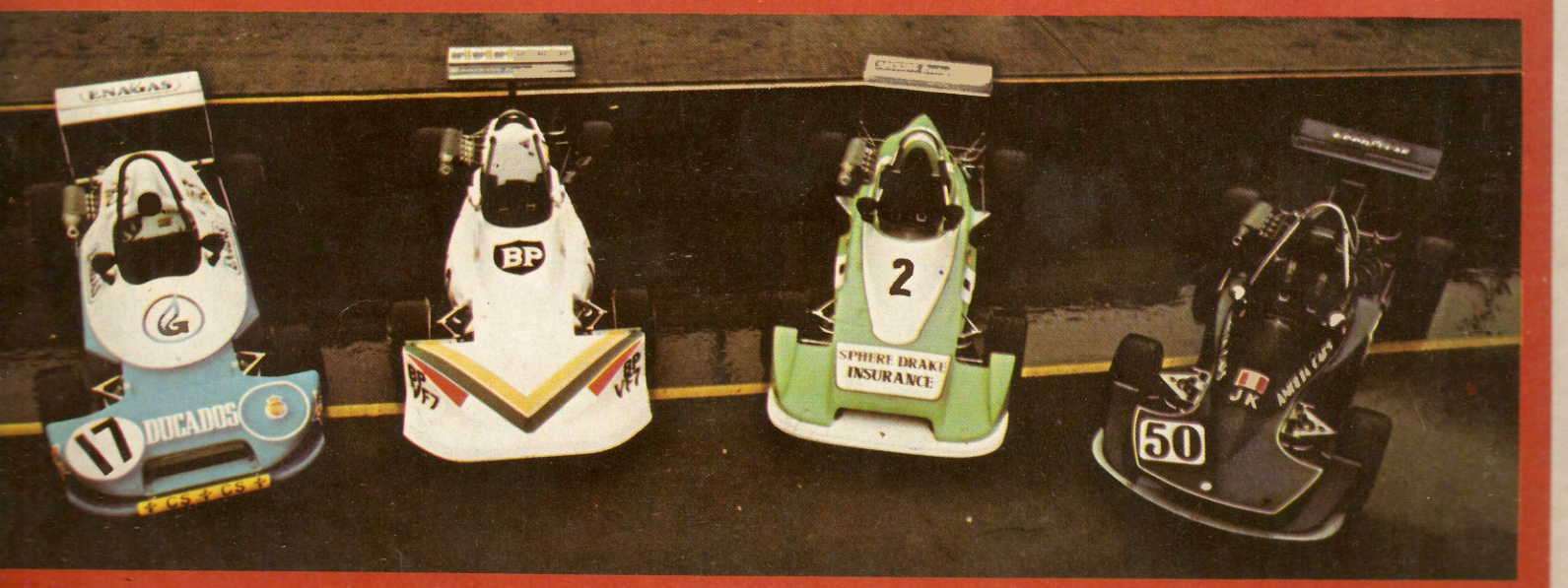
Autosport

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Elsmore's Wyedean hat-trick



Four F3 cars track-tested

Autosport

November 10, 1977 Vol 69 No 6

this week

2 Pit & Paddock

6 Racecard

8 Correspondence

10 Tour de Corse: Campionato del mondo

14 Special Stage

20 Wyedean Stages: The Treble Chance

25 Brands Hatch: Serra finds the edge

28 Brighton Run: Traffic chaos

31 Road Test: Ferrari 400—Automatic excitement

36 Track Test: Threesome quartet

41 Lydden rallycross: Large Gordon's . . .

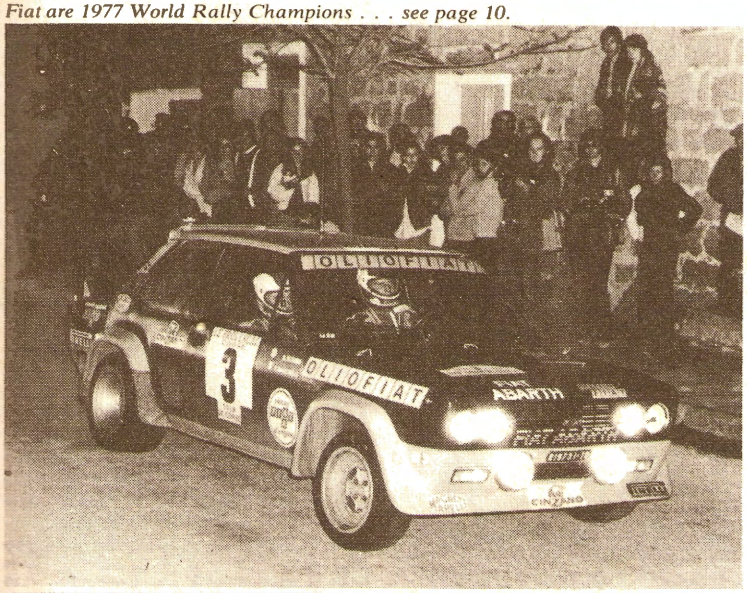
44 Sports Extra

47 Sportscard

52 The Champions

53 Weekend Sport

Fiat are 1977 World Rally Champions . . . see page 10.



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Forza Fiat—and Ford!

With the exception of Alpine-Renault's great triumph in 1973, when the French company won the World Rally Championship for Makes (thanks to Jean Pierre Nicolas in the Tour de Corse, the event which decided the championship this year), the Italians have dominated World status rallying without a break for six years. The advent of the Lancia Stratos in 1974 effectively sealed the fate of those manufacturers with production saloon series rally cars, and the profusion of events which pandered to the design specification of the Stratos enabled the Italians to dominate almost as they pleased. But with four World Championships to its credit, the Stratos now takes a back seat, and nowhere more so than last weekend in Italy, when observers were left in no doubt that it was Fiat's show.

This rallying season has been important for two major reasons. Firstly it has marked the return to the WCR arena of saloon-derived rally cars from the Italians, and secondly it has been the most momentous year in the short history of the World Championship, thanks to the tremendous efforts of the Ford Motor Company at Boreham.

No one could have predicted at the beginning of the year that such competition was in the offing, and each side missed early opportunities in the mistaken belief either that the other would not respond, or that they themselves stood no chance. Unfortunately there has been acrimony as well, aggravated, of course, by the press. In the Italian media there have been some very unsavoury allegations supposedly made by Fiat against Ford, and this feature of the year has been compounded by the difference in style of the two outfits: Fiat, big in most senses of the word, including the financial aspect; and Ford, very much the 'gypsies', as the Italians saw them in Corsica. There have been further allegations behind the scenes—of drivers being poached, of the format of WCR rounds being influenced, and so on.

All these rumours and quarrels, added to misrepresentations in a petty press, marred a superb season, and served to increase tension and mutual suspicion between two fascinatingly diverse teams with very different ideas about how to go international rallying. Perhaps it can be best summed up as follows: Ford attempt to rally at the highest level while keeping their activities down to a set price; Fiat, on the other hand, with pre-set goals in view, go for the ultimate performance, largely irrespective of financial considerations (within reason, of course). This Fiat have succeeded in doing with a very new car not entirely suitable for unseen loose surfaces, and doubtless giving away considerable horsepower to the opposition. On the other hand, the 'gypsies' have pressed the Lire and the political Fiat roadshow very hard this season.

It was a situation which was only too easy for a press starved of 'concrete' rally news to exploit. Since the aim of all the competition is to sell more and superior motor cars through brand identification and a programme of development derived from motor sport experience, the repercussions that the press can cause in industry and public relations can seriously damage a competitions programme.

Perhaps it is time to increase the appeal of rallying to the public media by setting up a manufacturer's equivalent of the F1CA. Then the press would *really* have something to talk about and we might have more basically excellent rally seasons like this one, and the status of the business would grow as well.

Both teams deserve great credit for their achievements. We hope that it has been worthwhile.

cover picture

Top: Graham Elsmore elevated himself to third place in the Castrol/Autosport Rally Championship last weekend when he took his Ford Escort to a third successive victory in the Focol Wyedean Stages, the final round of the series. Report: page 20. Photo: BWH Photography.

Bottom: Former Grand Prix driver and British Sports Car Champion John Miles begins a series of Autosport Track Tests this week with a four-car test of Formula 3 cars. Left to right: Ralt RT1, March 773, Chevron B38, Argo JM1. Testing Miles: page 36. Photo: Jeff Bloxham.

next week

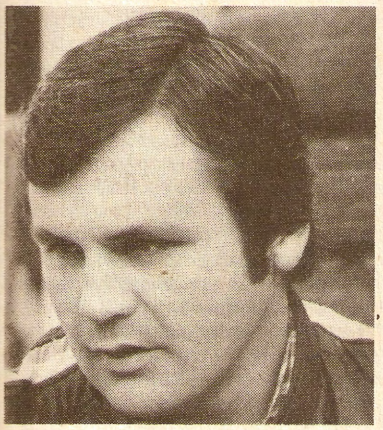
Our full reports of the Suzuka Formula 2 and Kyalami touring car races—Gordon Kirby describes Cale Yarborough's victory in the NASCAR Grand National series in the USA—Interview with South Africa's rising star Trevor van Rooyen, the winner of 33 FF1600 races this season—Formula 3 racing at the televised Thruxton meeting—Citroën CX2400 road test—SPECIAL SUPPLEMENT: Our complete spectator guide to the Lombard RAC Rally of Great Britain*.

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

Jones signs for Frank Williams

Last week we hedged our bets a little, speculating that Alan Jones would drive next year either for Teddy Yip or for Frank Williams. Soon after we had gone to press, Frank announced that the Australian had signed a contract with his team, and would make his first appearance for them in Argentina on January 15.

Jones—from Shadow to Williams.



Jones's name has, in fact, recently been associated with two other teams, these being Ferrari (for whom he is believed to have signed an option some weeks ago) and Shadow, for whom he has driven this season. But Alan very much likes the idea of being in a one-driver team, and is apparently much impressed with the new Williams F1 car, which has been designed by Patrick Head. Another factor influencing his decision is the fact that a contract with Frank permits him to drive for other teams in races which do not clash with the F1 schedule. As we announced last week, Alan is to drive the Haas/Hall Lola in next year's Citicorp CanAm Championship—a certain guarantee of a great many dollars.

Jones's F1 career began only two and a half years ago. After a few drives in a privately-run Hesketh, he joined the late Graham Hill's team temporarily (while Rolf Stommelen recovered from his Barcelona injuries), at the end of 1975 signing a contract with Surtees, which team he left in the winter of 1976. This season he joined the Shadow after the death of Tom Pryce at Kyalami, and scored a superb win for them at the Osterreichring.

Stuck looks set to join Shadow

The goings-on at Shadow are far from clear at present. In the recent past, it has been mooted 'in the trade' that Jackie Oliver has split from the team and will run his own F1 outfit next season, and it has also been said that Oliver is staying with the team, and that Don Nichols was being elbowed out. Last week we were unable to contact team manager Alan Rees about these questions, but on Monday we spoke to him. "Don out? No way", said Rees. "Don and his wife own 100% of the company. In fact, at the moment, he is looking hard for sponsorship for next year".

Has Jackie Oliver left the team? "Well, I think so. You'd better speak to him about it". So far, we have not been able to contact Jackie, unfortunately. Rees continued: "Our plans aren't settled yet. We have no contract with any driver for next year. We are talking to Hans Stuck and, of course, we would like to keep Patrese if we can". What about Nilsson, whose name has been connected with the team for many months. "Gunnar? Oh, I thought he was going to drive for Ferrari", said Alan. "Apparently, he was down in Maranello last week, anyway. If he doesn't go there, then of course we'd be interested in having him".

On the subject of sponsorship, Rees said that they were currently looking hard. "I think we'll have Tabatip again next year, although it isn't definite yet. But we need money over and above that. We have nothing to announce yet, and we're just quietly getting on with our new car".

Gunnar's plans are still unknown.



Four wheels for Sheene?

Last weekend's national press carried a mysterious story, datelined Paris, which suggested that Barry Sheene would next year divide his time between motorcycle and car racing.

Further details are not forthcoming at present, but certainly Sheene has announced a cut-back in his bike activities for 1978, to the extent that he intends only to race 500cc machines. He has, of course, won the 500cc World Championship for the last two years.

The Paris story went on to say that Barry would take part in next season's British F1/F2 series. If true, the prospects are intriguing, and certainly would bring a lot of extra spectators through the gate.



Giacomelli will drive the second ATS.

Bruno's F1 ATS

Bruno Giacomelli seems certain to join the ATS Formula 1 team next year, as team-mate to Jochen Mass.

The German ATS outfit has, of course, taken over March Engineering's F1 interests as well as their membership of the F1CA. With Giacomelli already signed to drive for the March-BMW F2 team next year, it is logical that the young Italian's F1 drive should be thus tied in.

Bruno is currently at Mugello, where he is testing this year's ATS (*née* Penske) as well as the F2 March 782 with which he won at Donington. An announcement is expected shortly.

£18m for new 'Ring

A few days ago the German newspapers announced that the country's government is making available £18m for the new circuit to be built at the Nurburgring. While we think it remarkable that a government should contribute to so worthwhile a cause, it seems tragic that the old 'Ring really is at the end of its days. If the money were spent on the existing circuit, more than a million pounds per mile would be available. Surely that would be a better use for it, wouldn't it?

Most enthusiasts who have visited the Nurburgring are unashamedly sentimental about the place. A German GP there seemed like a great occasion, for the place is steeped in atmosphere and history. We are particularly sad, therefore, that the old pits and paddock, visited at some time by pretty well every car and driver of importance over the past 50 years, are to be torn down, presumably to be replaced by some modern, efficient, characterless complex. Work starts in the New Year so you may well have seen the 'Ring—the *real* 'Ring—for the last time.

Only one Wolf in 1978

After seriously considering running a two-car team in 1978, Walter Wolf Racing have decided to continue with just a single entry for Jody Scheckter. At one time, the appearance of Ronnie Peterson or Hans Stuck in a second car looked to be a serious possibility.

No Mexican FA race for James

James Hunt did not drive in last weekend's Formula Atlantic event at the Mexico City circuit, which was held without FIA sanction (*P&P* last week). James had planned to drive one of Fred Opert's Atlantic Chevron-BDN B39s, but found that he would have put his own competitions licence at risk had he done so. The 1976 World Champion was therefore restricted merely to promoting the event for the sponsors, and returned home to Europe yesterday (Wednesday).

Hectic 1978 USAC schedule

The 1978 Citicorp USAC Championship schedule has been announced and is as follows: March 5 (Ontario), March 18 (Phoenix), April 15 (Texas), April 23 (Trenton), May 28 (Indianapolis), June 11 (Mosport), June 18 (Milwaukee), July 2 (Pocono), July 9 (Michigan), August 6 (Texas), August 20 (Milwaukee), September 3 (Ontario), September 16 (Michigan), September 23 (Trenton), September 30 (Silverstone), October 7 (Brands Hatch), November 11 (Phoenix). In addition, there may be further races at a couple of NASCAR tracks, Atlanta and Charlotte, but nothing is yet decided.

From the schedule it can be seen that the two British rounds come at the end of a very hectic time for the USAC brigade. They have, in fact, five races in six weekends, and Silverstone is only one week after Trenton, so we'd all better pray for a low attrition rate at the New Jersey track. Also, it seems curious, that the two British races are apparently to be of 200kms each—very short indeed. The Silverstone round will be over in about an hour.

Vandervell increase F3 money

Vandervell Products have annouced that they are to increase their sponsorship of the BRDC's Silverstone-based Formula 3 Championship in 1978. There will be ten rounds next year, six of which will have full International status.

The international rounds will be run at the F1 International Trophy meeting at Silverstone on March 19, the Silverstone Bank Holiday Internationals on May 1 and August 28, the Donington International on August 28 and at the Silverstone and Brands Hatch USAC race meetings on September 30 and October 7.

Prize money for three of the international rounds comprises £1000 per round, with £550 prize money offered at the other rounds, apart from the Donington meeting on August 26.

Porsche reduce G5 effort

It came as no surprise last weekend to hear from Porsche competitions manager Manfred Jantke that Porsche does not intend to contest next year's World Championship of Makes in an official capacity. "We carried the championship this year, now it's BMW's turn", Jantke had said back in September, at the Brands Hatch G5 race.

At the German company's annual press conference at Hockenheim, Jantke confirmed that the Martini-Porsche G5 car will probably appear at selected events in 1978, at their 'home' races at the Nürburgring and Hockenheim where the organisers will make it worth their while, or perhaps at the end of the season —"if it is necessary to gain points to retain our title", explained Jantke.

"Over the past few years we have learned not to make any long-term plans. The only definite competition plans for the works Martini-Porsches next year are the Le Mans 24 Hours and the Safari Rally (with two 3-litre Porsche 911s) where there will be good competition. This year's G5 championship was not satisfying for us with so little competition", added Jantke. "We will leave the 1978 championship to our customer cars."

At present no decision has been made regarding drivers for 1978, although the sports car team for Le Mans will undoubtedly include Ickx again with Mass, Pescarolo, Stommelen and Schurti as the other likely members.

Porsche plan a serious development programme for their 935/78 turbo next year, with which they intend to meet the new challenge of the mid-engined BMW Lamborghini when it appears in 1979.

Answering the inevitable questions about the possibility of Porsche competing in Formula 1 or at Indianapolis, there was a hungry look in Jantke's eyes when he said, "Yes, it's true that we have been to Indianapolis to study the technical and publicity aspects of the USAC formula, but at the moment Porsche feels that, as a company that puts the emphasis on the engineering side, it is better to stick to long-distance racing than go for the publicity in Formula 1 or Indianapolis. Should the present equivalency formula for turbo-charging change so that we could use existing material, it might be different."

He did not rule out the possibility of developing the new Porsche 928 chassis and engine for racing, although "At the moment we have no plans for we are too busy trying to push up the 10-car per day production line."



Manfred Jantke (right) with Norbert Singer.

In a technical review of the season, Norbert Singer, Porsche's chief development engineer, gave the precise reasons for the retirements of the works cars throughout the year. The 935 stopped three times because of a head gasket failure at Le Mans, Hockenheim and Mosport, while at the Nürburgring the problem was a split membrane in the fuel injection pump. The Daytona retirement was caused by a tyre/rim combination which was unsuited to the extra G-forces of the banking and which caused Jochen Mass to crash.

At Le Mans, the 936 driven by Pescarolo went out with a broken con-rod, while the second car made its long final stop with a seized piston. All of this was graphically portrayed in an excellent film commissioned by Porsche about their Le Mans effort, giving Jochen Mass a chance to show off his other talents as one of the cameramen and the main interviewer.

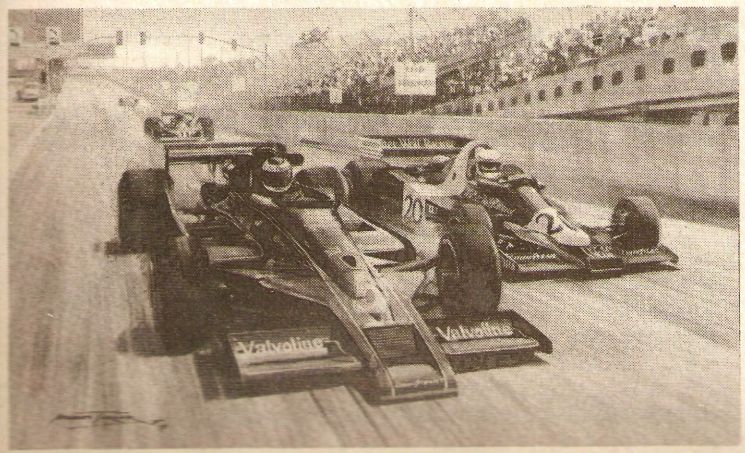
After the press conference, Mass was also able to demonstrate his better known talents at the wheel of the Porsche 935, on the long circuit at Hockenheim, without the chicanes, in the wet! Those journalists who wanted the ride (and there was no shortage of people waiting) got the chance to experience first-hand what it is like to brake from 300kmh in the wet for the tight right-hander which leads into the famous stadium section. The braking powers of the 935 on its wet Dunlops are perhaps the most impressive of its many staggering features. Just as impressive was Mass's pedal work through the stadium, his feet carefully anticipating the sudden burst of power from the turbo.

