District MC at the County Offices car park in Matlock. Driving his Clubman GT he won by close on 15secs from Dick Squire's Sprite who totalled 521.2 while Bryan Johns (Mini) on 557.6 and Peter Jeffery (Escort) on 595.7 won the classes.

● Following the final round of the Silverstone prodsports championship on October 1 the Triumph TR7 driven by Bernard Unett was sealed and found to be ineligible due to an illegal camshaft. The results of class B should now read:

1, Chris Alford (TVR 1600M), 19m 47.51s (9 laps), 80.00mph; 2, Anthony Binnington (MGB), 9 laps; 3, Keith Gerrard (Triumph TR6), 9 laps; 4, John Carter (MGB), 9 laps. Fastest lap: Binnington, 2m 8.07s, 82.42mph (record).

● Warren Booth, the Burnley motor trader, had a most successful sprint debut at Oulton Park when he took BTD at the Longton & District MC's closed sprint at the Cheshire circuit. Using the unique Patrick Head-designed Scott P1, Booth scorched round in 49.43s on his second run despite a slipping clutch. Warren's time is generally regarded as the fastest ever at Oulton, the ex-Scott, ex-Howlings car clipping 0.21sec from Alan Richard's RAC Sprint round-winning time set with his Surtees-Chevrolet TS8 back in August. Interestingly enough both of the ex-Booth Lotus 69s were also at the meeting—and both were bent in separate off-course excursions.

S Vee to Hollamby

The West Essex Car Club were hosts for the last race meeting of the season at Lydden on Sunday. Despite some minor delays between races they just managed to run the last race off on the right side of darkness.

In the opener for Formula Fords Paul Sleeman held his customary pole position but not with his usual Crosslé 25F, for he had one of the latest Rostron CT77 models, courtesy of Sample Surveys, with which he will be doing battle next year. It was Len Marchant (Brabham BT21/28) who made the best getaway, however, and he managed to hold off Sleeman for a full lap before having to succumb to the definite superiority of the Rostron. Tony Howard, having hastily rebuilt his trusty Crosslé 30F after its *contretemps* at Brands a fortnight ago, was able to challenge Marchant hard for second place until mid-distance when the ill handling car left the road at Chessons Drift. Chris Springham (Royale RP21) was promoted to third a little way in front of Alex Caldwell (Dulon MP17).

The only non-Porsche variant in the modsports race was the little 1.3 MG Midget of John Baggot on the second row and, as expected, there was little he could offer in the way of a challenge against the mighty Carreras of Paul Edwards and Mark Niblett or the 911S of Adrian Yates-Smith which filled the expensive front row. Edwards held a narrow advantage over Niblett throughout the ten laps while Yates-Smith threw away his chance with a couple of hairy spins at Devils Elbow before finally getting really out of shape at Pits Bend on the last lap, slamming the bank very hard indeed. Yates-Smith emerged shaken but otherwise unhurt but the ex-Dessie McCartney rallying 911S was a sorry state.

In the special saloon race Ed Punt (2.0 Ford Escort) looked to have no opposition but Alan Humberstone (1.3 Hillman Imp-Ford) had other ideas and hounded the dealer from Deal, surviving a lurid slide on lap 2 coming out of Pits Bend. He almost pulled alongside on several occassions but Punt retired on the fifth lap and Humberstone's persistence was rewarded. Into second place came John Watson—no not that one—with his 1.3 Mini Cooper S a few seconds up on the class winning 850 Rawlson Imp of Fred Hendy who was in turn 12secs ahead of newly-wed Mike Scott (1.0 Ford Anglia).

The ten-lap race for Porsche models that followed was virtually a re-run of the modsports affair although Mark Niblett's silver Carrera took the honours when Paul Edwards spun out of contention on the first lap at Devil's Elbow. The class for four-cylinder models was won by Malcolm Wilson (Porsche 912).

The final round of The Volkswagen Silver Cup for Formula Super Vee over 20 laps was interesting since Bruce Venn (Lola 326) could take the title if championship leader Olly Hollamby (Crosslé 24F) failed to finish at least fourth. While Venn, in pole position, was watching Hollamby's getaway from alongside him, Mike Catlow (Royale RP19) stole the lead into Chessons Drift and somehow Venn and Hollamby slotted safely in behind with Roger Manning, in Mark Litchfield's Elden, and Ronnie Grant (Taurus M24) following. By lap 5 Venn had taken the lead from Catlow and Hollamby had dropped a few yards back seemingly trying to preserve a smokey engine, while his team-mate Grant had spun down the field. Manning dropped out at half distance and Venn was extending his lead over Catlow as the latter met problems with backmarkers. Grant fought his way back up to fourth position some way ahead of Bruce West (Royale RP18A) and Fred Andlaw (Supernova BH3). But at the end of 20 laps it was Venn's race and, by smoking home third, Olly Hollamby took the championship.

With the light rapidly fading the *Formule Libre* field departed on their warm-up lap and resembled a string of fairy lights as they filed into the gloom. Poleman Martin Mansell (Mallock U2 Mk18) was pushed from the grid leaking oil and so Olly Hollamby, having had little time to celebrate his Silver Cup achievement, took a flag to flag win with the other Volkspares car of Ronnie Grant in close formation behind. Sleeman ousted Howard for fourth spot and the honours in the Formula Ford department.

PAUL HARMER

results

Formula Ford (10 laps): 1, Paul Sleeman (Rostron-Minister RT77), 7m 59.2s, 75.89mph; 2, Len Marchant (Brabham-Scholar BT21/28); 3, Chris Springham (Royale-Minister RP21); 4, Alex Caldwell (Dulon-Minister MP17); 5, Peter Hodgman (Crosslé-Minister 25F); 6, Stewart Phillips (Merlyn-Minister Mk14).

Modsports (10 laps): 1, Paul Edwards (Porsche Carrera 2.7), 8m 27.0s, 71.01mph; 2, Mark Niblett (2.7 Porsche Carrera); 3, John Baggott (1.3 MG Midget); 4, David Long (1.6 Porsche 912); 5, John Piper (2.2 Porsche 911E); 6, Len Cheeseman (2.2 Porsche 911S).

Special Saloons (10 laps): 1, Alan Humberstone (1.3 Hillman Imp-Ford), 8m 03.6s, 74.44mph; 2, John Watson (1.3 BL Cooper S); 3, Fred Hendy (850 Rawlson Imp); 4, Mike Scott (1.0 Ford Anglia); 5, Roy Marsh (1.0 BL Mini); 6, Gary Charlwood (3.8 Ford Anglia-Jaguar) 9 laps. **Over 1000cc:** 1, Humberstone; 2, Watson; 3, Charlwood. **851-1000cc:** 1, Scott, 8m 36.0s, 69.77mph; 2, Marsh; no other finishers. **Up to 850cc:** 1, Hendy, 8m 24.0s, 71.40mph; 2, Eddie McLurg (850 Hillman Imp), 7 laps.

Porsche Cars (10 laps): 1, Mark Niblett (2.7 Porsche Carrera), 8m 31.6s, 70.37mph; 2, Les Cheeseman (2.2 Porsche 911S); 3, David Long (1.6 Porsche 912); 4, John Piper (2.2 Porsche 911E); 5, Paul Edwards (2.7 Porsche Carrera); 6, John Lock (2.2 Porsche 911E).

Volkswagen Silver Cup Championship round (20 laps): 1, Bruce Venn (1.6 Lola 326), 15m 17.8s, 78.45mph; 2, Mike Catlow (1.6 Royale RP19); 3, Olly Hollamby (1.6 Crosslé 24F); 4, Ronnie Grant (1.6 Taurus M24); 5, Bruce West (1.6 Royale RP18A); 6, Fred Andlaw (1.6 Supernova BH3).