One journalist even got the added bonus of an 'off' thanks to Rolf Stommelen whose face matched the colour of his day-glo red wheels as he pulled sheepishly into the pits with the nose section of the Porsche 935 'baby' shredded.

Theoretically, the 1.4-litre Porsche 'baby' turbo was only built for experimental purposes. "We wanted to show our critics that we could win in the 2-litre class as well", said Jantke, who denies plans to run the car in the German G5 championship next year. It weighs 220 kilos less than its big brother by virtue of lighter body panels and chassis, which has a front and rear tubular alloy subframe instead of the normal production chassis.

Undoubtedly, however, should competition get too hot against the big-class BMW in 1979, the 2-litre will be run in the small class as a back-up to Porsche's big Carrera.

Mario Andretti takes the lead from Jody Scheckter at Long Beach—one of the latest Michael Turner Christmas cards. The others feature Lauda at Hockenheim, Laffite at Anderstorp, Scheckter at Monte Carlo and Hunt at Silverstone. The standard, as ever, is superb. They are available, at 90p per set of five, from Studio 88 Ltd, 95 West End Lane, Pinner, Middlesex HA5 3NU.



Mario from James . . .

Formula 1 statistics from the 1977 season continue to suggest that JPS-Lotus number one Mario Andretti was the fastest man on the track with the JPS 78. The American has now been declared the narrow winner of the Aurora Fastest Man of the Year Award, a scheme in which points are awarded based on the fastest three race laps in each of the 17 Grands Prix. Andretti wins US$5000, and his mechanics Darryl Kincaid and Glen Waters $500 each.

Aurora Fastest Man of the Year Award—final positions: 1, Mario Andretti (USA), 57pts; 2, James Hunt (GB), 56; 3, Niki Lauda (A), 45; 4, John Watson (GB), 35; 5, Jody Scheckter (ZA), 30; 6, Jacques Laffite (F), 24; 7, Gunnar Nilsson (S), 19; 8, Ronnie Peterson (S), 10; 9, Vittorio Brambilla (I), 8; 10, Carlos Reutemann (RA) and Jochen Mass (D), 6; etc.

. . . James from Mario

During the course of the Grand Prix season, the destination of the *Moet et Chandon* Golden Magnum Trophy has always been in doubt.

The scoring system for the Golden Magnum Trophy is rather complicated, and is intended to decide the fastest driver of the season, based on practice times, race results and fastest laps. With the season now over, James Hunt emerges narrowly as the winner, with 158 points, from Mario Andretti (153), Niki Lauda (94½), John Watson (92), Jody Scheckter (87) and Jacques Laffite (53).

Anson is no more

A very sad Jennie Anderson informs us that Anson Racing is no more. At the beginning of the year, the team launched a lovely little F3 car, which was very technically advanced. The standard of construction was extremely high, the work of Gary Anderson and Bob Simpson, Jennie's husband and brother respectively.

At the time of the launch, everyone in the team was well aware that the main problem was lack of money. They needed a sponsor and, after a great deal of trouble with the car's Dolomite Sprint engine, it became clear to then that they needed a Toyota as well. This they somehow managed to buy, but there was never sufficient money to develop the car properly. Gary drove himself at the beginning before going to work for McLarens, and Richard Robarts drove the car briefly, the former Brabham F1 driver being extremely impressed with it. It was later driven by Richard Morgan.

We are very sorry to see all that hard work and sacrifice so ill-rewarded, and can only wish the team personnel better luck in the future. Gary Anderson is to stay with McLarens next year, this time as Chief Mechanic.

Argenti goes F3

After a year's relative inactivity, Woodbridge former FF1600 driver Matthew Argenti should be back in racing next year in F3 with either a March or Chevron chassis. Sponsorship negotiations are in the final throes, but if all else fails, Argenti will return to GT saloons instead.

ADA in new hands

Well known sports car driver Ian Harrower has joined forces with experienced sports car mechanic Chris Crawford to take over ADA Engineering in Shepherds Bush. They've formed their own company, Cribwain Engineering Ltd, but will continue trading under the ADA banner. Former ADA directors, Woody Harris and Gerard Sauer are leaving these shores.

ADA, as well as undertaking general engineering work—they already have a North Sea oil contract—will have a separate business preparing racing cars, a business in which the two directors are joined by former P and M Preparations man Paul Vincent. They aim to do general restoration work—a Lola T70 is already in the garage—race preparation on either a day-to-day basis or season-long contracts, and general racing car construction.

The company have also taken over the rights to the ADA corner weight gauge. This device is a fully portable tool which enables mechanics to set up the static weight of a car *in situ* without industrial scales. Additonally, the gauge can be used to test individual spring rates. ADA can be contacted at 58/76 Willow Vale, Shepherds Bush, or on 01-743 4477.

Peter Gethin retires after 15 years



After a long and highly successful racing career, Peter Gethin has decided to retire from driving, although he hopes to stay involved in the sport in some capacity.

Peter, who is 37, began racing in 1962 with a Lotus Seven, graduating to a Lotus 23 and thence to F3, where his ability was immediately apparent. At the wheel of the Sports Motors Brabham, Gethin was always one of the formula's leading runners and won many races. Towards the end of 1968 he made his F2 debut at Albi, driving Frank Lythgoe's Brabham, and caused a sensation by very nearly defeating the works Matras on their home ground.

It was in 1969, however, that Peter Gethin really came into the limelight, for the year saw the beginning of Formula 5000. At a time when the majority of the runners appeared not to take their racing terribly seriously, Peter and the yellow Church Farm McLaren M10 simply cleaned up. This is not to be disparaging about his efforts. The car was beautifully prepared and Gethin's driving immaculate: the combination would have been successful whatever the opposition. But most of the time Peter played with his rivals, and his margin of superiority was always painfully clear. Very soon, magazines everywhere were referring to F5000 as 'Formula Gethin.' In 1970, his domination continued pretty well unchecked, the year also being marked by his first F1 drive—at the Race of Champions, in a works McLaren.

Gethin later joined the team full-time after Bruce McLaren's tragic death at Goodwood, taking over both F1 and CanAm drives when Dan Gurney decided to stay in America for good. On occasions he went extremely well, winning the CanAm race at Elkhart Lake and finishing scond to team-mate Denny Hulme at other races in the States.

During Gethin's time with McLaren Racing, the F1 cars were rarely supercompetitive, but Gethin nevertheless tried very hard with them. With an old M14, for instance, he was the second quickest Cosworth-powered qualifier at Barcelona in 1971—the quickest was Stewart's Tyrrell. At half-season, however, he left the team to join BRM, then a flourishing outfit. The Bourne team had recently lost Pedro Rodriguez, killed in a sports car race in Germany, and replacing him was an immense task. However, Jo Siffert rose to it magnificently, and he was ably backed up by Gethin. The second half of the team's year was, in fact, highly successful. In Austria, Siffert scored a tremendous victory and, three weeks later, Gethin had his day of days, winning the Italian Grand Prix at Monza, from Peterson and Cevert. It was a really gutsy drive, the Englishman coming through at the last second to snatch victory in Monza's very last 'slipstreamer.'

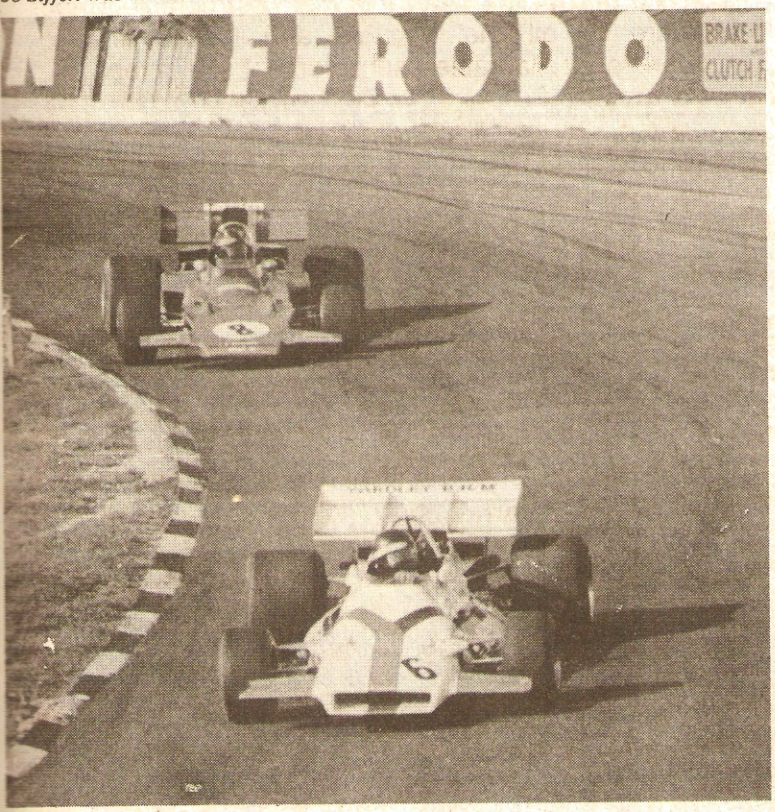
Unhappily, the season ended tragically. At Brands Hatch Victory Race, Siffert and Gethin tied for pole in practice, Peter making a superb start in the race and holding off a very determined Emerson Fittipaldi in the Lotus 72. But Siffert started badly and had to climb through the field. He had reached fourth place after 14 laps when the BRM unaccountably crashed, killing its driver. The race was stopped, and Peter declared the winner, but he was deeply shocked by his team-mate's death.

Gethin stayed with BRM for 1972, but the season brought little success. He did, however, win the Pau GP in a F2 Chevron. The following year he returned to F5000, now booming in the States, and scored a remarkable double at the Race of Champions, winning the F5000 race on the Saturday, and then the combined F1/F5000 Race of Champions on the Sunday!

Since 1973, Gethin has driven more or less exclusively for the Belgian VDS team in F5000 and, latterly, CanAm. His last victory, in fact, came at Elkhart Lake earlier this year in the team's Lola T333 CS.

Although never a great driver, Peter Gethin was none the less sometimes more than ordinarily good. He had his on-days and off-days, but when he was really in the mood, such as that day at Monza, he was a very formidable rival. We wish him a very happy retirement and hope that he will remain in the sport.

Above: Peter Gethin has decided to call it a day. Below: Peter's BRM P160 leads Fittipaldi's Lotus 72 during the ill-fated Brands Hatch victory race in 1971, in which Jo Siffert was killed.



Superstars

Racing drivers figure prominently in the BBC's *Superstars* programme on Friday, November 18. Britain is represented by James Hunt, Germany by Jochen Mass and France by Jacques Laffite. In addition, the Spanish representative is to be their leading rally driver, Antonio Zanini.

Briefly. . .

● The new Ferrari 312T3 Formula 1 car is to be formally announced at the Fiorano test centre on Saturday. Will the company take the opportunity of making clear exactly who backs up Carlos Reutemann in the Grand Prix team next year?

● The Brabham BT46 was tested by John Watson at Donington last week.

● Bert Baldwin, for so many years Goodyear's Chief Designer in the Race Tyre Division, is leaving the sport to take up another position within the company. We're sorry to see him go, and imagine that a great many Grand Prix drivers will be feeling the same way.

● After a highly successful first season of involvement with John Player Team Lotus, NGK Spark Plugs have announced that they are to continue their association next year.

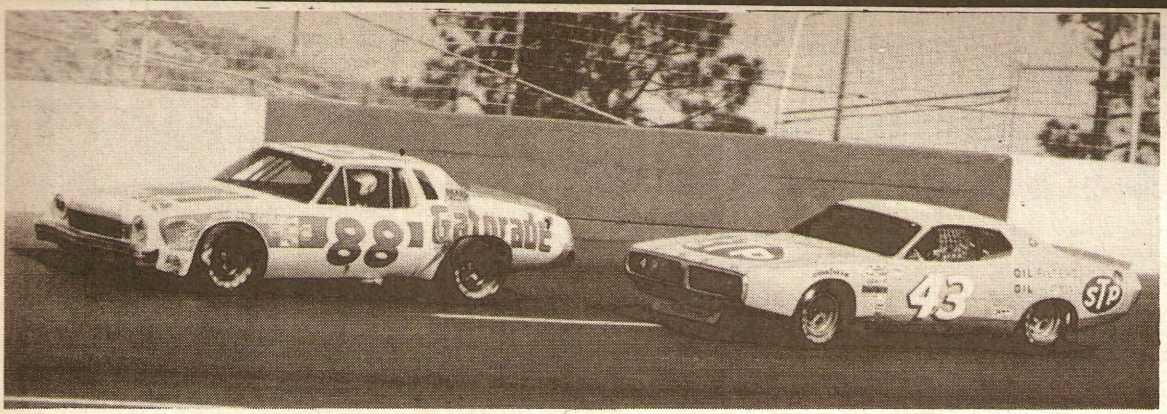
● We are pleased to tell you that the *Moet et Chandon* competitions are to continue next season. Another 17 magnums of the glorious elixir will be up for grabs in 1978 . . . .

catchpole

by Barry Foley



edited by Quentin Spurring



Waltrip's winning Chevrolet is hounded by Richard Petty's Dodge.

Dramatic Dixie 500 to Darrell

Last Sunday's Dixie 500 must have been one hairy race. Run at the Atlanta track, in Georgia, the race was halted three times in all—twice for rain and, finally, because of the darkness. 'Bad light, stop play' must be unique in the annals of modern motor racing.

Georgia has recently been plagued by heavy rain—indeed there has been severe flooding in some parts of the state. However, the race got underway as scheduled, and poleman Sam Sommers took his M.C. Anderson Chevelle into the lead, a position he more or less maintained until his car's engine blew shortly before the halfway mark. After the two halts for rain, it became clear that the race was between Donnie Allison's Chevrolet and the similar car of Grand National Champion Cale Yarborough.

As the race went into its final stages, the light was becoming impossible. NASCAR stockers do not have lights, nor do the tracks have floodlights, and it was becoming difficult to identify the cars. For the drivers, it must have been a nightmare. Finally, the inevitable happened. Allison and Yarborough, still scrapping for first place, touched and spun. In an instant, Darrell Waltrip and David Pearson, who had been running third and fourth, nipped through the mêlée, crossed the line and took the chequered flag. The race was stopped. Waltrip was the winner! Three lengths behind the Gatorade Chevrolet was Pearson's Purolator Mercury. Third place went to Benny Parsons's FNCB Chevrolet, followed by Allison and Yarborough, both of whom had managed to continue after the shunt. Sixth, the last unlapped man, was Richard Petty with the STP Dodge. The race was halted when 268 of the scheduled 328 laps had been run.

Second win for Jody at Kyalami

The Zakspeed-prepared Group 5 Ford Escorts which were entered for last Saturday's South African touring car classic, the Wynns 1000 at Kyalami, achieved a crushing one-two victory in the hands of Jody Scheckter/Hans Heyer and Toine Hezemans/Armin Hahne. This was the second Zakspeed Escort victory in the event in three years, and Scheckter's second successive Wynns 1000 win at his home circuit. Both the Fords had virtually trouble-free runs except for a gearbox problem which delayed the winning car.

Third place in the event, in which several European drivers took part, fell to a BMW 530 driven by Harald Grohs, which finished 11 laps behind the winning car.

Fastest in practice was the works BMW 320i of Hans Stuck and Ronnie Peterson, but the car was wrecked soon after getting the pole. Another car was flown out, and Ronnie won the first part of the race, after being 56th on the first lap! All his efforts came to nought, however, for Stuck broke the gearbox in part two. More news next week.

Patrese beats the locals at Suzuka

Like last year, when Jacques Laffite won with a Chevron B35, a European won last weekend's annual Japanese Formula 2 Grand Prix, which was held at the Suzuka circuit, the Honda test track which will almost certainly be used for the 1978 Japanese Grand Prix for Formula 1 cars. And on this occasion the European victor was Riccardo Patrese, who had to wait until November, and had to travel to the other side of the world, before scoring his first race win of the 1977 season.

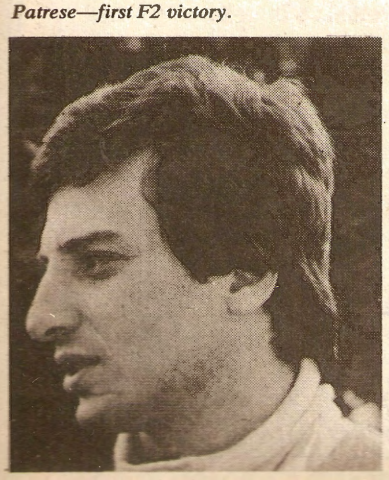
Although Kazuyoshi Hoshino, one of the Kojima 009 drivers in the recent F1 race at Fuji, qualified his works entered Nova-BMW on pole position, it was Patrese who took the lead at the start of the 35-lap race, the Italian driving his regular Stebel-sponsored Chevron-BMW B40 which had been shipped to Japan especially for the race. However, he was dislodged on the second lap by works Martini-Renault F2 driver Didier Pironi, who was at the wheel of a locally entered March 742. Pironi, once in the lead, extended it gradually over Patrese, but with seven laps to go the engine in the Frenchman's modified March let go, and he retired.

Patrese took over the running, and cruised in to win by 15secs from Hoshino, in 1h 18m 44.23s. Kunimitsu Takahashi, the 37-year-old Japanese veteran who drove an ex-works Tyrrell 007 in the Grand Prix, came in third another 5secs down, at the wheel of one of the Kojima-built Star Formula 2 cars, and fourth was the 'World Motor SP' of Masami Kuwashima.

There were 20 starters for the JAF organised race, six of them making the trip over from Europe. Apart from the works Chevron driver, the best-placed of the foreigners was our own Vandervell Formula 3 Champion, Stephen South, who was driving the locally entered March 752 driven in this race last year by Alex Ribeiro; in his first ever F2 drive, South finished in seventh place. Keijo Rosberg forsook his regular Fred Opert Chevron to drive one of the Kauhsen-Renault F2 cars which Willi Kauhsen has sold to a Japanese team, but the Finn was sidelined after only two laps. Danny Sullivan, one of the stars of the Donington F2 event the week before with the Boxer, drove a Ralt for Tom Hanawa's Le Mans Company team, but the American had engine problems in practice and had to start from the seventh row. In the race, a pitstop meant a 14th place finish. Finally, former Kauhsen driver José Dolhem arranged to drive a March at Suzuka, and the Frenchman finished in 11th place 65secs behind the winning Chevron.

For Riccardo, his hectic Japan F1-Donington F2-Japan F2 schedule certainly paid dividends, for this was the former F3 driver's first Formula 2 victory.

Patrese—first F2 victory.



NZ lead to Francevic

The third round of New Zealand's Gold Star single-seater series, the Union Travel Formula Pacific Championship, was run in shocking weather at the Manfeild circuit on October 30, when a small crowd saw yet another contestant assume the uppermost rung of the ladder, after the two previous holders of that honour had spun away their chances. The third round win, and with it the series leadership, fell to Robbie Francevic (Modus). Dave McMillan (Ralt RT1), who had led the series after the second round, and Richard Melville (March 76B), who had led after the first round, were barely in contention.

McMillan was the early leader of the 75kms race, but Melville edged him out during the first lap and, in attempting to regain the lead, McMillan had a spin in the rain which cost him four more places. Melville, with Francevic just behind him, now led the race until half-distance when he, too, had an off-course excursion in a heavy downpour of rain. Francevic managed to scrape by and went on to win by 20secs from Melville, whose car was handling badly because its nosecone was knocked awry in the mid-race incident. In the meantime McMillan had moved back up to third place, ahead of Ken Smith (March 76B), who was having his first race of the season, but McMillan lost the Ralt again and subsequently retired with wet electrics.

A further 20secs in arrears, Smith in third place was followed by Ross Stone (Cuda TR3), Norm Lankshear (Chevron B34) and Australian driver Peter Larner (Elfin). Points positions after the three rounds are Francevic 30, McMillan, Melville and Stone 27 each, Lankshear 15 and Smith 8. The next round of the Union Travel series will be held next Sunday (November 13) at Pukekohe.

Warwick's Toyota title

Former Formula Ford ace Derek Warwick has been extremely competitive this year in Formula 3 with his Warwick Trailers/Wraydent sponsored Chevron and Ralt, but somehow a race victory has eluded him. However, the young Hampshire driver can find some consolation in the fact that, following the October 30 F3 event at Thruxton, he has been declared the winner of the unofficial 'championship' which is run by Toyota for users of their engines in the formula.