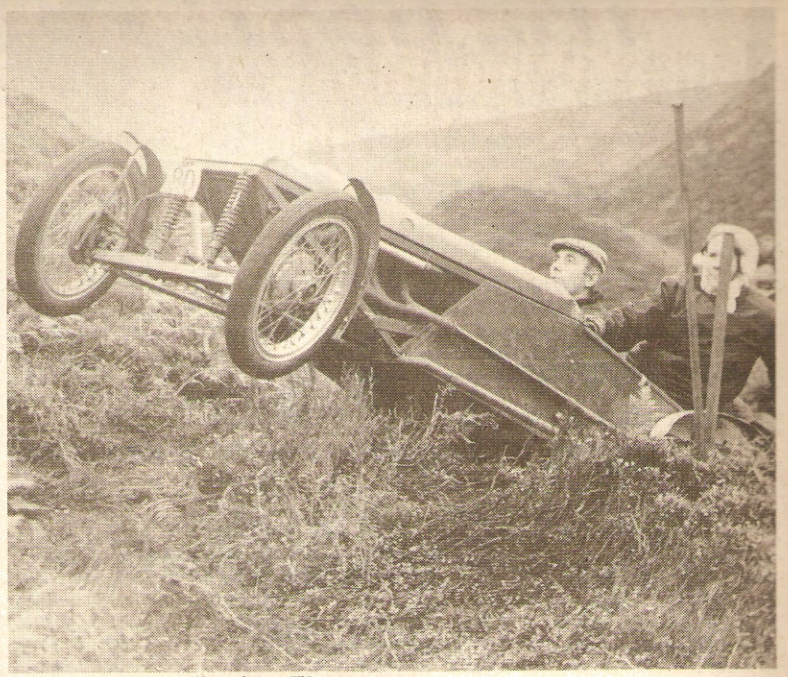
Formule Libre (10 laps): 1, Hollamby, 7m 28.0s, 80.36mph; 2, Grant; 3, Andlaw; 4, Sleeman; 5, Howard; 6, Springham.

First time on Torbay

Inheriting the lead in the second half, when brother Howard dropped out after a minor incident which deranged the steering on his Escort, Graham Davies, navigated by Phil Robinson came through to an easy win on last Saturday's Dutton Forshaw Torbay Rally run by the Devon club entirely within the county.

Driving an RS2000 and competing in the event for the first time Davies and Robinson completed the 150 mile route on 13mins leaving Rodney Eyles and Tony Brown (Mini) behind by 8mins.

The battle of the night was for third place with three crews all returning with 25mins lateness. Keith Wanklyn and J. Waters (RS1600) took third ahead of Dave Adams and Rod Yelland (Mexico). Fifth, and best semi-experts were Dave Pitcher and Tony Greenwood (BMW 2002). The sixth crew were A. Chambers and M. Bailey (RS2000) who dropped 26mins. The leading novices were John Babbage and M. Wicks in a Mini on 35mins.



Two in the air for Bill and Joy Warr.

Family at the Peak

The Fack family carried off nearly all the spoils of the High Peak Trial on the wet and windy moors of Sheffield last Sunday, with Julian on splendid form at the front of the field and twins John and Jeremy third in their first Trial for eight months.

The event was organised by Roger Mount and the efficient Sheffield & HMC. It consisted of 12 hills tackled twice before and once after lunch. With heather, slippery grass and some bumps to contend with, it proved a worthy RAC and Semperit/BTRDA challenge. One or two fell by the wayside including, sadly, the incredible Ralph Needham with differential problems. Of the 32 times the event has been held 'Nudger' has taken part in 31—a record indeed.

But the rest were hard at it. After the first circuit Julian Fack held a one point advantage over Jack Pearce with Ivor Portlock in fourth place just ahead of Gordon Jackson and just behind Lol Hurt. In the second round Julian Fack and the twins paralysed the field with Julian scoring just 18 to take a 16 point lead over Jackson while the twins went round in 21 to move into fifth place behind Pearce and Hurt who were both going well.

By the time the third round had started, the rain was falling and the wind was blowing which enabled the heavy right-foot-league to catch up a little but Fack still ran out an easy winner. Further down the field Richard Rimes was hating the weather and wishing he had stayed in bed and it showed as he finished a lowly 15th behind John Ward and Bob Dayson. Eric Eadon was again well placed in eighth spot, as was Bill Warr (ninth) and Lee Chappell tenth. It was also nice to see Jeremy Bassett venturing out of his native south-east with the much modified Wightone and take 16th just behind Richard Rimes while at the tail of the field John Hollman despite a long lay off still looked as out of control and happy as ever.

So Julian Fack maintains his lead in both the RAC and Semperit/BTRDA Championships. Indeed, in the latter series with just two rounds to go, he cannot be beaten but he can in the RAC league. No doubt Gordon Jackson will be looking forward to the next round with relish as it is in his native chalk at Wrotham in Kent next Sunday.

1, Julian Fack/Meg Marion (Impunity), 79pts; 2, Gordon Jackson/Tony le Gras (Ibex), 88; 3, John Fack/Jeremy Fack (Impunity), 93; 4, Lol Hurt/Lew Lait (Imp Special), 95; 5, Jack Pearce/Brenda Pearce (Kincraft), 105; 6, Ivor Portlock/Jill Portlock (Facksimile), 117; 7, Robin Jager/Lynn Hoyle (Facksimile), 143; 8, Eric Eadon/Barry Webster (Eadon), 148.

Illuminating experience

After 120 competitive and at times very fast miles, Derek Ormerod and Ian Grindrod came through to win the Eastwood Jubilee Rally last Saturday night by 1min. In their Escort TC they dropped 16mins to win the event organised by Morecambe CC, who revived the Eastwood name and ran the event in place of the cancelled Illuminations.

Ormerod and Grindrod led for most of the night, briefly losing the lead in the second third when semi-expert crew John Lodge and Werner Woloschin took over in their Escort only to blot their copybook well and truly by going off, losing all their lights and being forced to retire.

After this interlude, their main opposition, in a hotly contested event, came from the next five crews in overall classification who were separated by only 2mins. Clive Sissons and Kevin Savage put their Opel Kadett into second spot while John Renny, a comparative newcomer, aided by John Millington, had a very creditable third in his Mexico on 18mins beating Mal Graham and Dave Orrick in a Datsun Violet on furthest cleanest.

Fifth were John Haygarth and Steve Kemp (Avenger) on 19mins, the same time as Stewart Lawrence and Dennis Quinn who are still leading the Morecambe championship in their Mexico. Mini crew Bernie Griffin and Andrew Milner would have been third but for failing to collect a signature at a time control. A meritorious effort was that of Sue Smallshaw and Barbara Harrison who survived a complete roll in their Mini and came through to be one of the 36 finishers out of a total of 67 starters.

1, D. Ormerod/I. Grindrod (Escort TC), 16mins; 2, C. Sissons/K. Savage (Kadett), 17m; 3, J. Renny/J. Millington (Mexico), 18m; 4, M. Graham/D. Orrick (Datsun Violet), 19m; 5, J. Haygarth/S. Kemp (Avenger), 19m; 6, S. Lawrenson/D. Quinn (Mexico), 19m. **Semi-experts:** Stuart Barrow/Chris Hellwell (Escort), 26m. **Novices:** Ray Kitson/Mike Fox (RS2000), 25m.

Jones dominates on Carmarthen's Autumn

A minute ahead after the first half which included the first of two selectives, Laurence Jones, navigated by Peter Watts, finally won last weekend's Autumn Rally in South Wales by almost two minutes in their RS2000. The event, run by Carmarthen MC and sponsored by William Davies and Sons of Carmarthen, attracted 71 crews for the 145 mile event, and the winners went home with the Mercury Trophy and £20.

A crew to watch must be the semi-experts class winners David Jones and David Thomas, from Carmarthen, who dropped 41m 17s to finish 11th overall. This was their first outing as semi-experts, having recently won the novice class on the Cilwendeg.

In the first half Jones and Watts had a lead of 58secs over the Opel Kadett of Theo Bengry and Paul Watkins with Gwyndaf Evans/Martin Thomas (RS2000) a mere 10secs behind. In the second half Jones and Watts showed their strength by powering away to a resounding win but Evans managed to overtake Bengry thanks to a faster selective time and came home 42secs ahead of the German car.

1, L. Jones/P. Watts (RS2000), 24m 17s; 2, G. Evans/M. Thomas (RS2000), 26m 12s; 3, T. Bengry/P. Watkins (Kadett), 26m 54s; 4, G. Kitney/A. McCann (Escort), 28m 14s; 5, R. Read/D. Hopkins (RS2000), 30m 46s; 6, J. James/B. Hill (RS1800), 32m 10s. **Semi-experts:** D. Jones/D. Thomas (Mexico), 41m 17s. **Novices:** Miss Cathy Terry/Dewi Price (Mexico), 59m 33s.

Rushton victorious in Belfast rallycross

Larne MC's Texaco Rallycross at Boyd's Quarry outside Belfast on October 23 saw Bruce Rushton making a trip from Sutton Coldfield worth while by taking a win in his 2-litre Escort. But it was not that easy, a determined challenge from Scotsman Robin Kinnear (2.3 Escort) only failing when the two cars met rather violently after two laps of the final.

Kinnear's subsequent retirement with a deranged front end allowed Les Lunn (1.4 Mini) to take second place ahead of the only local driver to reach the final, Derek Hanna (1.0 Mini).