Although the Triumph Dolomites looked good at the beginning of the year, the Toyota/Novamotor F3 engines have once again reigned supreme. Toyota run two 'championships' for F3 drivers, the Toyota GB Championship (open to British drivers only) and the Toyota Europa Cup, both of which are based on events in the European F3 Championship together with selected events in Britain and other European countries. Warwick wins £1000 for his British title. The Toyota Europa Cup, which has a prize fund of £10,000, was very much the property of Swedish star Anders Olofsson, who drove his Puss-O-Krams sponsored Ralt to the runner-up position in the FIA's European F3 series, having hounded March driver Piercarlo Ghinzani all season. Warwick was also the best-placed Briton in the Europa series.

Toyota Europa Cup—final positions: 1, Anders Olofsson (S) 231pts; 2, Piercarlo Ghinzani (I), 165; 3, Derek Daly (IRL), 149; 4, Eje Elgh (S), 132; 5, Elio de Angelis (I), 127; 6, Nelson Piquet (BR), 121; 7, Beppe Gabbiani (I), 116; 8, Derek Warwick (GB), 92; 9, Oscar Pedersoli (I) and Piero Necchi (I), 90; etc.

Toyota GB Formula 3 Championship—final positions: 1, Derek Warwick, 92; 2, Geoff Lees, 87; 3, Stephen South, 77; etc.

correspondence

the editor is not bound to agree with readers' opinions

Satisfied

I would like to express through your columns my thanks for two superb days at the Donington Formula 2 race.

The whole thing ran very smoothly from start to finish, and the beautiful circuit and excellent facilities made it a memorable weekend. The drivers and mechanics were very pleasant and informative, and the track officials for once not like dictators.

The circuit itself is a great credit to Tom Wheatcroft. With any luck, the Grand Prix may be held there in years to come.

To the Formula 2 circus, Tom Wheatcroft and his merry men, my thanks on a great weekend.

STOCKPORT, CHESHIRE — MARK HEY

Saddened

On behalf of many other DTV Vauxhall/Gerry Marshall fans, we would like to express our concern regarding the sad news that Gerry won't be racing a Vauxhall next year for DTV.

After some ten years of racing Vauxhalls, Vauxhall can't give him a car to drive next year. We expect all the money is going into the rally programme, and this will pay off if results this year are anything to go by.

But surely they could let Gerry have a drive after ten years of loyal service. Since 1967, the days of the Shaw & Kilburn Viva GT, Gerry Marshall and Vauxhall have become a legend.

How on earth he is going to be able to race anything else is beyond us. Gerry must have well over 100 wins in Vauxhalls and six major championships without adding countless lap records. We suppose it's not DTV's fault if a win on the Welsh, Manx and Castrol rallies get into the press more than a win in a 10-lap race at Silverstone, but motor racing can be a sad business and we and many other DTV fans will miss Gerry. There will never be anybody who drives Vauxhalls better.

HIGH WYCOMBE, BUCKS — EDMUND & MARIO LINDSAY

Cast-iron defence

With reference to the letters from Messrs. Pyne and Stock regarding the Castrol 77 National Rally (printed in AUTOSPORT's *Correspondence* columns on October 27), I would appreciate the opportunity to reply.

Mr Pyne basically complains about spectator information. I would point out that programmes were available at Rally HQ, the Belle Vue Royal Hotel in Aberystwyth; at the Forum & Film Show in the Royal Pier Ballroom on the Friday night; before the start from Park Terrace Municipal Car Park; at the lunch halt in Machynlleth; and at Dovey spectator stage.

It is, of course, most pleasing to receive a rallying enthusiast from Ireland, and in his own country Mr Pyne is extremely lucky that public roads may be closed and that spectators have knowledge and access to the majority of special stages. Unfortunately, however, in Wales the entire Castrol 77 Rally was run over Forestry Commission land, and organisers such as the Wolverhampton & South Staffs Car Club must liaise with the Commission, and often with the local police, to negotiate for stages where spectators may be directed.

In this case, only Dovey Forest was finally designated as a spectator stage.

Mr Pyne then comments about the 50p charge at the spectator stage. I would point out that spectators can and often do cause damage to Forestry Commission land, and a charge made by the Commission of 50p per car to me seems quite reasonable—especially considering the work that Forestry Commission officials are prepared to do to aid our sport of rallying.

Regarding the marshalling of the spectator area, I would point out that all marshals and photographers 'signed on', thereby indemnifying the Club against their personal injury. Spectators would be requested to stand in safe positions to avoid their personal injury, and the possible likelihood of subsequent—but really unnecessary—claims.

The reply to Mr Stock's comments is much shorter. For all competitors to finish in daylight it would have been necessary to start at 7.00am instead of 8.00am. (As it was the rally was originally scheduled to start at 8.30am, but was subsequently brought forward in an attempt to maximise the hours of daylight.)

Regarding the delay at Myherin 2, there was an accident involving a marshal—happily not serious—but I feel sure that Mr Stock will agree that it was the best thing for the Stage Commander to drive in and check the extent of injuries the marshal had sustained. Hence the delay.

In conclusion—'You can please most of the people all of the time, but not all of the people most of the time!'

KIDDERMINSTER, WORCS — R. J. WHALE, *Press Officer, Castrol 77 National Rally*

GP fines

Following Ken Tyrrell's remarks on fining a team £10,000 if one of its drivers fails to accept his trophy, I do not feel that this action is severe enough.

After the action taken by two drivers in the recent Japanese Grand Prix, I strongly suggest that both should have been disqualified from their positions and forfeit all prize and starting monies. The teams should also have been fined heavily, as the team managers/directors are ultimately responsible for the conduct of their contracted drivers.

When will racing drivers realise that by their very profession they are public property whether they like it or not? If they do not like the heat in the kitchen, as the saying goes, they should get out—they are not appreciated by those who pay the drivers ultimately, that is the spectators. I am sure everyone accepts that drivers are entitled to some privacy, but drivers are in the public eye and most newspapers will make the most of any incidents at a race. Therefore, action must be taken not only on the incident at Mt Fuji but on drivers who disregard marshals, which is another 'offence' of which Mr Hunt is repeatedly guilty. I do not regard the fines imposed on him and Ronnie Peterson in Canada as being adequate.

I recall, at the beginning of the year, after the tragic and horrifying events at Kyalami, that Mr Hunt was one of those who shouted the loudest about the need for marshals. Yet, look how he treats them. I am a member of the BMRMC and hope I never have the misfortune to marshal at a meeting in which Mr Hunt is participating.

I was one of his more ardent fans, but after his conduct this year I have nothing but contempt for this man who could have done so much for motor sport but has, in fact, pulled it down in a disgraceful fashion.

KNEBWORTH HERTS — MRS J. L. WREN

Dereks

I read Robert Fearnall's excellent article on Derek Daly (October 27) and thoroughly enjoyed it. Derek really deserves this, after his superb season in F3 and his F2 debut at Estoril.

While not wishing to detract in any way from the contents of the article, I would just like to correct the paragraph concerning the 1976 Formula Ford Festival at Brands Hatch and myself.

Up to that meeting I raced the prototype Hawke DL17 on a number of occasions. In a meeting prior to the Festival, I was forced off into the catchfencing at Druids. I managed to get out of this, after the rest of the entry had passed, and continued in the race, getting up to third place at the finish. This prototype DL17 was then returned to Hawke Racing Cars, as I was offered an even later version of it for the Festival. The car was returned as it had finished the race, with the nosecone missing and a mirror off. The car was otherwise in a full raceworthy condition. This car was then raced at the Festival by Derek, and I drove the newer prototype DL17 in which I finished in second place.

I hope that this just puts the record straight and wish Derek the very best of luck for his future in motor racing.

WINCHESTER, HANTS — DEREK WARWICK

Five fan

There has been a lot of discussion in AUTOSPORT recently about the future of sports car racing. I believe the answer lies in Group 5 racing, and given time, it will prove itself.

The cars themselves are unique: G6 cars are no more than converted F1 cars, and G1 (and for the most part, G2) cars are very normal to look at, and can be seen along any street, whereas G5 cars in their basic form are 'head-turners'. The addition of bulging bodywork, spoilers, wide tyres and in many cases turbocharged engines makes them superior to any other form of saloon car.

Anyone who has seen a G5 race cannot deny that it is a very spectacular form of motor sport. Some of these cars produce over 600bhp, and are capable of 200mph (which is three times our speed limit). And to see them on the overrun. . . !

In a recent letter in *Correspondence*, Mr Parker said that sports cars should be ". . . fostering technical advance and improving the breed". What about solid axles, and the 935? And who had heard of turbocharging three years ago?

BRISTOL — PETER J. MILES

Then as now?

The assets of BRM acquired by Rubery, Owen & Co Ltd: this was the intriguing lead story in AUTOSPORT, November 7, 1952, twenty-five years ago this week. The takeover posed many questions as to the future of the *marque* in racing as, although Rubery Owen did not intend to race the cars themselves, plans were afoot to design a new engine for the forthcoming 2½-litre formula due to commence in 1954. BRM directors Raymond Mays and Peter Berthon would still be associated with the company, although under the overall chairmanship of Mr Alfred Owen. Has the time come for a further revitalisation of the BRM name with 'the prime objective of furthering the prestige of British goods abroad'? Entries for the 23rd Monte Carlo Rally had closed that week, no fewer than 117 British entries being accepted for the event, these including Stirling Moss and Mike Hawthorn (Sunbeam-Talbots), Sydney Allard (Allard), Bertie Bradnack (Jaguar), Edgar Wadsworth (Standard) and Jack Newton's Renault. Maurice Gatsonides, technical expert, rally star, racing driver and journalist, decided to contribute the occasional article to AUTOSPORT while, at Monthlhèry, Hartmann and Brudes set five new International speed records in the 1500cc class driving a Borgward. Their fastest record was set over the 100kms which was upped to 133.4mph.



On the way to a hat-trick of wins on the Tour de Corse, and his tenth win in 15 starts this year, Bernard Darniche drove with all his usual precision and economy.

Campionato del Mondo!

Fiat win the World Rally Championship for Makes, thanks to a textbook performance from Corsica specialist, Frenchman Bernard Darniche—Great drive from Jean Pierre Nicolas (RS1800) sidelined by transmission failure while lying third overall—Leyland fail to impress and Pond's car retires before the first stage—Tough all-action rally run in near perfect weather conditions—Report: PETER NEWTON—Photography: HUGH BISHOP.

Sunday afternoon in central Corsica. A lazy November day, the rugged rural island basks under a Mediterranean sun which totally belies the late month of the year. A narrow road, winding precipitously along the side of a steeply contoured valley is deserted, and at an old roadside farmhouse near Vivario, a Corsican farmer and his wife eat a late lunch as they look out towards the jagged peaks two miles across the valley.

Above, a buzzard soars in the thermals, picking them with uncanny precision and surveying the light grey rocks and the greens in the valley with a glacial, detached stare. All is quiet, the island lethargic in the last summer days of late autumn. The Corsican pours himself another 'Grappa'—it's home made, fiery and powerful; he's very proud of his efforts. Taking a glass from a dusty cupboard in the dark backroom, he half-fills it with the colourless liquid, and tops up the remainder with strong black coffee. He leans against the outside wall, limbs relaxed in the heat, his senses attuned to the peace of Corsica's proud and imposing hinterland.

Two cars appear from around a nearby bend, two Fiats, both festooned in VHF radio aerials. Idle curiosity directs the

WCR WORLD CHAMPIONSHIP TOUR DE CORSE 10

ASSOCIATION SPORTIVE AUTOMOBILE CLUB CORSE

bearded man's gaze at these two. They draw up outside his house, and doors are flung open. Incongruously, the sounds of Radio Monte Carlo engulf the solitude as four Italians and an Englishman tumble noisily from the cars, the Italians jubilant and obviously sharing some hilarious emotions, the Englishman a little bemused but nevertheless caught-up in the mass feeling of euphoria. The Corsican's peaceful afternoon is shattered, but, surprisingly, a slow smile spreads across his tanned, deeply lined and bearded face. He sips his 'Grappa' and watches in silence as the Italians chase each other around the cars. Excited ramblings from the VHF sets bring their horseplay to a brief halt . . . then the final sounds are drowned by a mixture of their laughter and static.

The Corsican is grinning broadly now, and he steps up to the roadway, gesturing firmly to the assembled company around the cars. They *must* be his guests for a celebration drink. Total strangers meet on his front door, Madame serves coffee and the Corsican proudly laces each glass with a liberal tot of his 'Grappa'. All raise their glasses, it's a strange toast, but the Corsican understands; not only the toast, but the feeling of relief, the release of a year's accumulated tension, the utter euphoria of the moment; the Corsican understands all these things.

In the background Radio Monte Carlo swings into *Jailhouse Rock*—somehow the music doesn't seem so incongruous anymore . . . the men encircled around the Corsican, all smiling hugely, include Gianfranco Silecchia and Egidio Fois, the toast is the World Championship of Rallies, and Olio Fiat.

Those who have had no experience of European rallying need not bother to compete in Corsica; those who have, still go there at a distinct disadvantage. It's the way many foreigners feel about the RAC Rally, and this is probably the sole point at which these two events share something in common. Daniele Audetto first came to Corsica in 1968 with Amilcare Ballestrieri, where they drove a 1.3 Lancia Fulvia, finished eighth, and were one of the handful of crews to complete the course without road penalty. It was a great achievement then, but Daniele reckons the challenge is probably every bit as tough today as it was then. "It's a 24-hour Targa Florio, every inch of the route is known to us, this is a road race like no other." Corsica's roads are pot-holed, corrugated, abrasive and narrow. Speeds attained are not high by current standards, the roads are too twisty, constantly changing direction and altitude, steep rock faces to one side, cavernous drops to the other. Formula One 'stars' should visit Corsica, it would surely broaden their parameters on the subject of safety, and perhaps even enlighten their all-consuming self-interest.

The men who come to compete here each year do so for *La Gloire*, for the adventure, for the challenge. Corsica is to France what the 1000 Lakes is to the Finns. Five times in the past five years it's been won by Frenchmen, and only Munari has broken the French stranglehold (in controversial circumstances) in two decades of competition here. This is a 24-hour road race. In dry, clear weather the road sections are tight, but not impossible; (this year only the Talasani-Barchetta section was all but out of the question. This was where Nicolas attempted the run as fast as he could during practice, and *still* dropped two minutes; while during the rally, Pinto dropped a further road minute here, following his accident.

However, the weather is scarcely ever fine and dry in Corsica at this time of year. Low cloud, fog and rain are very much the norm, and under such circumstances the roads over the mountains become little short of a nightmare for those unaccustomed to such things. Snow is even a possibility, so one must come prepared or suffer the consequences.

Corsica remains one of the few places in the western Mediterranean which still remains to be ruined by man. Perhaps because of the fierce and proud nationalism of the Corsicans (*never* call them French!) coupled to the lack of obvious sites for 'development', the two have combined to hinder or discourage the entrepreneurs waiting to pounce from the mainland. Whatever the reasons, the atmosphere in Corsica is very special. To visit the interior is to go back decades in time, to appreciate the sentiments of the Maquis, the love of the country, its culture and heritage.

To go rallying over here must be an equally special experience. It's not cheap and it's not easy, the challenge is immense. In one selective it is possible to encounter dry, wet, damp, and snow conditions. Throw in a belt of fog, the occasional free range pig or three, and bear in mind the character of the place and its roads . . . then one may appreciate that Corsica has a very special rally. It's not hard to understand why it is so rarely a close-fought affair. In the summer conditions experienced this year, there were comparatively few road penalties incurred; it was a blessing for Ford who still entertained grave misgivings about the quality of their wet weather rubber, and a disappointment to Fiat who had hoped to make use of the demon compound developed in time for San Remo, which gave them immense road-holding in the wet. To some extent, wet weather would also negate the power advantage of the Escort.

Four drivers have dominated this rally for a decade, and the Fiat/Lancia team employed three of them this year. However, Ford had grabbed the fourth, the ebullient Jean Pierre Nicolas, *bon viveur* and rally driver *extraordinaire*. It's difficult to imagine JPN actually having any enemies. An immensely personable man, he is also a highly gifted and brave competitor. In Corsica he is in his element. If you want to eat a gourmet meal at 03.00 hours in the almost deserted mountains of the island's interior, then JPN will probably be able to sort it all out. He knows where to find hot chestnuts roasting on open fires at night; he knows the late night bars, the farmers . . . but perhaps most important besides knowing the roads themselves, he knows an old priest in the hills who lives alone—a motor sport fanatic! Way back in '73, JPN remarked to the old man that he wouldn't mind at all if it snowed.

"Don't you worry, I will fix it", remarked the priest.

That year it snowed in abundance, and Nicolas won, giving Alpine their first World Championship title!

This year, like every year, Jean Pierre went back, and suggested a little sunshine . . . the power of the Almighty seemingly doesn't reach as far as the dark recesses of Boreham propshaft u/js! The weather, however, was brilliant balmy sunshine with temperatures in the 70s!

Nicolas was also delighted with his car, remarking that it was the finest rally engine he had ever experienced and the car was much less *nerveuse* than an Alpine, easier to drive. Evidently he was thoroughly enjoying himself in the company of the team, and the feeling seemed very much a mutual one. Nicolas *had* to finish second overall, or better. He was all set to achieve the former, despite two minutes lost with a puncture, before mechanical ailments stepped in.

The Italians were naturally confident, though not in the boistrous, brash fashion that is so often attributed to them. Audetto commented on the situation thus: "My drug is winning, and we are ready, but I would rather come second than win without competition. The battle with Ford may be decided here, but we are not assuming it, that's why Alen has been working so hard in your country lately." It was as well that their confidence was tinged with caution for the events of the first few hours only underlined how important it is to have strength in depth. With the rally only six hours old, both Italian drivers and one of *the men*—Andruet—had experienced enough trouble to put them either out of contention or out of the event. In effect, from that point, Fiat only possessed Darniche to carry them to victory. The best laid plans can so often go awry in this business and it was impressive to watch how Fiat

One of the best drives of the rally came from Jean Pierre Nicolas who so nearly kept Ford hopes in the WCR well and truly alive. He was most impressed with the latest tarmac RS1800.



Notes on the cars

Lancia

Brought two 24-valve 275bhp Alitalia works Stratos complete with new squarer wheel arches for Sandro Munari/Piero Sodano (1) and Lele Pinto/Arnaldo Bernacchini (4). There was also a Jolly Club entered 12-valve car for Tony Carello (19) (the son of the auto-lighting manufacturer) who has been driving an Alitalia 24-valve car in national rallies this year. Although entered by the Jolly Club, Carello's car seemed to have been works built, and sported Turino plates. This all-white car was built to '78 G4 regulations and included the new all-synchromesh gearbox, etc. Pinto was probably having his last drive for the company and he damaged his right arm and shoulder when the seat broke, but nevertheless drove well (until his mistake on Talasani La Porta which cost 3½ minutes and a chance of the win) to finish a strong second.

There was a further Stratos entry at 15 for Francis Serpaggi, a Corsican driver with considerable speed. His 12-valve car was prepared by University Motors.

Lancia were present for two reasons: first to secure the FIA World Drivers championship for Munari, and secondly to act as a 'buffer' to keep Ford from taking home the valuable points they needed. This rally also almost certainly marked the first time Lancia have ever taken orders from Fiat. Carello mysteriously acquired an extra minute's road penalty on the final section, relegating him to fourth overall.

Ford

Entered two cars for Jean Pierre Nicolas/Vincent Laverne and Russell Brookes/Martin Holmes. Nicolas drove Bjorn Waldegaard's San Remo car (which was all new for that rally) while Russell drove Roger Clark's '76 RAC Rally car (which has since been used for practice) suitably refurbished.

Nicolas' car was fitted with a coil sprung rear axle while Russell used a twin leaf arrangement with which he is more familiar. Even if he had wanted the latter, it's unlikely that such an eventuality could have occurred due to lack of available coil spring/damper units.

Both cars used Hart engines with L1 race camshafts, 48DCOE induction, triple plate clutches and five-speed gearboxes in conjunction with a 5.8 to 1 differential ratio, giving a maximum speed of just over 90mph, as at San Remo. New to both cars however were 10.5in vented rear discs (equal in size to those at the front) which worked perfectly, following a brief test session at Cadwell with Roger Clark. As at San Remo, the cars ran gold BBS wheels which certainly looked the part but which bent easily and proved laborious from a tyre-fitting point of view. The choice of wheels was in any case partially decided by 'industrial action' (or inactivity as it might be less politely phrased).

Both before and since San Remo, Allan Wilkinson has been directing work on the cars towards lowering the centre of gravity and centralising the weight. This work (which involves revised engine mountings, bulkheads, etc) has been so successful that one of the aims of it all (to lighten the steering and so enable the driver to go faster for longer) had actually been *exceeded* for Corsica. Nicolas thought the steering was a little *too* light! Compression front struts were naturally in evidence on both cars, which of course aids control under braking tremendously, and these tarmac Escorts ran a ground clearance of five inches from the lowest point of the sump guard. Nicolas' comments resulted in the San Remo setting being altered somewhat so that springs were about 10 per cent softer for Corsica. Damping remained the same.

Clearly the longest of the selectives (131kms) presented a problem concerning the question of fuel endurance. Hard driven G4 RS1800s average about 6mpg+ on stages, and such an average is at best only educated guesswork. The flat tank designed before San Remo to aid weight distribution and centre of gravity, holds 16 gallons. It is however easily possible to increase the capacity by fitting a reserve tank into the large breather of the main one. Such an arrangement has the added advantage of encouraging a swirl effect in the system, thus ensuring complete pick-up as the tank drains, this reserve feeding from the main tank. It's a simple and successful arrangement whose sole drawback is vulnerability in rear end accidents (eg: San Remo, Waldegaard). Thus the normal Escort tank will be retained for the RAC. In any case the balance is not so critical for a forest car.

Ford were in fact the only major manufacturer to increase fuel capacity to cope with the problem, although all teams of note had positioned emergency fuel supplies and skeleton crews along the latter part of the selective's route. Fiat were among those to stop for fuel (in Ghizoni) but any advantage Nicolas and Ford might have wrought at this point was negated by a deflating front tyre sustained by the latter some 10kms before Ghizoni (where he eventually stopped and Peter Ashcroft and Charles Reynolds changed it) using a borrowed jack from Renault and making do with very hot wheel nuts—all of which cost Nicolas about two minutes.

The use of 5.8 to 1 crown wheel and pinions was reasoned to be perfectly safe since, like the 5.1 to 1, 5.8 is a production based ratio (Transit) as distinct from the 5.3 (ideal for most circumstances) which is a 'one-off' type and will certainly not be used in the foreseeable future by the works.

The two cars differed somewhat in comparative weights as well. Brookes' car, which he reckoned to be a little slower than his own very light Andrews machine, but distinctly superior in other areas, weighed about 990 kilos, while Nicolas' car was reputed to turn the scales at considerably less than 950 kilos. There has obviously been plenty of work going on at Boreham, but even so it

Notes on the cars

continued

appeared as though they were pleasantly surprised at how competitive their cars turned out to be. Equally obviously, there is still much potential to be wrung from the Escort, and to be on or better than the pace of the Fiats (albeit in dry conditions) must have been highly satisfactory for them.

As printed in *Special Stage* last week, Dunlop had developed a number of variants on the San Remo theme (although it was no secret that everyone in the British camp was praying for dry weather, while Fiat hoped for wet). 418 compound slicks were standard wear plus the use of 534 compound on a deep-tread extra-ply carcass with an opened-out CR82 pattern. All this gave increased longevity. Sizes were 6.7in tread widths on the front and 8.5in tread widths on the rear.

Leyland

Entered two cars for the regular team drivers. Pond had the car which was last driven competitively on the Manx, but in which he also contested Hunsrück, Ypres, etc. Culcheth was at the wheel of his Mille Pistes car, whose bodyshell after that rough event was a sad sight to say the least. In mechnical aspects his car was similar to Tony's, that is to say to the specification in which it finished the Manx (the car was considerably 'stiffened' during that rally in efforts to stop the suspension crashing through to the bump stops). Both cars had rear anti-roll bars fitted (the front bar is an integral part of the front McPherson strut system) which was said to aid the car's response on turn-in to slow corners—and Corsica does have one or two of those. Tony had spent three weeks on the island and still remarked that he felt he needed more time, despite a packed programme of practice, while Culcheth had spent one week less than his team-mate.

Pond's determination to 'shake 'em up' was obvious, and one almost believed that such a feat might be 'on'—at least until the first road section after the start from Ajaccio when the gearbox jammed in first gear, possibly as a result of a failure of a bush on the selector rail! He had completed a total of 21 miles!

Leyland almost lost Pond's car before it ever reached Corsica, as on the Autoroute du Sud, a trailer towing bracket broke away at a welding joint, which allowed the trailer to oscillate wildly behind the Rover 3500 tow car. A massive 'moment' on the motorway, with trailer brakes jammed hard-on and wheels locked was eventually brought under control, and only thanks to the secure mounting of the car was it still present at the end!

Brian and Tony used the familiar yellow 'G1' Dolomite Sprint, and a roadgoing eight-valve TR7 as training cars—not exactly an ideal situation, but one with which they've been putting up throughout the season. Dunlop were providing them with similar tyres to those prepared for the Manx: that's to say 592 compound slicks for the front, and 418 compound on the rear.

Even taking into account that Leyland were not going with any pre-conceived ideas, that they had no proper practice cars, that their rally cars are rather less than ultimately competitive in such company, and that neither of their drivers had competed in Corsica before, this remained a disappointing performance, and one which, coming as it does just two weeks away from the RAC Rally, has obviously strained resources without exactly bolstering morale. It is to be hoped that all the lessons they came to learn for future years will stand them in good stead. Leyland are currently tieing with Lada for last place in the WCR.

Fiat

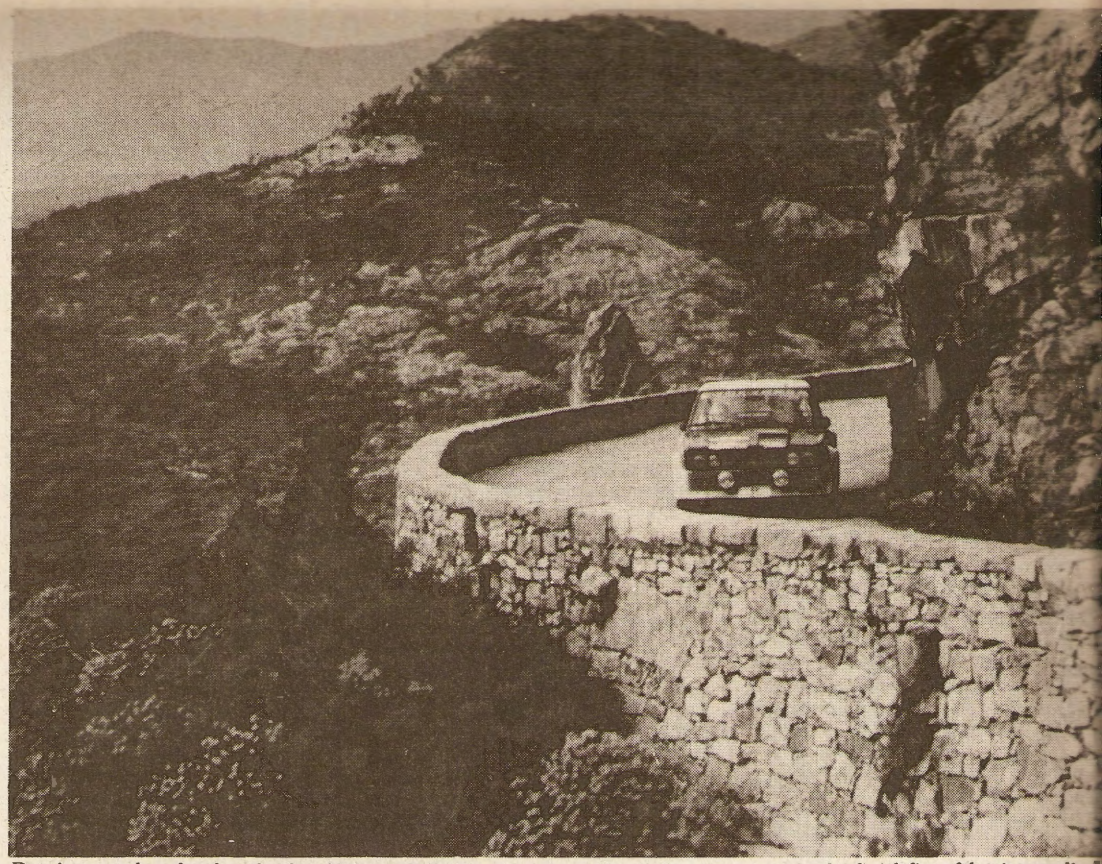
There was never of course any doubt that Fiat intended to settle their duel with Boreham in Corsica. San Remo predictably biased the championship very much in their favour (thanks in part to the somewhat questionable choice of Ari Vatanen in the second RS1800) despite one of the greatest drives of the year from Bjorn Waldegaard. In Corsica it was imperative that the battle should be settled, not so much because they would not then have to come to the RAC, more because they would not have to stake everything on a rally which, by definition, is so much in Ford's favour.

It is in situations such as these that the Fiat entourage show the depths of their professionalism. The countdown to the event was measured in weeks rather than days. Some two weeks of tyre testing in June (plus the birth of a demon wet weather compound at San Remo) preceded the arrival of certain members of the team in earnest some six weeks prior to the rally. Practice had begun, and from that moment on, sections of the island were 'invaded' nightly, as all possible contingency plans, emergencies, service points, etc, were considered in addition to the basic business of noting and learning the roads.

Times were taken at competitive speeds, utilising the usual highly efficient practice car system (Fiat have learnt from the old BMC Stuart Turner days—today's rally car becomes tomorrow's practice car etc) and four OlioFiat entries materialised for Walter Rohrl, Bernard Darniche, Fulvio Bacchelli and Maurizio Verini.

Backing these cars to the full (and in the team leader's case, built at Abarth) were three Fiat (France) machines for Jean Claude Andruet, Francis Vincent and new signing just for the event, Michele Mouton, who currently lies second in the ECR championship. This rally was to mark her first-ever drive in a 131.

In the nine previous years up to 1977 either Bernard Darniche or Jean Claude Andruet have won the Tour de Corse a total of five times. The thinking was obvious, and the choice of both men (plus Munari in the Lancia who has also won it twice in 10 years) meant that of the Corsica 'specialists', only Nicolas escaped the net. In



Despite a number of early setbacks which concerned them considerably, the Fiat team managed to finish five of the six cars dire

WCR WORLD CHAMPIONSHIP **10**
TOUR DE CORSE

continued

coped with the demands made on them, and still brought five of the six cars entered home to the finish—no mean achievement in a rally of this nature.

After two stages, Munari had established his predictable lead, in this case it was 25 seconds, when the Italians suffered their first shock. At first they could not believe it, Munari? Is off the road?

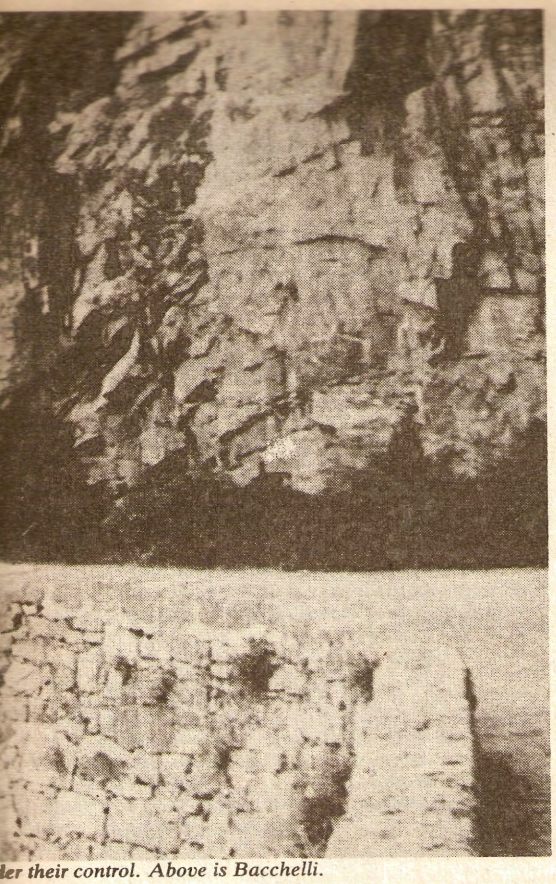
The Stratos had understeered into a bank on some strategically positioned gravel at a slow right hand bend just where the road came out of the shadows and into brilliant sunshine. Four kilometres farther back in the stage, Munari had coped perfectly with a section of gravel that apparently looked as though it had been deliberately sprinkled on the apex of a corner by spectators. It could well have occurred again, in which case Munari would not have seen the surface change. He eventually got the car out of the stage, but 11 minutes had been lost, and to continue would have been futile for him.

The first long selective taken in the early evening, in darkness, did much to decide the order. At Porto Vecchio, Verini arrived at Fiat's service point with a major oil leak from the reinforced rubber piping which returns oil to the dry sump reservoir tank in the boot. The pipe had chafed near the cooler, and was now spraying oil over the front nearside disc brake assembly at an alarming rate. Maurizio was forced to continue with the problem unsolved, and began the 131km of Quenza-Prunelli with the feeling that he might well not finish it. Fiat refuelled their cars in this selective at Ghisoni, but Verini stopped a total of five times during the test (losing a total of 10 minutes) to refuel with oil. Fiat kept him going, but Maurizio was now completely out of contention . . . and the oil was finding its way on to the clutch.

Meanwhile some tyre wear problems were also being experienced in the Lancia/Fiat camp, and it was a worn slick (apparently right down to the radial steel

Verini blasts through a village square. He overcame a severe oil leak and slipping clutch to finish seventh.





ler their control. Above is Bacchelli.

belts) which accounted for Bacchelli losing control on the very same test. The accident damaged his car's left front suspension and steering rack but Fulvio nursed it to the finish where a long service was possible at Abbazia. The Fiat recieved a new steering rack and offside front suspension. The team had suffered a third and potentially critical blow however as Andruet had not appeared out of this test. The Fiat (France) car, in the lead for one brief glorious stage, had almost caught Bernard Darniche some 20kms from the end, when at the top of the ascent of the Col de Verde, the engine and lights died simultaneously—an alternator had irreparably failed—it was a blow as bitter to Andruet as it was to Fiat. Once more he had set his heart on the Tour de Corse. Thus by 8pm on Saturday evening, the Fiat entourage were down to one effective winner, who took over the lead as Pinto tried to conserve his tyres on the Quenza section.

If Fiat were suffering, then Leyland had the wooden spoon. On the first liaison section from Botaccina to Tavera, Pond's TR7 failed. The gearbox, brand new for the event (although these boxes are not assembled at Abingdon) jammed in first gear, and when eventually it was freed, succeeded in finding almost all the other five speeds at once—an ignominious failure and one that, coming hard on the heels of three weeks work, must have been a little hard to stomach. It seems that a bush on the selector rail may have been the culprit but, whatever the cause, it was both unfortunate and sad. Culcheth then had the dipstick jump out of its mounting point, which allowed sump oil to blow out all over the engine and, more important, over the clutch bell housing. With no time to remedy the situation, Culcheth drove the 131kms of Quenza at a crawl, his car failing to manage more than 40mph, so serious was the clutch slip. That was the way his car remained—embarrassingly slow.

Russell Brookes at least was going well, and lay fourth overall, when 20kms from the end of Quenza he took a right-hand downhill hairpin, cutting the apex tight as he had no effective handbrake. On the inside, the road dropped away about nine inches and, as the RS1800 drove over the dip, the differential backing plate was caught on a minor protrusion from the tarmac which opened up the differential oil seal. A tell-tale trail of oil was left glistening in the darkness, and five kilometres farther on, Russell was forced to stop as the crown wheel and pinion overheated and began to strip teeth. It was a most unlucky retirement.

Quenza really sorted out the entry list, and it's not really hard to imagine why. One hour and 40 minutes of flat-out motoring on Corsican side roads must be a shattering experience, and it's all too easy to lose concentration. Jacques Almeras stopped in the middle of the test, having gone off the road, he then spent 14 minutes mending the steering of his G4 Porsche before being able to continue. Jean-Francois Mas bent his G3 version while leading the class; there was Clarr's frightening accident (see notes on the cars and teams) and Couloumies retired with a recurrence of the shoulder injury that has been troubling him lately; his Kadett was leading G2 at the time.

Makinen seemed to lose concentration at the strange sight of a motionless Andruet, and promptly nosed off at the same point. It took the combined efforts of the two crews plus four others to lift the little car back on to the road—undamaged but out of time. Finally Pinto had the seat of the Stratos break, and in the resultant resounding contact with the rear bulkhead, damaged his right shoulder and arm.

Darniche took over. Despite ideal weather conditions Corsica was taking its toll. Back at Ajaccio and with two hours of rest in prospect, the order was as follows: Darniche 2hrs 59m 12s; Pinto 3hrs 00m 27s; Nicolas 03m 18s; Bacchelli 06m 27s; Vincent 06m 36s; Beguin 06m 40s; Carello 07m 55s; Mas (Carrera) 08m 52s; while Michele Mouton, exhausted by the effects of Corsican roads on her arm, neck and leg muscles, was an excellent ninth overall, ahead of Verini on 10m 33s.

Brookes drove enthusiastically before cutting a downhill hairpin apex too tight and damaging the differential.



Notes on the cars

continued

effect it was Nicolas who stood alone between Fiat and the World Championship.

Of the four official cars, only one was new, and this one was to have been for Walter Rohrl whom the Italians are obviously still keen to employ next year. Evidently Walter's disquiet over the roll cage (or lack of it) in San Remo had been taken to heart for his one car was the only variant to be fitted with a full cage!

Unfortunately the German never appeared and we were informed that he had suffered a recurrence of a problem first encountered on the San Martino, the occasion of his first drive for the company. During this rally he allegedly damaged his wrist—the injury being further aggravated by recent testing with Opel in Greece. Walter apparently visited hospital in Germany to have the tendon inflammation treated, but we gather that it became evident during the days prior to the rally that he would be wasting his time to come to the island and compete. Thus the car was never used and Bacchelli moved up to take over the vacant slot at number three. Both Bacchelli and Verini were driving their San Remo cars.

All the 131 Abarths were fitted with the latest dry sump kits, plus the redesigned fuel injection 'guillotine' throttle slides, and were in almost identical specification as seen at San Remo apart from the fact that they were fitted with 8in front wheels (rather than 10in) in order to lighten the steering and reduce the physical demands of the challenge (Corsica rally route possesses some 12,500 corners, most of which are in the low to middle speed ranges).

One further car possessed the latest modifications—that belonging to Andruet. The latter won San Remo with a car fitted with wet sump and old type injection equipment. This same car had been brought up to date with those of the OlioFiat crews, although it was otherwise little changed. Andruet's regular French team-mate, Francis Vincent, had an older type 131 with, among other things, an original design of gearbox which was phased out for the first time in Greece when the 1:1 ratio fifth gear unit was homologated. Michele also has an old type car of similar specification. Both these latter cars weighed about 30 kilos more than the others.

Corsica is to the French what the 1000 Lakes is to the Finns . . . the ultimate pinnacle of national motorsport fame. Of the established champions, Fiat had two, Ford one. Darniche remarked that his real problem before the start was that he had competed on too many rallies this year and was stale (he's won 10 of the 15 events he has entered!) Bernard reckoned to have completed scarcely more than one week's practice—but then he has been coming here for the past six years!

To back up the entourage which serviced together and pooled resources with impressive lack of drama, there were a total of seven teams comprising some 14 different vehicles, and a radio link aeroplane which stayed aloft throughout the rally (apart from mandatory returns to earth for fuel). Francesco Rossetti was at the controls (Fulvio Baccheli's usual co-driver, Francesco contracted food poisoning in San Remo and was still feeling the effects). We gathered that clear air turbulence also upset things a little!