Two drivers who might have done something about Rushton's progress went out in the semi-finals. John Clarkson, who was the fastest qualifier in his Escort, retired with a puncture while perennial local tryer Ronnie White (1400 Mini) broke his gearbox.

The 'consolation final' went to Derek Boyd's hard-driven Saab 96 from Jimmy Davidson's Avenger and Brian Boyd's 1300 Escort. Davidson earlier had the doubtful pleasure of rolling an Opel Kadett in one of the heats. Of the others Jenny Kennedy (1.3 Mini) covered herself with glory as well as mud by winning her heat from the Escort of Welshman George Warren.

1, Bruce Rushton (Escort); 2, Les Lunn (Mini); 3, Derek Hanna (Mini).

Class winners: Derek Boyd (Saab); Derek Hanna (Mini); Clive Truman (Escort); John Clarkson (Escort); Jimmy Davidson (Avenger).

the champions

NSCC 'King of Cadwell'

Martin Watson has won the 1978 Nottingham Sports Car Club 'King of Cadwell' Formule Libre *Championship after consistent drives in his GRD. His 43 points were quite sufficient to put him on top of the tree, his nearest rival, Dave Orbell—driver of the Stallwood U2—scoring only 28.*

1, Martin Watson, 43pts; 2, Dave Orbell, 28; 3, Joe Applegarth, 22; 4, Dave Muter, 9; 5, Richard de la Rue and John Counsell, 7; etc.

SKF Steel Clubmans

SKF STEEL CLUBMANS SPORTS CHAMPIONSHIP

		May 07 Oulton Park	May 22 Brands Hatch	Jun 12 Mallory Park	Jun 26 Snetterton	Jul 24 Brands Hatch	Aug 06 Oulton Park	Sep 04 Mallory Park	Sep 11 Thruxton	Sep 18 Mallory Park	Oct 23 Brands Hatch	Total points
1.	Martin White	10	12	8	20	14	20	22	12	—	2	120
2.	Chris Greville-Smith	—	12	6	8	4	17	10	—	22	3	82
3.	Creighton Brown	—	15	—	—	—	—	15	20	—	15	65
4.	Alan Webb	—	—	15	17	22	—	—	—	2	—	56
5.	Peter Deal	—	—	22	—	8	8	12	—	12	12	52
6.	Richard Groombridge	—	—	—	—	17	3	—	—	—	8	50
7.	Vernon Davies	—	22	—	4	—	—	—	15	—	—	41
8.	Ruari Gillies	20	—	—	—	—	2	—	—	—	10	34
	Rob Cochran	—	—	12	—	6	6	8	—	—	—	32
10.	Chris Hill	—	3	2	6	10	—	—	8	—	2	31
	etc											

BARC Sprint

Colin Spence has won the BARC National Sprint Championship in his RS1600, which he ran in the production saloon car class. Leading positions:

Production saloons: 1, Wally Pratt, 35pts; 2, Fred Marriott, 32; 3, Chris Milner, 23; **Modified saloons**: 1, Phil Thomson, 27; 2, Peter Raven, 26; 3, Don Hore, 16. **Prodsports & GT**: 1, Bob Linwood, 35; 2, Mike Brown, 23; 3, Jon Wellard, 10. **Modsports & GT**: 1, Maurice Gates, 24; 2, Lawrence Cutler, 12. **Sports Racing**: 1, Tony Pouyanne, 27; 2, Tim Moores, 26; 3, John Lewis, 19.

AMOC Throughbreds

Jerry Trace (Elva Courier) is the Aston Martin Owners Club's Historic Thoroughbred Champion, with just two points in hand over Rhoddy MacPherson. Trace won Class A, MacPherson Class B and David Ham Class C. The series was very well supported and the club were well pleased with their efforts.

Class A: 1, Jerry Trace, 26pts; 2, Ken Heywood, 13; 3, John Lucas, 10; Class B: 1, Rhoddy MacPherson, 24; 2, Andy Smith, 16; 3, Reg Woodcock, 15. Class C: 1, David Ham, 19; 2, John Harper, 15; 3, John May, 11.