It's in formulating battle plans such as this that Fiat tend to excel. Obviously their style of rallying costs astronomical sums of Lire (loot) but then they do really *want* to win. Nothing (or at least as little as possible) is left to chance and if money has not 'bought' this championship, then it's certainly helped a bit! That is the criterion by which one must judge such matters. It's one of the less palatable facts of life perhaps, but spending the money is clearly only a small part of Fiat's success story. Co-ordinating the results of what the money can bring is a remarkably intricate business. The service crews themselves can perform any of the usual rally mechanic's responsibilities, but they are also specialists in particular spheres. Verini's differential change at San Remo was a triumph of precision high speed work in difficult circumstances (and on the irs Fiat, it's not such a simple job)—it took 20 minutes.

Virtually the entire staff of Abarth and Fiat competitions appear to have joined the team in Corsica to help engineer and celebrate a World Championship victory. That is to say that in addition to all the expected faces—Daniele Audetto (team manager); Gianfranco Silecchia (technical service manager); Giorgio Pianta (test driver and technical adviser); Mario Colucci (designer of the 131 Abarth itself) and Egidio Fois (technical liaison manager), there were present a host of others too numerous to mention but including Mauro Mannini, Tony Fassina and Amilcare Ballestrieri who professes to have retired from rallying, despite an offer from Conrero who may be planning to rally Chevettes next year. In fact Fiat had arranged for some two planeloads of journalists to be flown to the island to witness the victory. An expertly stage-managed show it all was too, even though there were a number of setbacks. The winning average (Darniche) was 78.77kph over the entire distance, which on Corsican roads is a tribute to his skill and the car's abilities.

Pirelli supported the invasion with around 850 tyres (they took around 2000 to the Monte this year). The question for tyre men in Corsica was how to achieve longevity yet not compromise traction in achieving it. There was a single new compound available for Sandro Munari, and the 14in Pirelli Rally P7 made its debut on the G1 Aseptogyl Toyotas but the new wet compound developed before San Remo and used with such success, was never called upon despite Fiat hopes that it would rain. They hoped also that such an advantage would negate the Escort's power superiority.



Brian Culcheth spent a rally in total dejection with a constantly slipping clutch. The dip stick apparently dislodged itself, thereby allowing oil to find its way into the clutch housing . . . or so we were told. Perhaps the two cars' problems were related?

Notes on the cars

continued

Peugeot

Brought two of their fascinating little G2 104ZS coupés for Timo Makinen/Henry Liddon and Jean Claude Lefevbre/Jean Todt. Since last year, the cars have had their power increased from around 95 to 105bhp following detail changes. They have also shed weight, and now weigh around 780 kilos thanks to thinner body panels, etc. Maximum revs are around the 7500rpm mark and the rapid little machines are reputed to be capable of 0-60mph in eight seconds! Certainly Russell Brookes, on catching Makinen on the long 131kms selective, was surprised to find himself struggling to gain useful ground as the little car rushed out of corners up the straights. Both cars ran reliably.

Others

Bob Neyret's Aseptogyl team entered a number of allegedly G1 Toyotas, which were in fact totally standard besides the fitting of mandatory safety equipment. Even the brakes remained largely untouched so one could scarcely take them seriously. Jean-Luc Therier was very embarrased by his high starting number in such a car and eventually retired from the rally after persistent and chronic problems with tyres.

Bernard Beguin finally found a drive in one of Jacques Henry's Alpine A310s. This car was fitted with a 1962cc 190bhp engine and Bernard drove it well before the engine expired on Talasani La Porta when he was lying fifth and seemed assured of a strong finish.

Jean Louis Clarr looked set for a victory in G1 with the Team BP Marseilles Opel Kadett, when he suffered a frightening accident on the long selective (SS5). His car was alleged to have halted its path of destruction some 150 metres from the road, and down a ravine. Did it really take the shaken crew a whole hour to scale the heights from the scene of the accident and regain the road?

Jean Pierre Manzagol had put a tremendous amount of work into his home event and had decided to run several stages without notes as he had memorised them thoroughly and thought he would now be quicker 'in silence'. He began a frustrating rally when his trusty Alpine A110 refused to fire at the start, which meant he could not take up his allotted start number. This was scarcely the right fashion in which to start one's most important event of the year, and when he suffered two flat tyres on Quenza-Prunella, it was not too surprising to discover that the crew managed to mislay the time card in the confusion surrounding the change.

Renault were said to be arriving with a V6 G4 Alpine A310 and at least one of their exciting R5 Alpines for Ragnotti. Plans changed at the last minute however and Guy Frequelin took one of these cars to Poland to contest (and win) the Warsaw Rally which counted for almost as many points in the French championship as Corsica. Although Darniche closed the gap with his fine victory, Frequelin can still hang on to the championship, but it will mean that he also misses the Lombard RAC in favour of an event in France. Thus Jean Pierre Nicolas will be driving the car in our forests in 10 days' time. Ragnotti is still expected to be driving the other car. Of the V6, there was no sign. . . .

continued

Francis Vincent had been driving very smoothly, but was now without the use of fourth gear. He had hoped to change the gearbox at Ajaccio, but owing to the fact that it was an old type unit, had to wait until the early hours of Sunday morning before a change could be made. A delicate political situation was now developing. Pinto was catching Darniche, albeit slowly, and exactly how Fiat played the rally depended very much on the duration of Nicolas's excellent performance.

At 0300 hours it all started again, and after a 34km stage and a 97km selective, a major service was available at Ponte Nuovo, just as another idyllic Mediterranean dawn spread itself across the black silhouettes of Corsica's mountain peaks. Vincent's gearbox change took 28 minutes, Michele Mouton's differential took a little longer—the crown wheel was beginning to strip its teeth; Verini was in more trouble, and after only 20kms of the selective test, his clutch began slipping very seriously, so Fiat mechanics set to and changed the unit just to keep the car in the rally. They lost another 10 minutes . . . Nicolas had left Ajaccio in determined mood—"now I think I will attack!" He was just over two minutes behind Darniche, and one-and-a-half behind Pinto, the latter steadily reeling in the Frenchman who still looked impossibly calm and unruffled. But then he must be getting used to it all by now!

Carello, having recovered from an early puncture, was now closing on Beguin and Bacchelli was making ground on Vincent, so Italian fortunes were looking up as a brilliant sun rose out of the sea to light the ancient roof-tops of the historic port of Bastia. In vain we waited for Jean Pierre. This was the moment. That early morning service marked the death-knell for Boreham's hopes.

JPN arrived with oil over the floor of the boot and the floorpan itself, the plastic differential reservoir and filler tube had been melted away by the heat of the dwindling differential oil. The tube itself is connected to the differential through the boot floor, and can be used to top up the differential when there is evidence of leaking. There was. The unit was covered in oil and it seemed that the leak had started from the pinion nose bearing. Effectively the differential had cooked itself, but the team refilled it nevertheless. All they could then do was send Jean Pierre on his way, and hope . . . in vain. Eventually the RS1800 was brought to a halt when the rear universal joint on the propshaft sheared, but when the propshaft itself was examined, it was discovered that the weights used to counterbalance it were missing. If these weights did disappear, they may well have been the cause of the break-up of the u/j, and the strain on the pinion nose bearing, through which all the oil escaped. There was very little left to do except pack up and turn concentration upon the Lombard RAC.

It must have been especially frustrating, as the car was so obviously competitive and the driver so well placed. Despite a skeleton crew in Corsica and no vast back-up, Ford, with no free-loaders in their team, and making everyone and everything count, had almost snatched the one position they came to attack, second place. They might well have done it too, for Pinto, on perhaps his last appearance for Lancia, seemed determined to finish on a high note. Instead he put the Stratos off the road for 3¼ minutes on the Talasani La Porta stage, and followed up with a one-minute road penalty at Barchetta to leave Darniche with a gentle drive home to Ajaccio via Calvi, and another totally undramatic and professional victory—a Franco-Italian alliance.

With the departure of Pinto and Nicolas, there remained a little piece of typical Italian politics aimed at ensuring that Bacchelli supported Darniche with third place, and that Lancia finished second and fourth—the runners-up. If there is a combined Lancia/Fiat team in the offing, as rumour suggests there might be, then it will be fascinating to see how the decision-making process is arrived at. The old hands at Lancia have been fighting Fiat domination for years so they are not over-keen, however it may well still come about.

The Italians have now won the World Championship since 1973, it's a long time to dominate world rallying and it seems likely that they will do so for a considerable time to come. Ford had their chances this year. Portugal should have been theirs; New Zealand was stupidly thrown away; in Canada they would have surely profited from having three cars in the team; the choice of Vatanen for San Remo was a difficult one to comprehend . . . yet despite all these things, they have given Fiat a real run for the money, and illustrated the potential that still exists within the Escort. The latest tarmac derivative is obviously highly competitive—and this with a lumbering back axle which weighs over 180lb! There's got to be a lot more to come. As Giorgio Pianta remarked: "If only we 'ad zat engine!"

results

21st Tour de Corse
WCR Round 10
5/6 November 1977

1, B. Darniche/A, Mahé (Fiat 131 Abarth) 8hrs 13m 40s;
2, R. Pinto/A. Bernacchini (Lancia Stratos) 8hrs 17m 7s;
3, F. Bacchelli/B. Scabini (Fiat 131 Abarth) 8hrs 24m 7s;
4, T. Carello/M. Perissinot (Lancia Stratos) 8hrs 25m 02s;
5, F. Vincent/F. Calvier (Fiat 131 Abarth) 8hrs 30m 01s;
6, J. Almeras/'Tilber' (Porsche Carrera) 8hrs 34m 24s;
7, M. Verini/D. Russo (Fiat 131 Abarth) 8hrs 40m 58s; 8, M. Mouton/F. Conconi (Fiat 131 Abarth) 8hrs 50m 48s; 9, G. Swaton/B. Cordesse (Porsche Carrera) 8hrs 58m 39s; 10, J-C. Lefevbre/Jo Todt (Peugeot 104 ZS) 8hrs 59m 01s.
(120 starters — 34 finisher)

Group One
De Meyer/Veran (Opel Kadett GTE) 9hrs 18m 01s (12th o/a);
Group Two
Lefevbre/Todt (Peugeot 104 ZS) 9hrs 08m 01s (10th o/a);
Group Three
Swaton/Cordesse (Porsche Carrera) 8hrs 58m 39s (9th o/a).

Special stages and Selectives
Tavera—Bastelica (17.1km) SS1
1, Munari 14m 15s; 2, Serpaggi 14m 26s; 3, Nicolas 14m 27s; 4, Andruet 14m 29s; 5, Darniche 14m 38s.
Pisciatello—Coti Chiavari (14.8km) SS2
1, Pinto 9m 45s; 2,Muriari 9m 56s; 3, Darniche 10m 05s; 4, Andruet 10m 07s; 5, Nicolas 10m 08s.
Acqua Dario—Stiliccione (16.5km) SS3
1, Andruet 11m 58s; 2, Darniche 11m 59s; 3, Manzagol 12m 00s; 4= Nicolas and Pinto 12m 01s.
Muratello—Orone (21.6km) SS4
1, Pinto 13m 42s; 2, Andruet 13m 56s; 3, Serpaggi 13m 57s; 4, Nicolas 13m 58s; 5, Carello 13m 59s.
Quenza—Prunelli (131.3km) Selective 1
1, Darniche 1hr 38m 58s; 2, Pinto 1hr 39m 25s; 3, Carello 1hr 40m 37s; 4, Vincent 1hr 42m 04s; 5, Beguin 1hr 42m 36s.
Kamiesh—Zonza (38.5km) SS5
1, Darniche 21m 23s; 2, Nicolas 21m 32s; 3, Manzagol 21m 44s; 4, Pinto 22m 02s; 5, Bacchelli 22m 15s.
Olivese—Bains de Guitera (10.1km) SS6
1, Darniche 8m 13s; 2, Nicolas 8m 14s; 3= Bacchelli and Verini 8m 28s; 5, Pinto 8m 31s.
Palneca—Ghisoni (34km) SS7
1, Nicolas 25m 54s; 2, Pinto 26m 03s; 3, Bacchelli 26m 14s; 4, Darniche 26m 24s; 5, Carello 26m 31s.
Saint Antoine—Pont Saint Laurent (97km) Selective 2
1, Pinto 1hr 12m 23s; 2, Nicolas 1hr 12m 29s; 3, Darniche 1hr 12m 36s; 4, Carello 1hr 13m 39s; 5, Beguin 1hr 13m 44s.
Ponte Nuovo Teddia (97km) Selective 3
1, Pinto 1hr 19m 03s; 2, Darniche 1hr 20m 31s; 3, Carello 1hr 20m 59s; 4, Bacchelli 1hr 21m 23s; 5, Nicolas 1hr 21m 57s.
Talasani La Porta (24km) SS8
1, Darniche 20m 01s; 2, Carello 20m 18s; 3, Bacchelli 20m 20s; 4, Vincent 20m 47s; 5, Mouton 20m 52s.
Casta Pietra Moneta (17km) SS9
1, Almeras 12m 11s; 2, Vincent 12m 15s; 3, Darniche 12m 24s; 4, Mouton 12m 39s; 5, Pinto 12m 42s.
Calvi—Vico (124km) Selective 4
1, Almeras 1hr 37m 24s; 2, Vincent 1hr 41m 34s; 3, Carello 1hr 41m 49s; 4, Pinto 1hr 41m 50s; 5, Darniche 1hr 42m 32s.

NB: French law dictates that special stages cannot be run through villages. The difference between selectives and stages on this rally 'observes' this legislation. Furthermore, selectives have a maximum and a minimum permitted lateness time, to exceed either would be to incur road penalties.

The above apart, selectives are run exactly as special stages with road closures etc. For the purposes of the 'Principal retirements' (etc) information printed here, both types of competitive sections have been regarded as special stages.

Rally leaders
SS1—2: Munari; SS3 Andruet; SS4 Pinto; SS5—9 Darniche; SS10 Pinto; SS11—13 Darniche.
Principal retirements
Sandro Munari/Piero Sodano (Lancia Stratos) accident (1st o/a) 2 stages; Jean Pierre Nicolas/Vincent Laverne (RS1800) propshaft u/j (3rd o/a) 10 stages; Jean Claude Andruet/Christian Delferrier (Fiat 131 Abarth) alternator, (2nd o/a) 4 stages; Timo Makinen/Henry Liddon (Peugeot 104ZS) accident, 4 stages; Jean-Luc Therier/Michel Vial (Toyota Celica GT) tyre problems; Russell Brookes/Martin Holmes (RS1800) differential oil seal (4th o/a) 4 stages; Tony Pond/Fred Gallagher (Triumph TR7) gearbox selector, 0 stages; Jean Pierre Manzagol/Jean-Francois Filippi (Alpine A110) lost time card 6 stages; Francis Serpaggi/Dominique Subrini (Lancia Stratos) engine 4 stages. Jean-Louis Clarr/Pantalacci (Opel Kadett GTE) accident (leading G1) 4 stages. Mas/Gelin (Porsche Carrera) accident (leading G3) 4 stages. Jean Sebastian Couloumies/Jean Bernard Vieu (Opel Kadett GTE) shoulder injury (leading G2) 4 stages. Bernard Beguin/Willy Hurel (Alpine A310) engine 10 stages.

Fastest on stages	1	2	3	4	5
Darniche	4	2	3	1	2
Pinto	4	2	-	3	2
Bacchelli	-	-	3	1	1
Carello	-	1	3	1	2
Vincent	-	2	-	2	-
Almeras	2	-	-	-	-
Nicolas	1	3	1	2	2
Munari	1	1	-	-	-
Andruet	1	1	-	2	-
Serpaggi	-	1	1	-	-
Manzagol	-	1	1	-	-

Rally details: organised by L'Association Sportive de L'Automobile club de La Corse in conjunction with Esso, and also supported by *Le Provencal* newspaper. Qualified for WCR, French rally championship, South East Federal Championship, Challenge Méditerrané and Challenge Michelin.
Route: 1350kms tackled in two loops (boucles) the first going south from Ajaccio into the centre of the island via Aullene, Sartene and Porto Vecchio; the second from Ajaccio to the centre and north via Santa Maria Siche, Ponte Nuovo, Bastia and Calvi. Nine special stages (205.2km) and four selectives (450.6km) all corrugated highly abrasive tarmac (though approx six kms of gravel on SS2 and many part-gravel corners) starting at 13.00 hours on Saturday at Ajaccio and finishing there at 16.30hrs on Sunday with halts at Ajaccio (2hrs halfway halt at midnight) and Bastia (2hrs at midday Sunday); Both with parc fermé. Longest stage = 38.5kms; longest selective 131kms. Total running time 24 hours 30 minutes of actual competition. Route marginally longer this year with more special stages of generally shorter length. However, longest selective last year was 164 kms during which Darniche overtook not only Munari, but Andruet as well!
Previous winners: '70-Darniche/Demange (Alpine); '71-not held; '72-Andruet/Biche (Alpine); '73-Nicolas/Vial (Alpine); '74 Andruet/Biche (Lancia Stratos); '75-Darniche/Mahé (Lancia Stratos); '76-Munari/Maiga (Lancia Stratos).
Darniche has now won the Tour de Corse a total of three times; as has Andruet (his previous victory not shown above being in '68) while Munari has won it twice (he won first time in '67 driving a Lancia Fulvia).
WCR points: Fiat 136; Ford 124; Opel 64; Lancia 60; Toyota 54; Datsun 40; Porsche 36, Saab 26; Chrysler 24; Mitsubishi 22 etc. Fiat are now world champions with one round (Lombard RAC) remaining.
World Championship history
'68 Ford; '69 Ford; '70 Porsche; '71 Alpine Renault; '72 Lancia; '73 Alpine Renault; '74 '75 '76 Lancia; '77 Fiat.

edited by Peter Newton

RAC Rally latest

New plans for Fiat, Leyland and Dunlop

How does the excellent Fiat result in Corsica affect the entry for the Lombard RAC Rally? It appears as though it's not going to be as serious as we first thought. The company have intimated to us that there will certainly be four entries—two of which will be for Alen and Makinen, both of whom will have new cars. Who the other lucky recipients will be is anyone's guess, and there seems to be a distinct possibility that neither Daniele Audetto or Gianfranco Silecchia will be present to run the team. Instead it is possible that the Olio Fiat team will be in the capable hands of Egidio Fois, Fiat's technical liaison manager who is presently seconded to Fiat (England) and who ran the team most efficiently on the Castrol '77 and Trossachs rallies lately. It is known that Italian drivers have little relish for the dank British forests in November; however Fulvio Bacchelli expressed great interest at the weekend, and he may well be included in the team alongside Salonen.

Leyland's plans for the RAC were given something of an ironic boost by Tony Pond's peremptory retirement from the Tour de Corse. It does mean that they will now definitely be running four TR7s, since Pond will receive a new car, (as will Saaristo, though this version is being built at Safety Devices) Ryan will be driving Pond's Corsica car, and Culcheth will be at the wheel of the second Manx car—suitably converted to forestry specification.

Dunlop were expecting to have new tyres available for their principal contracted teams when we spoke to representatives in Corsica at the weekend. Both M&S and A2 will apparently be modified—the A2s are expected to be similar to those tried briefly by Russell Brookes on the Castrol '77 (when he was demonstrably quicker) complete with new ribbing, an indented tread and a new (presumably stickier) compound. However, there are political problems involved in the activities, since there is a work-to-rule at the factory and comparatively small teams have asked for as many as 450 fitted units for just two cars. Dunlop hope to have a small selection of new tyres available for all their works contracted teams to do with them as they wish—time will tell.

Porsche for Safari

At a press conference last Thursday at Zuffenhausen, Porsche outlined some of their plans for next year. The priorities are Le Mans and the Safari Rally. A spokesman commented that at present, details were thin because they would not know for some time who would be free to drive for them on just one rally next year. One thing is almost certain however—namely that the '78 Porsche rally car will not be the 928 but the 3-litre 911SC Carrera. Porsche plan to enter two cars on the Safari and they would obviously like to employ Bjorn Waldegaard to drive one of the cars for them. One imagines that Ford will not again burn their fingers financially in Africa as they did this year, and thus might be prepared to release Bjorn to contest the rally for the Germans, who in any case probably have their eyes on Walter Rohrl for the second car. Both choices are logical and one does not see any reason why either should be unable to fulfil the appointment.

The Porsche programme may also lead to greater things, and if Safari is the success that one expects when Porsche become serious about a project, then they may even appear on the '78 RAC Rally with a view to more commitments in '79. At least it is encouraging to have the Safari rumours confirmed.



Good news for Lombard RAC spectators from the island of Corsica. Jean Pierre Nicolas will almost certainly be driving one of the works Renault R5 Alpines alongside Jean Ragnotti. Nicolas's appearance in the team is on account of the fact that Guy Frequelin has a good chance of winning the French rally championship still, but to do so he must contest a national event which clashes with the RAC's dates. Nicolas was thus only too pleased to step into the breach when Gerard Larousse telephoned him last week. Jean Pierre has prior experience of the RAC Rally of course and he is no stranger to unseen forestry. Back in the days of the World Championship Alpine team he put in some fine performances here, and it will be a pleasure to welcome him back to England.

Corse

Right: Jean Claude Andruet was out of luck in Corsica, leading briefly before his car suffered electrical failure on the Col de Verde. Below and bottom: contrasts in cornering styles: Jean Louis Clarr's hard driven G1 BP Kadett was leading G1 before he was overtaken by a severe accident. Bottom: Munari on his way to setting fastest time on the opening stage. He too was to suffer an accident. Report: page 10.







Central Tyre set limit

At the prize presentation for this year's Central Tyre Clubman's Rally Series in London recently the company's Managing Director, Jack Earl, took the opportunity to announce that for next year's series, which they will sponsor again, there will be a 1601cc capacity limit.

The company took great pains to discover from competitors exactly what format they should follow in 1978. The fact that only five over 1601cc cars competed regularly and that this class tended to incur more expenditure than they desire their competitors to have, led them to the decision to outlaw this class. Mr Earl's comment was: "our typical driver uses an eight-year-old Mini, and I think he ought to have the chance of becoming champion—so we are to delete the over 1601cc class next year." Therefore, the classes will be: A (1300 to 1601cc); B (1000 to 1300cc); C (under 1000cc).

They will also still be limiting cars to single carburetter and camshafts, as only 12 of the regular 80 competitors in this year's series who were asked about this regulation actually wanted it changed to twin carburetters.

The number of qualifying rounds in 1978 will be reduced from 13 to ten, and the prize money will be increased from £150 to £200 to the champion, and from £100 to £150 for the other two class winners. Each class winner on each round will also receive a £25 tyre voucher.

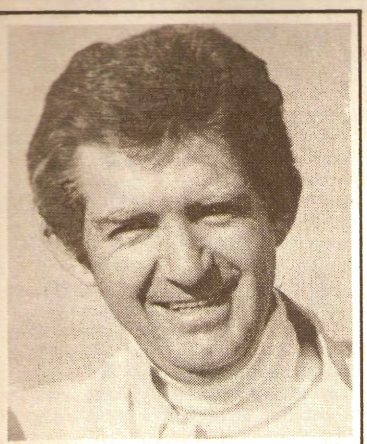
Next year's qualifying rounds will be: Red Garages Cambrian (March 18), Leeds Crest (April 2), Crest Tour of Lincs (April 22), Trident (May 28), Wynns Tyneside (August 13), Halewood (August 20), Derby Crest (September 3), AP Stages (September 10), Lynn Regis Finance (September 24) and Happy Eater Southern '78 (October 7/8).

Presenting the awards for this year was Tony Fowkes and, apart from overall champion Ian Hughes, who also won the best placed Escort driver award, the other prize winners were Ken Bennett (winner, Class B and Avon Tyre award), David Brisker (winner, Class C), Roger Davies (winner, Class D and Leyland ST award), Mick Linford (Pirelli award for most promising driver), Jules Felstead (Ford award for best placed Escort driver under 25), Narindar Sagoo (Dealer Opel Team award) and Mrs Rene Cann and Mrs Al Jones (lady driver award).

● As Tony Maslen will not be doing the RAC Rally himself he has agreed to lend his forest spec RS1800 to Hans Gustavsson, who will be running at number 86. This also means that Tony's regular co-driver, David Booth, will get a ride on the event, although he says that he hopes that his driver, who is a Swedish Fighter Pilot, has no kamikaze tendencies.

● For the second year in succession, Frank Pierson and Arthur Brick have won the Welsh Stage Rally Championship. In their Century Oils-backed RS1800, they have headed the series (which attracted 108 drivers and 84 co-drivers), on 139pts. With last weekend's Wyedean the final event, only nine points separated Geoff and Alan Simpson (RS1800) and David Grainger/Julia Richards (TR7) for second and third places. In the under 1350cc Championship, run in conjunction with the main series, the winner is Bob Fowden from Llanelli, one of the few Mini owners registered. He has scored 157pts.

● Steve Smith's Bond of Pocklington RS2000 will be receiving extra sponsorship for the RAC Rally from General Tyre, who will also be joining with Bond to sponsor a four-car team in next year's Castrol Autosport Championship.



After several months of speculation as to what will happen to Tony Fall Automotive and the DOT operation run from there, we were informed on Monday that John Handley's company, Roller Chain Holdings, has taken over the operation. As yet John has no clear plans of what will be the motor sport programme of DOT next year, although they will continue with their involvement in the RAC Rally this year and it looks likely that they could be considering a more extensive rally programme for next year. John has been renowned for his racing in saloons in the past and, although he has no plans at the moment to run a racing programme, it would not be too surprising to see DOT-entered cars on the circuits again. Handley's name has been linked with DOT for some time now and news of the appointment comes as no surprise.

Esso/BTRDA details

Ford to sponsor new Escort 1300 series

Following the last round of this year's Esso/BTRDA Rally Championship on the Wyedean Stages at the weekend, which was won by Mike Bayliss, Esso have announced that they will support the series again in 1978 for the sixth year running, and it will be known as the Esso BTRDA Rally Championship 1978.

The organisers of the championship feel that with the revision of the championships in this country, their status has been considerably enhanced, giving them a wider choice of events for next year. The championship will be run over ten rounds, with the best seven scores to count.

Competitors will get a wide range of events, well spaced in terms of dates and geography with a promise of 85 per cent forestry mileage. Also the prize fund has been increased to over £3,500 in total with more money for the smaller capacity classes.

A special feature of the championship will be a class sponsored by the Ford Motor Company, which is in fact a championship for Escorts run within the main series. This is for drivers in Mk2 Escorts with pushrod engines up to 1300cc.

The series is aimed at encouraging up-and-coming drivers to gain experience on special stages at a relatively low cost. It will be restricted to any Escort from an 1100 Popular to a 1300 Sport, and a detailed specification sheet of just what is allowed on the cars is being prepared by John Griffiths, who of course works for Ford at Boreham. The cars will be basically run to FIA G1 regulations with certain exceptions that will all be listed in the special championship booklet. Examples of what will be allowed include freedom of spring choice, anti-roll bar and damper settings and blue printing of the engine will be allowed up to G1. However, no limited slip differentials will be allowed and it will be a one tyre formula (Dunlop SPR3 Clubman).

The Ford Motor Company want to point out that this championship will be run by Graham Robson for them, and all queries should go to him at Croft House, Brampton, Cumbria CA8 1SG, tel: 06977 2166. They are also adamant that scrutineering will be very strict, and in charge will be John Griffiths who should be consulted on any eligibility queries at Competitions Centre, Ford Motor Co Ltd, Boreham Airfield, Boreham, Chelmsford, Essex, tel: 0245 466286.

Competitors wishing to register for this part of the championship should do so on the main Esso/BTRDA championship form which is available from Phil Short, Esso/BTRDA Series Secretary, 4 Ashbourne View, Cleckheaton, West Yorkshire BD19 5JE.

For this Ford championship a competitor's best eight scores will count with points awarded in each event; ten to the winner, nine to the second man, eight to the third, and so on down to one point to tenth, irrespective of the overall positions. On each round the prize fund will be 1st—£60, 2nd—£40, 3rd—£30, 4th—£20, 5th to 10th—£10 and the best placed driver will get a free Ford Rally School course, though each driver can only win this once. There will be special awards halfway through the championship and at the end of the year the winner will receive £200, the second placed driver £100 and the third placed driver £50.

March 3	Tyre Services Dukeries	Dukeries MC
April 8	Plains	Knutsford & DMC
May 6	South West Stages	Exeter MC and Taunton MC
May 27	Weatherill Centurion	Hadrian MC
June 6	Bath Festival Stages	Bath MC
June 24	Rali Bro Myrddin	Vale of Cothi and Teify Valley MC
July 15	Border Counties	Hawick and Border C & MCC
August 20	Halewood Stages	Welsh Counties CC
September 24	Bowmaker Autumn Stages	South of Scotland CC
October 8	SKF Stages	Sporting Owner Drivers Club

Discontented Clubmen on RAC

Quite a bit of trouble seems to be brewing among the Clubmans Trophy entries for the RAC Rally who are far from happy with the way the RAC have chosen the competitors for this section, and are considering some militant action if they don't get a satisfactory solution for their grievances. Two of the main instigators of this movement are John Clegg and Rodney Crabtree who are part of entries 199 and 210 from Team Knowldale. They both feel that it is unfair that so many British crews have been relegated to this section while overseas entries have been given places in the main event.

After the publication of the provisional entry list they sent a questionnaire to Clubman entries asking for their views on the situation that only 59 British crews are included in the 180 entries for the main rally. From the 65 crews in the Clubmans section they received 46 replies and it seems that they too are just as unhappy with the situation. John Clegg wrote to the RAC with his complaints and his interpretation of their reasons for the large number of foreign entries in the top 180 and the reason for keeping the entry down to this number were:

1, Foreign crews are more experienced than British crews.

2, In order to keep the entry fees down for the private entrant, the rally is limited to 180 cars to balance the total entry fees with Forestry Commission charges.

3, The entry was selected by a seeding committee and using a ballot.

These answers by no means pacified the Clubman competitors as the questionnaire filled out showed the following points relating to the RAC's replies:

1, 63 per cent of the Clubman crews have good international qualifications at home and abroad, with evidence of better results than accepted foreign entries on their home ground. Also 83 per cent of the Clubmen had experience at national level, 72 per cent had competed on the main event before, and 30 per cent had contested the main event three times or more.

2, As regards entry fees, 35 per cent of the Clubman crews paid the £250 trade entrant fee, so a 250 car field would still contain the same percentage of trade entrants to offset Forestry Commission charges.

3, No evidence from the provisional entry list to suggest other than bulk acceptance of foreign crews. Certainly there had been no seeding on experience in the Clubman crews, and no preference given to regular competitors. No preference had been given to early applications, as 33 per cent of the Clubman crews had entered during August. Also they had accepted entries on the main event without fully completed entry forms, which is in breach of regulation 14 which cites that preference will be given to entries in respect of which the entry form and accompanying starting order application form have been completed in detail.

4, The Clubmans representatives feel that the absence of Clubmen in the main event means no club teams, no inter-club rivalry, no motor club interest, no local sponsorship and no local media involvement.

As far as 90 per cent of the Clubmen are concerned the only fair and sensible solution would be to let everyone start the event, and if the RAC refuse to allow this, 60 per cent of them are for canvassing local motor clubs to get them to withdraw their voluntary support from the event.

Although Rodney Crabtree admitted that this was a rather drastic line to consider taking, he was adamant that they felt they had been very badly treated, and he was sure that the only way to find a solution was for members of the rally organising committee to agree to a meeting with him in London in the next few days.

The entry for the RAC Rally has been oversubscribed for the past seven years and the problem as we have it this year represents nothing new. Not only is the RAC Rally the premier British event, but it is also very highly coveted in Europe so it is hardly surprising. There does seem to be little doubt that foreigners compete on more WCR rounds than British crews, and if this is a valid criterion of eligibility, then it may be due to better economic circumstances prevailing in Europe.

At the time fees were set, the RAC made the presumption that to maintain an existing entry fee while lowering the number of starters would be a more sensible solution. One hundred and eighty competitors are obviously easier to handle, especially as this year's methods of timing could conceivably extend the length of the rally, and lengthen the results compilation time.

It was decided to run the Clubman's trophy again at a reasonable charge, and such a competition does not represent anything like 'pure profit', as has been suggested, for the RAC—although it undeniably helps to balance the books. The entry fee itself in no way even covers the cost of the stage mileage.

The organisers also feel that they *must* cater for a foreign entry—for if British crews are given precedence, it is conceivable that the RAC Rally could end up as just another British event, which would kill 90 per cent of the attraction since British crews would only be competing against themselves (again) anyway. British drivers get the chance to compete in British events all year—one wonders whether their past performances on RAC Rallies should necessarily guarantee them a place on future editions.

● With continued sponsorship from the *Western Mail* and additional sponsorship from Phonepower, SWAC have been able to reduce the entry fee for the Welsh Rally to £95 for private entrants and keep it to £115 for trade entrants. The event will again be based in Cardiff, from where it will start on the evening of Thursday, May 11, running through to an overnight halt in Aberystwyth on the Friday before the final day's rallying in mid and south Wales on the Saturday evening. There are apparently 225 miles of forest stages and 25 miles of tarmac. Prize money has also been increased and the winner will now get £850. Regulations will be available in mid-December from Carey Edwards, 45 Allt-yr-yn Close, Newport, Gwent NPT 5EE. Tel: Newport 62815. Entries open on January 1 and close on March 31, with late entries being accepted up to April 17 at an extra cost of £10.

● Plans are well in hand for the first round of the Sedan Products Open Rally Championship, the Mintex International on February 24/26, and regulations will be available on the RAC Rally. The rally will again be based in Harrogate, with Rally HQ at the Majestic Hotel. Although the organisers, the De Lacy Motor Club, will be running a slightly shorter event than usual, there will apparently be a total of 220 stage miles. Of this mileage, 120 will be in the forests and the rest on tarmac stages such as Rudding Park, Bramham Park, Harewood Hillclimb and Oliver's Mount etc etc.

● Regulations for the Castrol Cheltenham National on March 25/26 will be available in early January from Ken Dudley, 19 Carisbrooke Road, Hucclecote, Gloucester GL3 3QR. The event will have over 160 miles of stages and will start at noon on Saturday, and halt at 5pm that day before the re-start at 10am on the Sunday and finish at 6pm. Another new feature of this two-day event will be that those who retire on the Saturday will be able to take part in a separate Sunday Run.

Final championship positions



Peter Clarke's drive to seventh on the Wyedean Stages elevated him to second overall in Group 1.

Castrol Autosport Rally Championship 77

Castrol

CASTROL/AUTOSPORT RALLY CHAMPIONSHIP 1977 DRIVERS OVERALL	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 Stage	Aug 19/20 Burmah	Oct 15 Castrol '77	Nov 05 Wyedean	Total points
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. Graham Elsmore	28	18	16	30	—	—	—	28	26	30	176
4. Geoff Simpson	24	22	26	22	—	—	30	22	—	28	174
5. Terry Kaby	12	6*	22	28	—	20	22	24	22	—	150
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. Peter Clarke etc	—	—	—	14	6	18	10	—	—	20	68
GROUP 1 DRIVERS											
1. Terry Kaby	18	20	18	20	—	20	20	18	16*	—	134
2. Peter Clarke	14	10	—	16	12	18	18	—	—	18	106
3. Charlie Wood	16	8	12	—	—	—	12	14	10	20	92
4. Steve Smith	8	14	—	—	10	16	16	16	12	6*	92
5. Les Barrett	—	16	4	12	18	2	—	—	4	10	66
6. Graham Elsmore	—	—	14	—	—	—	—	20	20	—	54
7. John Cleary	10	—	—	—	16	—	6	—	6	8	46
8. Rob James	—	12	—	—	4	14	—	—	—	14	44
9. Bernard Banning	6	—	—	14	20	—	—	—	—	—	40
10. Glyn Hubbard etc.	—	2	2	10	—	12	—	—	—	12	32
*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	10	42
4. Jenny Birrell	—	—	—	—	—	—	—	8	6	—	14
5. Mary Fullerton etc.	—	—	—	—	—	—	8	—	—	—	8



Nigel Rockey (above) clinched the Castrol/Autosport Championship on the Castrol '77. Terry Kaby (below) clinched his Group 1 title on the Burmah.



BTRDA Gold Star

Esso

ESSO UNIFLO BTRDA GOLD STAR DRIVERS	Dukeries	South West Stages	Plains	Bass National	Bath Festival	Rali Bro Myrddin	Lancia Pointer	SKF	Gems Brock	Wyedean	Total
1. Mike Bayliss	—	12	11*	13	15	—	15	12	15	13	95
2. Robin Farrington	10*	14	15	11	—	14	—	13	14	14	95
3. Mike Brown	13	11	—	10	—	12	8*	15	12	12	85
4. Dave Wallis	8	10	12	7	—	—	13	9	—	10	69
5. Graham Lepley	14	—	—	14	—	—	12	8	10	—	58
6. Chris Hickin	—	—	9	—	14	—	—	2	6	9	40
7. Guy Lockwood	—	—	13	9	—	—	—	14	—	—	36
8. Tony Ford	—	8	—	—	—	—	14	11	—	—	33
9. Barry McGinn	9	9	—	8	—	4	—	—	—	—	30
10. David Grainger etc	—	—	14	—	—	13	—	—	—	—	27
*Score to be dropped.											

Mike Bayliss won the Esso /BTRDA Gold Star Championship on the Wyedean.



Briefly . . .

● Regulations for the 1978 Scottish Rally will be available in December from the Secretary, The Esso-Lombard International Scottish Rally, RSAC, 11 Blythswood Square, Glasgow G2 4AG and entries will open in January. The event will again be based at the Aviemore Centre from where it will start on Sunday, June 4. Competitors will then rally throughout Sunday and Monday and have a rest halt on Monday night before the final day on Tuesday. Although an entry fee has not yet been decided upon, the RSAC are hoping to keep it down to a reasonable level and are hoping to be able to offer competitors some new Forestry Commission stages.

● Cork Motor Club are progressing well with plans for the 1978 West Cork Rally (March 18/19) and have announced that the entry fee for the event will be £30 and that over £4,000 in cash will be given away as awards. The awards for this very attractive looking event include £500 for the overall winner, £100 for the first Group 1 car, plus a prize fund in each of the six classes of 1st—£100, 2nd—£80, 3rd—£60, 4th—£40, 5th—£20, £50 for the best lady driver and £100 to the best English crew. These are just a few of the many generous awards being offered and further details can be obtained from Michael O'Connor, Belmont House, Moneycourney, Douglas, County Cork, tel: 021 33307. There will be the usual deals on hotels, ferries to Ireland etc.

● Bob Fowden has now won the up to 1300cc Group 2 to 5 class in the Castrol/Autosport Championship in his Mini Clubman, but for the first time this year did not win this class on a round of the championship that he has entered. Bob, who is in his first year of stage rallying, had his servo pack up on the way to the Wyedean, so was not able to go as fast as usual. He is also a little upset about three Minilite wheels that were stolen from him during scrutineering for the event, and would be very grateful if anyone can shed any light on them or their whereabouts.

● For the second time this season Mike Rawson's Opel Kadett GTE retired with a broken halfshaft on a Castrol round. The first time was on the Cheltenham Festival. Mike's day started off badly when he lost a plug lead on Church Hill (SS2) and had to drive the next two stages into service with the Opel firing on three cylinders. This dropped him down to 25th after stage four, but with some very determined driving he managed to climb back to fifth after nine stages, just before his retirement on Sallowvallets 1 (SS10). The car is now up for sale, and Stockshill are hoping to be able to run a Group 1 car for him in the International Series. Mike is, however, keen to do the Castrol/Autosport Championship again, and will possibly build himself a car although at the moment he is not certain what it will be. A Vauxhall is not out of the question.

● Paul White was definitely a very happy man at the weekend sitting beside his old partner Nigel Rockey again, and doing his first Castrol/Autosport round of the season. After the first four stages he remarked that: "It's a laugh a minute, "as good as going with Cowan".

● The date of the Peter Rusek manuals Rally is August 25/26 and not August 26/27 as published.

● In order to clarify the vehicle category A in the championship this should read: Cars complying with RAC Vehicle Regulations or Appendix J Groups 1, 2, 3 and 4, ie all cars eligible to compete on any British national rally.



Graham Elsmore's winning Team Avon Tyres Group 4 Escort is now up for sale after just six outings this year.

The treble chance

Elsmore scores Wyedean hat-trick—Charlie Wood wins Group 1—Evans brothers' Chevette takes an early lead—Bayliss wins Esso/BTRDA title—Report: ANN BRADSHAW—Photography: DAVID WINTER.