Formula Vee

Greenwood—win through consistency

NATIONAL FORMULA VEE CHAMPIONSHIP

		Apr 17 Cadwell Park	May 15 Lydden Hill	May 29 Snetterton	Jul 09 Castle Combe	Jul 31 Croft	Aug 07 Donington Park	Aug 14 Snetterton	Aug 29 Castle Combe	Sep 10 Aintree	Sep 17 Donington Park	Oct 09 Lydden Hill	Total points
1.	Dave Greenwood	—	6	6	6	6	9	9	6	3	6	6	63
2.	Tim Flynn	6	—	9	9	—	—	—	9	9	—	9	51
3.	Wally Liles	9	9	3	3	9	6	—	4	—	4	—	47
4.	John Holmes	3	4	4	—	—	4	6	3	6	—	—	30
5.	Nick Wadham	—	—	—	—	3	1	—	—	2	9	—	15
6.	Dave Karaskas	—	—	2	—	4	—	4	—	—	3	1	14
7.	Mark Goddard	—	—	—	—	—	3	3	2	1	—	4	13
8.	Dave Lawrence	—	—	—	1	1	—	—	—	4	—	3	9
	etc												

Dougall—double champion

Lord's Taverners FF2000

LORD'S TAVERNERS FORMULA FORD 2000 CHAMPIONSHIP

		Mar 13 Brands Hatch	Mar 20 Brands Hatch	Apr 08 Oulton Park	Apr 10 Snetterton	Apr 11 Silverstone	Apr 24 Silverstone	May 08 Thruxton	May 22 Mallory Park	Jun 06 Snetterton	Jun 19 Silverstone	Jun 26 Brands Hatch	Jul 03 Silverstone	Jul 09 Oulton Park	Jul 24 Mallory Park	Aug 06 Oulton Park	Aug 27 Donington Park	Aug 28 Mallory Park	Sep 24 Oulton Park	Oct 02 Snetterton	Oct 23 Brands Hatch	Total points
1.	Rad Dougall	10	—	22	20	22	20	17	14	20	8	—	22	22	—	22	14	—	14	—	—	247
2.	Jeremy Rossiter	17	1	—	4	15	15	8	15	10	22	10	17	8	—	6	—	1	10	20	22	200
3.	Kenny Gray	—	20	—	12	12	10	—	20	—	15	12	4	12	17	8	4	10	15	17	8	196
4.	Philip Bullman	20	—	6	—	—	—	4	6	6	—	—	—	—	10	12	20	12	20	12	12	140
5.	Oscar Notz	8	—	15	3	10	—	20	—	—	3	22	—	15	10	3	—	8	8	10	—	135
6.	Frank Sytner	12	12	8	—	10	8	12	—	—	—	6	—	10	6	12	—	—	—	—	—	96
7.	Syd Fox	—	17	—	—	—	—	—	12	—	—	—	8	4	—	15	6	3	—	6	4	75
8.	Rob Wilson	—	—	—	8	—	—	—	3	4	—	—	1	6	12	—	2	22	4	8	6	68
9.	David MacPherson	—	—	—	—	—	12	10	—	14	6	15	—	—	—	4	—	—	—	8	—	55
10.	Stu Baird	6	8	10	2	6	8	—	—	—	—	—	6	—	—	—	—	—	—	—	—	50
	etc																					

Barry Lee is among the hot rod/rallycross stars at Lydden this weekend.

LYDDEN

This weekend sees the premier British rallycross meeting of the year when the TEAC promote their 'Castrol Rallycross Weekend' featuring an International event on Saturday and the final round of the RAC National series on Sunday. After a difficult gestation period the meeting finally got off the ground when sponsorship was forthcoming from Castrol and their faith has been rewarded with a high quality entry with anyone who is anyone on the list.

Heading the line-up will be the magnificent four-car team from the Dutch Bose Hi-Fi concern comprising the Porsches of Cees Teurlings and Dick Riefel and the VW Golfs of brother Will Teurlings and Bose's enthusiastic European Manager, Niek Merks. Both the VW drivers will be competing in their first foreign event as they have, by virtue of third and second places respectively in the Dutch championship, qualified for International licences. Will is also the team's engineer and looks after the cars full-time.

Also from Holland comes the Eumig-Escort team of Joop and Ed van Schie, both drivers being well worth watching in this top-class field. Perhaps the most interesting car, from a technical point of view, will be the Saab GB-entered twin-turbocharged 96 of 31-year-old Swede Per Eklund. Per is always very quick and this will be the British debut for this particular machine. Further Saabs are entered for Will Gollop, Brian Stabler and Mike Harrison (all 99s) from the British ranks.