It was difficult to believe, in the rain-shrouded Forest of Dean last Saturday, that just over a year ago an official of the Forest of Dean Motor Club was doing the rounds of insurance companies in the area, trying to get the 1976 Wyedean Stages insured against cancellation due to the drought and the high fire risk of allowing rally cars in the Forest. But John Gillo, the club's treasurer, was doing just that. At the weekend, the club was again striving to rescue its event, but this time for the opposite reason, for heavy rains had wreaked havoc on some of the best stage roads. At one point during the very afternoon of the rally, club officials were desperately doing some PR work to get the use of a private road never before used, in an attempt to save some of the hard-won stage miles. But, despite the club's sterling efforts, the elements won in the end, and about 17 miles were lost.

The club had all the ingredients for a successful day's rallying for the 120 starters, but it could so nearly have turned out disastrous for reasons far beyond the control of the very capable organisers. Not only did the weather decide to turn against them but what looks to be a very nasty case of sabotage also nearly shortened the event even further. There was a severe lack of marshals (caused by clubs not providing promised help, and other marshals reaching the end of their tether after too many long hours in the wet, cold forest), and even the most casual rally observer must admit that Clerk of the Course, John Thurston, deserved much better return for his hard work.

But, while all this was going on, there was one man who just got on with the job of claiming his title of 'King of the Dean'. Graham Elsmore went on his way to a Wyedean hat-trick. Long gone are the days when Graham could be accused of being a one-forest specialist—offers from three works teams for 1978 can quickly dispel that stigma—but the fact that this was his home area, and he knows the tracks like no one else, cannot be ignored. Graham drove a typically cool, calm and collected rally, no doubt influenced, as ever, by his excellent co-driver Stuart Harrold. While his serious rivals Nigel Rockey and Derek Evans were visiting the scenery and suffering from broken suspension respectively, Elsmore made sure he was there at the end to claim the victory, and to move himself up to third overall in the Castrol/AUTOSPORT Championship. Not surprisingly after a six-month lay off from driving a Group 4 RS1800, he started the day off cautiously, with only one fastest time in the first seven stages; but from the eighth stage onwards he got into his stride, and no one beat him. But Graham's expected performance must rank no higher than those produced by Rockey in his RS1800 and Evans in his Chevette. Both drove better than ever before this year, and the fact that (along with Geoff Simpson on one occasion) they put up better times than Elsmore is proof enough of how fast they were going.

Elsmore—'King of the Dean'.



In the Group One class, a new name took to the honours: Charlie Wood. Charlie was delighted at the performance of his 2-litre Avenger, although very sorry for Terry Kaby who, for the third time this year, had his brake calipers fail. Unfortunately, it was at a very crucial point that Terry realised he had no brakes, and his Dolomite Sprint went on a damaging 100yds excursion before coming to a halt among some tree stumps.

The Castrol/AUTOSPORT Championship had been clinched by Nigel Rockey on the Castrol '77, so championship interest on the event was firmly focused on the Esso Uniflo/BTRDA series. Either Mike Bayliss or Robin Farrington in their RS1600s could have won the title, as they went into this last round two points apart, and both in a position of dropping scores. This provided quite a fraught battle during the day, but it was finally settled in favour of Bayliss, who had the greater number of wins.

Last year the second Wyedean Stages Rally was closely observed by Castrol representatives to see whether it would be suitable for inclusion in the 1977 Castrol/AUTOSPORT Championship. They were very impressed with what they saw. The event is run in one of this country's best rallying areas by the energetic and enthusiastic John Thurston and members of the Forest of Dean MC.

Since the last event the behaviour of unruly spectators on the 1977 RAC Rally is only too well known and, subsequently, the future of rallying there is not at all certain, the most unfortunate outcome being the cancellation of the 1978 Tour of Dean. Still the club managed to get approval from the Forestry Commission, their exellent record of organisation in the area helping in no small way and, on Saturday, were able to offer somewhere in the region of 70 forest stage miles. The club had gone about approaching local hoteliers, councillors and the police in the right way and were allowed to start the event in the middle of Chepstow. The Two Rivers Hotel cancelled a function to allow them to use the hotel as Rally HQ and with remarkable co-operation from the police, who patrolled all potentially busy areas in the forest, saved themselves from any road congestion problems. Really no one could have asked the club to do any more than they did to provide a good event. But all was not fated to run smoothly and a closer analysis of the disturbing events is important.

The heavy rains in the week prior to the rally started the problems and made Highmeadow, an eight-mile stage scheduled for use twice, impassable. The Forestry Commission, however, came to the rescue and built a new road to cut out an uphill section that recent logging work had made unusable. They were working on this up to the day before the event and their efforts added another ¾-mile to the stage. Although this appeared to be saved, the club had to concede to the loss of Nagshead (scheduled as stage 5) because of birds nesting in the area.

But, with the day of the event came further heavy rains and more problems with Highmeadow. Thurston took a long hard look at the stage in the morning and decided that it was just too wet and slippery to run safely; but, not to be robbed of this, the Foresty Commission did some speedy repair work in the afternoon and the club gained permission to run the stage out through a private estate road never used before on a rally. The officials got down to some PR work in the area and all looked set for its use in the afternoon (it was scheduled to be run as stages 11 and 20). But the rain increased rather than abated and Thurston decided that the risk of cars being stuck and blocking the stage was too great and, after much hard work, the stage was abandoned.

Whereas the cancellation of these stages was sad but understandable, the cancellation of stage 17 (Oakenhill) was a completely different matter. All seemed perfect here until the drivers started going through and found that somehow a couple of 'straight-on' arrows had been moved to signify a left turn into what was just a lay-by. Several cars went through and took the junction, only to find that they had wrong slotted, and the problem was reported to the stage commander. Thurston, obviously horrified at the implications of what appeared to be sabotage, decided that the best possible course to take was to cancel the stage and this he did with no further ado.

As if these problems were not enough, Speech House 3 (stage 16) caused some more and delayed the rally, causing it to run well into darkness. Here the problem was a drunk, wrenching arrows out of the ground. It appears that he walked into the stage after it had been used for the second time and the arrows had been checked, and before the cars were due again. The final straw was that the marshals had been on duty there since about 9am and were cold, wet and fed up. Subsequently many of them did something which is very uncharacteristic of these dedicated hard working people . . . they went home. As Thurston's aim is to have line of sight marshalling on all stages for absolute safety this caused problems and there was a further delay while marshals were shipped in from other stages.

Add to all these problems the fact that five clubs who promised to marshal had not turned up *and* someone had gone round the night before shutting gates that had been opened for the passage of the event and it is quite obvious just what a harrowing time the club experienced.

As might be expected, there were various criticisms of the way the club handled the marshalling problems and the time competitors were kept waiting while decisions were made. Perhaps it would have been better to have cancelled the last Speech House stage and have kept the event moving in daylight, but with the loss of four other stages the clubs reluctance to lose this as well can be understood.

The only good thing that seems to have come out of this is that the club's resources were tested to the full and, although they did not necessarily do all the right things at the right time and make decisions as speedily as desired, they have proved that they are capable of working under pressure and must surely deserve their promotion to national status for next year. But their all other clubs of just how important these helpers are. There do not seem to be any clear reasons for the non-appearance of several clubs, although running on a date so close to the RAC Rally cannot help. But surely there are just too many rallies calling on the limited marshalling resources available. Organisers must remember that it costs these volunteers several pounds of their own money for the day and, especially at this time of the year, they are going to have to decide whether they wait another couple of weeks and offer their services for the RAC or go out on the Wyedean. Given that sort of choice, it seems inevitable that the Wyedean will suffer. But you again come back to the problem of the limited three-months during which the Forestry Commission will allow the Dean to be used and it seems as though this problem could easily be insurmountable.

But back to the rally and surely mention must be made again of the magnificent results service provided by Martin Liddle and his computer. On each event the results seem to be available earlier and he will be hard pushed to beat his time at the weekend of the first computer print out ten minutes after the arrival of the cars.

ENTRY

Although the rally was just two weeks before the RAC Rally there seemed to be no lack of entries and the 120 places had been full for several weeks with numerous reserves. But the closeness of our top event and the fact that it is not going to the Dean meant that none of the 'stars' who have graced the entry list of recent restricted rallies were there testing their cars. But there was an interesting additional course car in the shape of New Zealander Rod Millen's Mazda RX3 saloon. Rod had never been in a British forest before and so asked the organisers for their help, which they readily gave to have the added attraction of Rod on the stages. Unfortunately, this outing was not too successful for Rod as he went off on the first corner of the first stage he attempted (Russells). Rod had been caught out by his first experience of A2s and a very slippery forest. It seems that he found the only tree on the stage for quite a few miles and attacked it but, luckily, with only minor damage to the car.

As might be expected leading the entry list proper was Graham Elsmore in his last outing in his Group 4 RS1800, which is now up for sale. All the regular Castrol/AUTOSPORT contenders were in attendance Nigel Rockey, Malcolm Wilson, David Stokes, Geoff Simpson (RS1800s), Terry Kaby (Dolomite Sprint), Derek Evans (Vauxhall Chevette) and Peter Clarke, Steve Smith and Les Barrett (RS2000s) with the notable absence of Paul Faulkner, who was saving his car for the RAC.

There was a complete absence of any surprises or changes except for Charlie Wood, who had already clinched the 1600cc class in the Castrol/AUTOSPORT Championship and was having an outing with a 2-litre engine in his Avenger. This was Charlie's first outing in a 2-litre car since his disaster on the Hadrian rally and he was looking forward to the extra power before putting the 1600cc unit back in again for the RAC.

The Evans brothers' Vincent Greenhous Chevette looked as immaculate as ever with the addition of Escort wheel arches and a new spoiler. Their father had been investigating a new type of spoiler as they found that £120 a time for the works one was getting a bit expensive. In its place he had come up with a VW one that bolts on and seems to do just as good a job for just £30.

A familiar face in an unfamiliar car was Willie Rutherford in the Del Lines/Century Oils/TR7. Wil-

determined not to disgrace himself.

The two main Esso Uniflo/BTRDA championship contenders Mike Bayliss and Robin Farrington were there with their MkI RS1600s, Robin's car doing its 52nd event with the same shell.

There were more changes in the co-drivers seats than anywhere else with Paul White accompanying Nigel Rockey, Ed Morgan replacing an arthritis suffering Arthur Brick, 10 minutes before the start, alongside Frank Pierson in his RS1800 and Charlie Gardner replacing Willie Rutherford's usual partner Hugo Kennedy, who was suffering from gastric flu.

Again the closeness of the RAC Rally had depleted the Huxford Liberated Ladies Section with Jill Robinson and Chrissie Ashford leaving it up to Rose-Anne Clinton to represent the female drivers.

RALLY

It was no surprise to anyone on Saturday morning to find threatening black clouds scudding across the Chepstow rooftops on their way to the heart of the Dean. The previous night the area, in darkness from a power cut, had been lashed by torrential storms. Most people accepted that the rally would be wet and cold and the service crews headed towards their home for the day at the Beechenhurst Picnic Site. On a warm sunny day this is one of the nicest spots to be, but on a wet November day the grassy area soon turned into a quagmire through which the cars and crews splashed on their four visits to the area, with each return being to a muddier scene than before. Nevertheless, a band of willing workers provided tea, coffee and hot food during the day and most needs of the rally seemed to be catered for here—there was even an ice cream kiosk!

It is no secret that everyone expected Elsmore to paralyse the opposition here from the word go, but things soon took on a very different complexion. The Evans brothers' Chevette set fastest time on the first stage at Speech House and, by the time they arrived at Beechenhurst for the first halt after four stages, were leading the field by 9secs. They were on 10mins 22secs with Rockey next on 10:31, Simpson third on 10:32 and Elsmore a surprising fourth on 10:37.

The surface had proved very slippery and most of the top cars had had spins or moments just to warn the drivers that there was going to be no margin for error on the muddy surface that could be almost as treacherous as ice if not treated with respect. The first four stages had taken their toll of the field with the RS1800s of Malcolm Wilson and David Stokes missing. Wilson's rally had ended on the start line of the first stage when he was about to start and the clutch failed. Poor Malcolm had come a long way from Cumbria for just the run to the first stage. Although not absolutely certain of the cause for the failure he thought it was most likely the clutch or even something in the gearbox.

Stokes's rally lasted a little longer until his run of bad luck caught up with him again. It was on Flour Mill (SS4) that the splines went on the steering knuckle. He walked back to the service area to get a replacement but went OTL in the process. He did, however, do the Serridge stage just to see how the new BDG head on his Frank Pierson engine was going but wrecked the gearbox, so decided to call it a day before he did any more damage.

In their haste the Evans had hit a gate post on a stage and bashed one of their new wheel arches badly with Derek's comment about the post being, "They are the same as trees, they are all made of wood."

Charlie Wood ran a two litre Avenger on the event and won Group 1 overall for the first time this year.



continued

One man who really did seem to be having a very good time was Paul White. He just never stopped beaming and telling everyone just how much he was enjoying himself. This was not surprising as Rockey was really flying, admitting that he had really never driven better all year.

The cars then went off for another four stages before the next service and it was during this stint (on Crabtree 1 (SS8)) that Rockey's rally ended. He was leading at this point, beating the Evans brothers by 15secs and Elsmore by 17secs, when he approached what he thought was a long straight, but which turned out to be a sharp left. He had been confused by the trees that had been cleared making it look as though the road went straight on. He was doing about 60mph and there was no way he could make the corner so he went about 60yds straight on, hitting tree stumps that gave the bottom of the car a good bashing and bent struts, track control arm, etc. Luckily Nigel has all the spares necessary to repair the car in time for the RAC so was not too depressed about the abrupt halt to his event.

It was also after this stage that Rutherford's ride in the TR7 came to an end. He started the stage with a rough sounding engine and at the end decided to switch off before it became too expensive. Nevertheless, he had thoroughly enjoyed his first outing in the car which he had just been trying to get used to. For the first few stages he had discovered too much braking on the rear and then had just gradually tried to adapt himself after driving the completely different Mazda for so long. Willie is definitely one of our up and coming drivers and hopefully something can be arranged for next year so that he might be a regular TR7 driver.

Other casualties in this particular section had also been Jeff Churchill's RS1600, which has an uncanny knack of breaking down near the Speech House Hotel, and Graham Lepley's Vauxhall Magnum that had knocked down three trees. It seems that Lepley's co-driver Tony McMahon had started off the event rather concerned when he had been informed that Graham was not too worried about the shell as he was building himself a new Chevette.

The Evans run of good luck also started to change on stage nine (Serridge 1) when they hit a tree stump and bent the steering. So, after the eight stages up to the second service, Elsmore had taken his expected lead and was on 32:58 with Simpson next on 33:26, Evans third on 33:44 and the BTRDA battle going on next with Farrington on 34:10 and Bayliss (after hitting a gate post on stage 1) on 34:39.

It was on, then, to another four stages in the third section of the event. Elsmore carried on increasing his lead with three fastest times, but he also had a rather embarrassing moment on Queenswood (SS12) which is the one nearest to his home. He came back to the third service halt with a large dent in the rear of the car and had to admit that he had hit an arrow fixed to a very solid post on that very stage. But it had not slowed him down as he was still 19sec ahead of the Simpsons who had had their own problems on Serridge 2 (SS14) when a joint on one the four links that locate the back axle had sheared. Luckily this was the last stage before service so they were soon able to fit a new joint. Also having problems on this stage was Charlie Wood who lost about 30secs when baulked by another car. He was very annoyed about this as, with the mud thrown up by the other car and an empty washer bottle on his, there was just no way he could get by safely for several miles.

Two men who were doing well but were fated to go out on the next section were Terry Kaby and Derek Evans, both on Speech House 3 (SS16). Kaby applied his brakes in readiness for a sharp right-hand corner and nothing happened. For the third time this year (the same had happened on the Welsh and Hadrian) a brake caliper had broken in half. So poor Terry went sailing on for about 100yds over some very rough ground with tree sumps taking the bottom out of the car and pulling the propshaft completely off. This rather puts his RAC Rally plans into confusion and he is now just hoping that somehow he can manage to find another car for the event.

The Evans's problem occurred because of two punctures, both on the drivers side, on this stage which resulted in broken rear suspension. This was a very sad end to a fine run which, subject to a query over road penalties, had taken them to third overall at the time. Still they have the satisfaction of knowing just what they can expect from the car and it must also give many other drivers serious thoughts about trying to get hold of one of these very rapid Chevettes.

It was a very bedraggled group of drivers who visited the service park for the last time in dark diabolical conditions. All Elsmore had to do was keep his car going in the right direction on the one remaining stage and he would be home even if far from dry. Although he was obviously thrilled to have won his home event, he was sorry that so many of his rivals had fallen by the wayside. But in rallying that is the name of the game and he had done all the right things to give him a well deserved win.





Above: The Evans brothers, in their ex-Chris Sclater Vauxhall Chevette, found speed and reliability until two punctures caused the rear suspension to break with just two stages to go. Below: The other team of brothers on the rally, Geoff and Alan Simpson, finished second in a car they are sure is now perfectly set up for the RAC Rally.

Focol Wyedean Stages
Castrol/Autosport Rally Championship, round 10
November 5

1, G. Elsmore/S. Harrold (Ford Escort RS1800) 76m 41s penalties;
2, G. Simpson/A. Simpson (RS1800) 78.15;
3, R. Farrington/N. Fraler (RS1600) 83.40;
4, F. Pierson/E. Morgan (RS1800) 81.53;
5, C. Wood/M. Smith (Chrysler Avenger) 83.15;
6, M. Bayliss/R. Green (RS1600) 83.40;
7, P. Clarke/R. Scott (RS2000) 83.42; 8, M. Brown/J. Mullord (Escort 3 litre) 83.43; 9, D. Robbins/S. Bruce (RS2000) 84.01; 10, R. York/P. Wassall (Escort) 84.39.

Group 1
1, C. Wood/M. Smith (Chrysler Avenger) 83.15;
2, P. Clarke/R. Scott (RS2000) 83.42;
3, D. Robbins/S. Bruce (RS2000) 84.01;
4, R. James/R. Davies (Chrysler Avenger) 85.02 13th overall;
5, G. Hubbard/D. Crawley (Escort) 85.34 15th overall.

Championship positions: *Special Stage.*

Rally leaders
Stages 1-5: Evans: 6-7: Rockey: 8-finish: Elsmore.

Fastest on stages

	1	2	3	4	5
Elsmore	9	4	1	—	—
Rockey	3	—	2	—	—
Evans	2	5	3	4	—
Simpson	3	7	2	2	2
Farrington	—	—	1	5	2

STAGE TIMES
SS1 Speech House 1
1, Evans 4.52; 2, Elsmore 4.53; 3, Rockey 4.56; 4, Farrington 4.59; 5, Simpson 5.01.
SS2 Church Hill
1, Rockey 1.40; 2, Evans and Atkinson 1.41; 4, Stokes 1.42; 5, Simpson and Bayliss.
SS3 Whitemead
1, Evans 2.09; 2, Stokes and Simpson 2.12; 4, Churchill 2.14; 5, Pierson and Brown 2.15.
SS4 Flour Mill
1, Simpson 1.36; 2, Elsmore 1.37; 3, Rockey 1.38; 4, Kaby, Bayliss and Evans 1.40.
SS5 Nags Head
Cancelled.
SS6 Russells 1
1, Rockey 5.20; 2, Elsmore 5.29; 3, Evans 5.31; 4, Simpson 5.32; 5, Farrington 5.35.
SS7 Speech House 2
1, Rockey 4.31; 2, Elsmore 4.33; 3, Evans 4.44; 4, Simpson and Farrington 4.45.
SS8 Crabtree 1
1, Elsmore and Simpson 3.07; 3, Rawson 3.13; 4, Farrington and Evans 3.16.
SS9 Serridge 1
1, Elsmore 9.12; 2, Simpson 9.30; 3, Farrington 9.49; 4, Evans 9.51; 5, Kaby and Rawson 10.0.
SS10 Sallowvallets 1
1, Elsmore 4.16; 2, Simpson 4.22; 3, Evans 4.26; 4, Kaby 4.29; 5, Farrington 4.36.
SS11 Highmeadow 1
Cancelled.
SS12 Queenswood
1, Elsmore 2.58; 2, Evans 3.06; 3, Mitchell and Simpson 3.07; 5, Kaby 3.10.
SS13 Flaxley
1, Simpson 2.44; 2, Evans 2.46; 3, Elsmore 2.49; 4, Robbins 2.52; 5, Wright 2.53.
SS14 Serridge 2
1, Elsmore 9.24; 2, Evans 9.43; 3, Simpson 9.48; 4, Farrington 10.00; 5, Bayliss 10.03.
SS15 Crabtree 2
1, Elsmore 2.16; 2, Evans and Simpson 2.18; 4, Farrington 2.24; 5, Pierson 2.25.
SS16 Speech House 3
1, Elsmore 11.46; 2, Simpson 12.06; 3, Wood 12.35; 4, Evans 12.36; 5, Pierson 12.37.
SS17 Oakenhill
Cancelled.
SS18 Russells 2
1, Elsmore 5.34; 2, Simpson 5.37; 3, Robbins 5.55; 4, Clarke 5.57; 5, Pierson 6.02.
SS19 Sallowvallets 2
1, Elsmore 4.40; 2, Simpson 4.47; 3, Pierson and Wood 4.56; 5, Midgley 4.57.
SS20 Highmeadow 2
Cancelled.