All the top Escorts will be there including the Lois Jeans cars of John Welch and John Smith, the Castrol/Wessex Racing machine of Ron Douglas, Trevor Hopkins (the reigning National Champion) with his Castrol-entered car and John Taylor, making a return with a Haynes of Maidstone-prepared vehicle. Barry Lee and Mick Collard should take a break from the Spedeworth ovals with their MkII BDA-Escorts and Tony Drummond, the popular rally man, has an outing in his Esso-sponsored car.

The Minis will, once again, be out in force headed by the brilliant Tom Airey, the New Cheriton garage-owner, who will debut his demon new blown device. Airey, it should be remembered, has an excellent record at Lydden with two International wins including the 1975 European final to his credit. Airey will be challenged by the Dove/Group car of Trevor Reeves (the Castrol BTRDA champion), Viv and David Potter, Richard Painton, Gordon Rogers and Peter Vaughan, only Dick Griffiths (on organising duty this weekend) being absent from the Mini-elite.

Variety will be provided in the shape of Cees Bost's Peugeot 504 V6, John Greasley's Porsche, the turbocharged VW Beetle of Piet Renders, John Button's fabulous Colorado Beetle, Pete Lewis's MGB GTV8, Mick Bird's unusual TR7 and Colin Richards's smart Chevette while a Mazda, a BMW and even a Polski-Fiat should appear.

Late news has just reached us that a pair of turbo-Saab 99s have been entered for Scandinavians Goran Johansson and the large Kent Sjostrand and that a Datsun 240Z and an Opel may also be there.

Sunday's event features all the top Britons who will continue to do battle with Trevor Hopkins for overall honours, although it seems unlikely that the title can be wrested from Trevor for the second successive year, such is his championship position prior to the final. Altogether, it looks like being a memorable weekend for British rallycross so don't miss it!

BRANDS HATCH

Formula Ford fans will flock in their thousands to their annual mecca, the BRSCC Formula Ford Festival at Brands over the coming weekend, to find out who will be the 'King of the Formula' for 1977. Originally, of course, the Festival was held each year at Snetterton but John Webb made the popular decision to move it to Brands last year. Past winners of this, perhaps the most prestigious single meeting of the FF1600 calendar, include Don Macleod (Van Diemen) in 1973; Richard Morgan (Crosslé), 1974; Geoff Lees (Royale), 1975 and the penniless Derek Daly (Hawke), last year, after probably the most devastating day's success in the history of the meeting and certainly a prelude of things to come! This year the BRSCC has attracted nearly 150 entries and, from a provisional entry list, we notice that some 25 different makes of chassis are represented, with engines tuned by 26 concerns and drivers from 15 nations ranging from Japan to Jersey (see *Sports Extra*). Notice, too, the fact that no manufacturer has won the Festival twice—will the trend be continued on Sunday? Sponsorship for the meeting comes from Formula One Racewear and practice takes place from noon on Saturday with racing from 10.30am on Sunday when the six heat, three semi-final and a final FF1600 programme gets under way. A little light relief will be provided by a ShellSport charity race for the pilots of the world-famous Red Arrows aerobatic team who will try a little formation motoring for a change.

SILVERSTONE

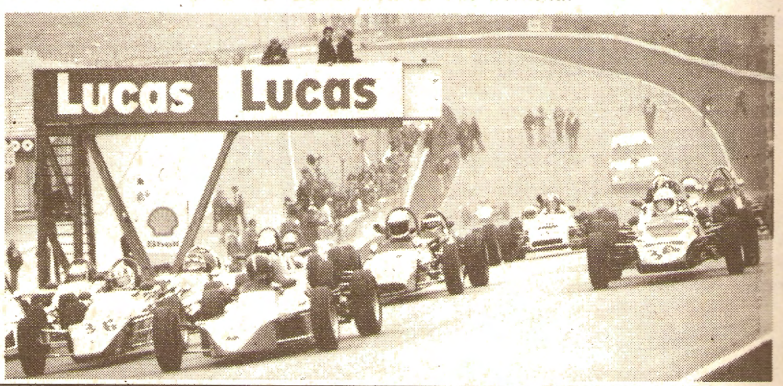
The Peterborough MC run their annual race meeting at Silverstone on Saturday, a little later in the year than usual due to the resurfacing of the Northamtonshire circuit, having been postponed from its October 8 date. As usual Clerk of the Course Norman Manser will, no doubt, run the action-packed ten-race programme smoothly within the limits of daylight—though quite how the little club manage this gargantuan task with such efficiency each year we will never know! As ever, the PMC have attracted a capacity entry, such is the popularity of their event and races are for special saloons, F1300, 750F (two races), GT and sports-racing cars, Formula Four, prodsports, Minis, modsports and *Formule Libre*. Practice begins at 8.45am with racing from 12.45pm.

BRIGHTON RUN

The annual London to Brighton run, for cars built prior to 1905, will take place on Sunday. Some 278 cars have been entered, many from abroad, including a very strong contingent from USA and veterans from Belgium, Eire, Germany, Holland, Italy, Portugal, and Sweden. It's curious that France, which was the nursery of motoring, is not producing a single car. All the regular entrants will be running, plus some 'new' cars, and quite a few celebrities will be seen, including HRH Prince Michael of Kent, Daimler No 114.

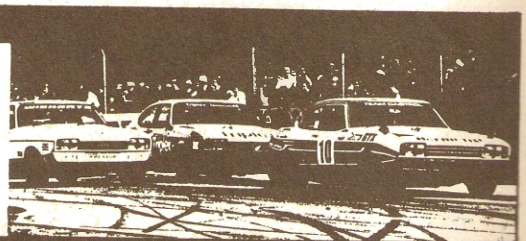
The first car will leave Hyde Park at 8am and cars will be passing Redhill cross-roads from about 9.10am, Gatwick roundabout from 9.25am, Bolney cross-roads from 10.10am, and the Pylons from 10.34am. However, most cars will be later than this and 4pm at the Brighton Pylons is the final closing hour, the last miles to the Madeira Drive being untimed because of congestion. AUTOSPORT will be represented by the 1903 Panhard et Levassor No 160, from which the Technical Editor will write his report and photographs will hopefully be taken. Please don't use your wonderful modern brakes in front of us!

Formula Ford action at the Brands Festival this weekend.



International events

Date	Venue	Event
Nov 4 6	Poland	Warsaw Rally—European Rally Championship for Drivers
Nov 5 6	Corsica	Tour de Corse—World Rally Championship for Makes
Nov 6	Hockenheim, Germany	F3, F Super Vee, F Vee, FF1600, G1-6
Nov 6	Kyalami, South Africa	Wynns 1000—G1-5
Nov 6	Suzuka, Japan	F Libre



British events

Date	Venue	Event	Status	Club	Start	Details
Nov 5	Silverstone, nr Towcester, Northants	Race Meeting	R	Peterborough MC	12.45	
Nov 5	Smithy Service Station, Shillford (MR64/448562)	Rally	C	Scottish SCC	14.31	Anniversary Run
Nov 5	Two Rivers Hotel, Chepstow	Rally	R		—*	Wydean Stages Rally—Castrol/AUTOSPORTand BTRDA Gold Star Rally Championships
Nov 5/6	Brands Hatch, nr Dartford, Kent	Race Meeting	N	BRSCC	10.30	Formula Ford Festival—ShellSport Escorts
Nov 5/6	Lydden Hill, nr Canterbury, Kent	Rallycross	R	TEAC	13.00	European and RAC British Rallycross Championships
Nov 5/6	J & S Robinson (Ponteland), (MR88/168728)	Rally	R	Northumbrian MC	23.31	Guy Fawkes Rally
Nov 5/6	Hillcrest Motors, Holywell	Rally	R	Manchester Ind MC	23.15	Digitus Trophy Rally
Nov 5/6	Anderton Services, M61 (MR109/620118)	Rally	R	Preston AC/Lightning MSC	23.30	Preston Regardless Rally
Nov 6	Otley, Yorks	Rally	C	Leeds MC	—	Colman Tyres Stages Rally
Nov 6	Eastbourne, Sussex	Autotest	R	Eastbourne & Ram MC	—	ASSEMC Championship
Nov 6	Wrotham, Kent	Sporting Trial	R	Kentish Border CC	—	November Trial—RAC, Semperit/BTRDA Trials Championships
Nov 5	Hyde Park, London	Veteran and Vintage Car Run	—	RAC	08.00	Annual London to Brighton Run

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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