Chico Serra dominated the fifth Formula Ford Festival with the immaculate Rastro-Van Diemen.

Serra finds the edge

Chico Serra scores second Festival win for Van Diemen—Leslie and van Rooyen second and third in Royales—Blanchet fourth for Lola—Report: MARCUS PYE. Photography: JEFF BLOXHAM.

The BRSCC's annual Formula Ford Festival has always been the highlight of the FF1600 calendar, and this year's Festival was no exception. Originally held at Snetterton, where Don MacLeod (Van Diemen), Richard Morgan (Crosslé) and Geoff Lees (Royale) were the winners, the event moved last year to Brands Hatch, where the current BP Formula 3 champion, Derek Daly, won all his races. This year, the 'title' was carried off in similar style by the young Brazilian, Francisco 'Chico' Serra, the reigning Townsend Thoresen champion.

However, Chico was under pressure throughout the meeting from the likes of Trevor van Rooyen and David Leslie while, at times, any one of a dozen other drivers looked capable of taking the major honours. The spectators were denied the opportunity of seeing the promising Nigel Mansell in the latter stages of the competition, as he was eliminated in his heat by an accident following a coming-together in the pack. Clerk of the Course, Peter Browning, ran the meeting impeccably, as ever, running *ahead* of schedule throughout the day, which saw a happy crowd wending its way homewards by 4pm.

FORMULA FORD FESTIVAL
BRANDS HATCH

With six heats to run in the morning session, the first group of cars were out promptly at 10.30 for the first race of the day. As an indication of things to come, Serra had planted the Rastro-sponsored Van Diemen on pole by 0.8sec from Christian Chabot's Crosslé and the Royale of John Village. However, as the lights changed, it was second-row men Tony Barley (Royale) and Mike Blanchet (Lola) who raced through to challenge the Brazilian. A major surprise of the weekend was the remarkable speed of Pat Hennen, the American motorcycle star enjoying his first taste of four-wheel dicing, and he shot up into fifth place at the completion of the opening lap in one of Brands Hatch Racing's Eldens. His moment of glory was brief, though, as he spun into retirement on the second lap with a damaged nosecone. Blanchet then led the chasing group from Chabot, Ashley Ward (Saracen) and Village. Just when victory looked assured for Serra, a backmarker forced him on to the grass at Druids and Blanchet nipped through to lead, in only his second race with the new Lola. Serra recovered quickly, though, and such was his pace that he caught Blanchet on the ninth lap and was able to retake the lead at Graham Hill Bend on the last lap for a good win.

Nigel Mansell shot off the outside of the front row in a vain attempt to beat poleman Yves Sarazin (Royale) into Paddock at the start of the second heat, but a moment saw the red Crosslé back in sixth place at the end of the first lap. Behind the quick Frenchman, David McClelland's rapid Crosslé led Andy Best (Getem), Tom Whiter's old Royale RP3 and young James Weaver (Hawke) before Mansell's McKechnie-entered machine. The early error had not done Mansell's car any good, however, and he was obliged to retire on the fourth lap having contacted Ted Whitbourn's spinning Crosslé, leaving the other four to challenge Sarazin. This they were unable to do, the brown and cream car edging away to a 10.8sec victory over Weaver, who had fought his way to the head of the pursuers, and Kenny Acheson's Crosslé.

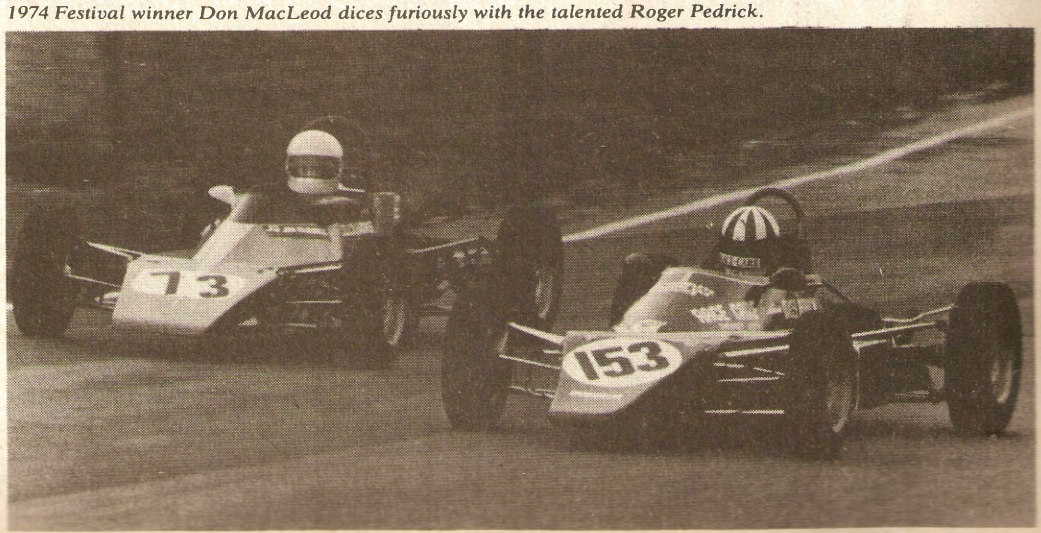
Heat three saw 1973 Festival winner Don MacLeod on pole with his Van Diemen, with Leslie (Royale) and Devaney (Hawke) alongside. Bernard made a super start to head MacLeod up the hill to Druids with Leslie and Cameron Binnie (Royale) in tow. Leslie followed Don past the Irishman a couple of laps later, while farther down Frank Bayes and Peter Lawrence had two frightening comings-together, first at Paddock and then at Surtees on the fourth lap. Bayes's Nashua-Image retired on the spot while Lawrence raced on, undeterred, to tenth place. No one could pass MacLeod for the heat win, although Leslie ran him a very close second at the flag leaving Devaney and Binnie some way behind. Kim Furner (Royale) drove well in the latter stages to annex fifth position from David Sears's Royale which was to lose all chance of a final placing with a jumped start in his later run.

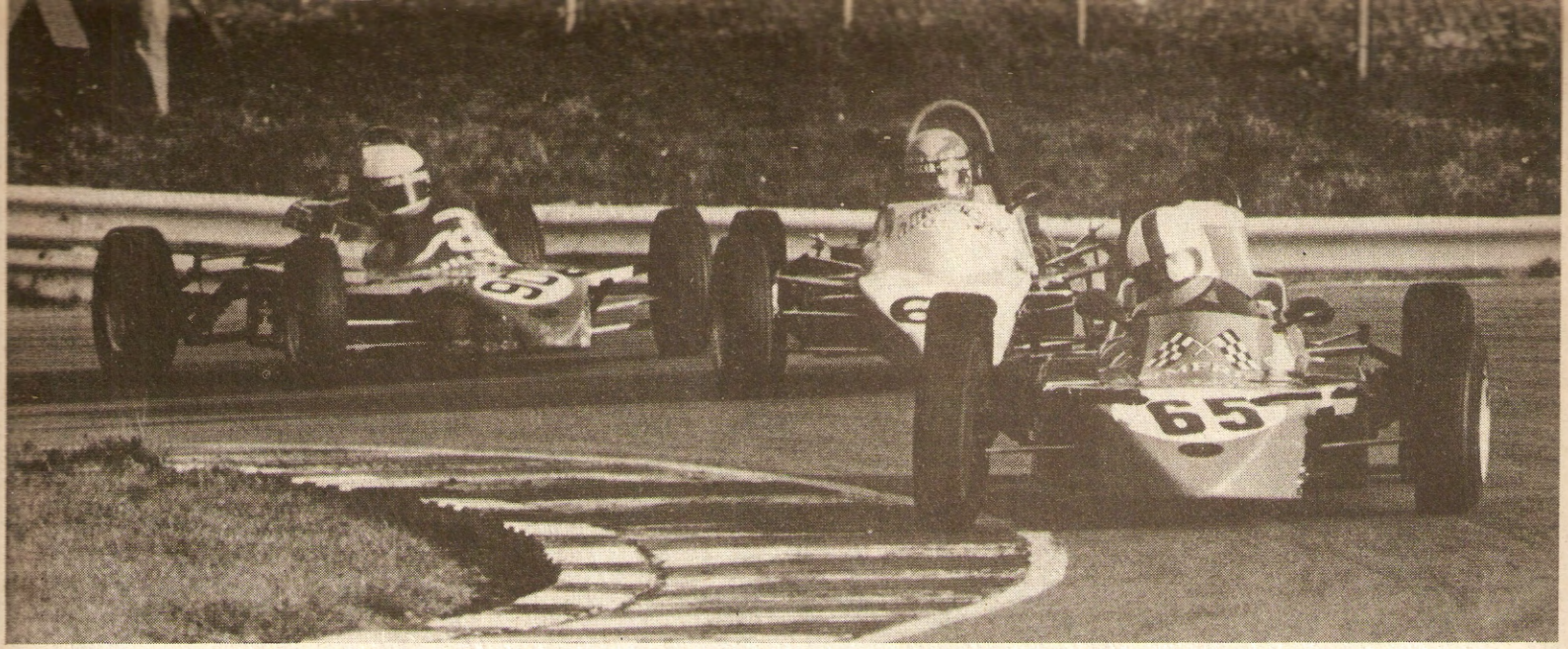
Trevor van Rooyen headed the grid for the fourth heat from the Crosslés of Rob Leeuwenburgh, Gary Gibson and Trevor Templeton, and indeed it was these four who made all the running with van Rooyen racing away to his 33rd win of the season. Initially the Dutchman led the chase, but Gibson was the first to pass the older 30F model, followed closely by his fellow Irishman. Templeton worked his way past Gibson on lap 3 and gained gradually on the leader, although he could not draw close enough to tow his way past. Maarten Henneman finished fifth behind Gibson and Leeuwenburgh after a long chase.

Heat five provided something of a surprise when Colin Lees, another Irishman rarely seen in England, powered from the middle of the front row and narrowly headed Rick Morris's beautiful Saracen all the way. Morris had a slight problem in the engine department on the new and unraced chassis, but was happy with its performance none the less. Marc Smith brought the Flowsheet-Royale home third ahead of Bill Shepherd, a disappointed fourth in front of Jim Vermeulen, both in Crosslé 30Fs.

The last race in the preliminary round had Dutchman Michael Bleekemolen, perhaps best known for his attempts to qualify at the Dutch GP this year, sitting on pole in his Crosslé from Roger Pedrick's immaculate Hawke, Sean Walker (Tiga) and Robert Budd (Rostron). The canny Bleekemolen judged his start to perfection and was chased away by Walker, although Pedrick was back to second place on the second lap despite being hampered with the wrong top gear ratio. Thereafter the order remained the

1974 Festival winner Don MacLeod dices furiously with the talented Roger Pedrick.





David Leslie (Royale) on his way to second place is chased by the erratic Bernard Devaney and Trevor van Rooyen's third-placed Royale.

FORMULA FORD FESTIVAL

BRANDS HATCH

continued

same up front, Peter Argetsinger (32F) slotting in ahead of Walker on lap 2, the latter then engaging in a spirited battle with David Griffin's Royale in the closing laps.

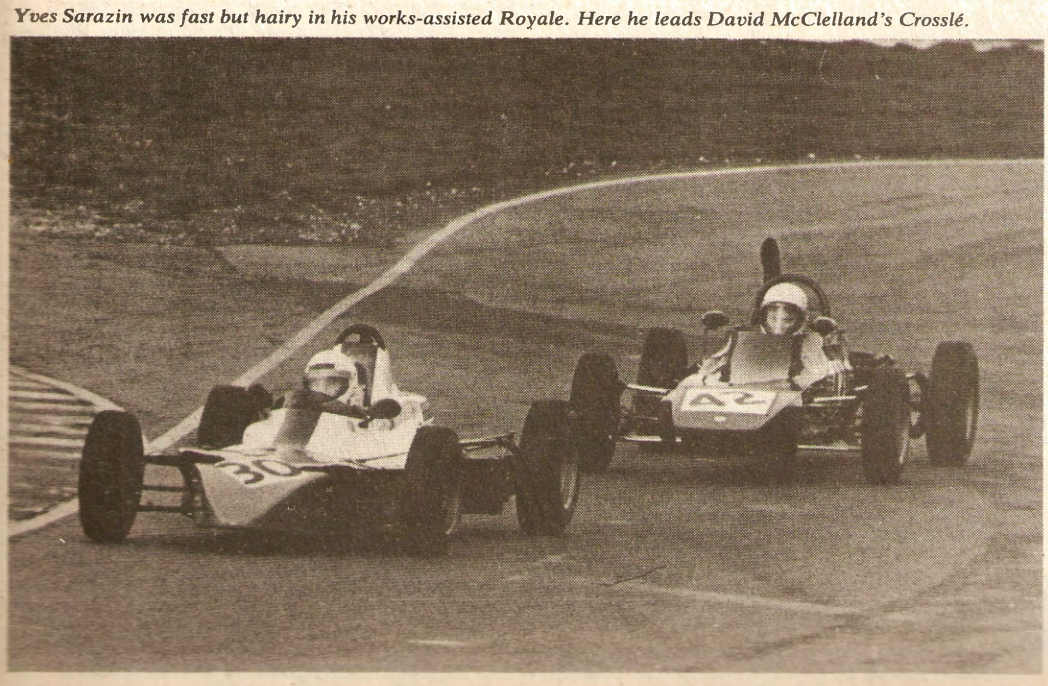
The first of the 15-lap semi-finals had heat-winners Serra and Sarazin on the front row, split by Weaver, and they rushed off in this order as the green light flashed on. Weaver spun down the field in his anxiety to keep up, and McClelland moved up from the third row to replace him in the order. Best, who had been lying a strong seventh, spun to last on the third tour, thus ending his challenging bid. Behind Serra, Sarazin and McClelland, the order remained Blanchet, Acheson and Jeff Williams (a fine drive in the ancient Palliser) until the last-named spun at Clark Curve midway through the race. Blanchet slowly reeled in McClelland, passing him with three laps to go, and these two almost deposed second man Sarazin on the line.

The second semi-final saw Devaney on pole from Leslie and MacLeod, although this order had reversed by Paddock, with van Rooyen, Templeton, Furner and Sears joining the battle up the hill into Druids. Amazingly enough, Devaney squeezed into the lead, although it took Leslie only two laps to depose him for good. As van Rooyen tried the outside line into Paddock second time round, Devaney forced the South African on to the grass with all four wheels, but miraculously Trevor's skill (and sheer courage!) held the ensuing moment, and he was able to pursue Leslie properly two laps later. Devaney's engine was rather down on power and his driving became rather wild in the closing stages as he tried to salvage a place in the final. This, in fact, did not go unnoticed and Bernard was reprimanded afterwards by Peter Browning for his dubious tactics, even finding time for barging with van Rooyen on the slowing-down lap. The earlier incident had dislocated one of Trevor's rear radius-arm pick-up points, so his second place was even more commendable.

The last qualifier for the final started with a magnificent charge by the new (smoother than of late) Pedrick, who out-accelerated Bleekemolen's Crosslé into Paddock. Having been unable to locate a more suitable top gear, Roger drove the race of his career, hurling the car round the circuit in a finely controlled manner until Mike had sorted himself out for a successful attack on lap 4. Thereafter he was able to open up a cushion, with Argetsinger closing on Race-Care 'team-mate' Pedrick towards the end. In fact the American did nose ahead briefly on lap 6 only to be retaken, these three finishing ahead of Morris in the Peter Knutsen-owned Saracen, who took Walker on the final lap.

Before the eagerly anticipated final, a dozen of the renowned Red Arrows aerobatic team were let loose in the fleet of ShellSport Escorts and, oh boy, what a hash they made of the race! Roy Barber showed that he was a cut above the rest as he outdrove Dudley Carvell in the opening couple of laps, before Mike Whitehouse joined in the fun on lap 3. This trio looked vaguely promising as they screeched their way round Paddock for the fourth time, but then—chaos. So excited were they to see Steven Johnston's Sport, which had plummeted into the bank in the dip the previous lap, that Whitehouse, Alan Voyle and Frank Hoare had an almighty T-boning session, resulting in three badly bent cars and a blocked track. At which point the race was abandoned. Next week, folks—the RAF have invited 12 FF aces to put on an air display in the Hawker Siddeley Gnats!

Yves Sarazin was fast but hairy in his works-assisted Royale. Here he leads David McClelland's Crosslé.



As the 21 cars lined up for the final, Serra took pole from Leslie and MacLeod, with Sarazin and Blanchet lurking behind. Poor Mike Duffy, as reserve, failed to get a start after a good showing in the heats, so it was left to Serra to head Leslie and Blanchet away, the Jerseyman again making a superb getaway. Behind, the order settled down to Sarazin, van Rooyen, Devaney, Templeton, Acheson, Pedrick and MacLeod, who struggled to find second gear after the start, but thereafter carved his way through the field with all his old *panache* to a brilliant fifth place.

The pace was extremely quick, but the order remained much the same (but for Devaney dropping back with a sick motor) until lap 15 when, having bumped Blanchet two laps earlier, Sarazin tried an outbraking manoeuvre at Paddock and bent a front corner badly in the ensuing 'wall of death' incident. Serra, meanwhile, cruised home to a seemingly effortless win, chased all the way by the Cumbrian, Leslie. Blanchet brought the impressive new Lola in fourth, a length behind van Rooyen, with Acheson and Templeton following MacLeod home in sixth and seventh places ahead of the best-placed Hawke, that of Dodge Pedrick, who had the 'honour' of being the only Englishman in the top 15!

Formula Ford 1600, heat one (10 laps): 1, Chico Serra (Van Diemen-Scholar RF77), 9m 17.6s, 77.71mph; 2, Mike Blanchet (Lola-Minister T540), 9m 17.8s; 3, Christian Chabot (Crosslé-Rowland 30F), 9m 39s; 4, Ashley Ward (Saracen-Scholar FF7), 9m 44.6s; 5, John Village (Royale-Harris RP24), 9m 49.2s; 6, Tony Barley (Royale-Titan RP21), 9m 53.2s. **Fastest lap:** Serra, 53.2s, 81.45mph.

Formula Ford 1600, heat two (10 laps): 1, Yves Sarazin (Royale-Minister RP24), 9m 4.2s, 79.62mph; 2, James Weaver (Hawke-Scholar DL19), 9m 15s; 3, Kenneth Acheson (Crosslé-Minister 32F), 9m 19.4s; 4, Andy Best (Getem-Minister GBB 77), 9m 20.6s; 5, Jeff Williams (Palliser-Minister WDF2), 9m 20.8s; 6, David McClelland (Crosslé-Minister 30F), 9m 21s. **Fastest lap:** Sarazin, 52.2s, 83.01mph.

Formula Ford 1600, heat three (10 laps): 1, Donald MacLeod (Van Diemen-Scholar RF77), 8m 39s, 83.49mph; 2, David Leslie (Royale-Scholar RP24), 8m 39.2s; 83.49mph; 2, David Leslie (Royale-Scholar RP24), 8m 39.2s; 3, Bernard Devaney (Hawke-Minister DL19), 8m 43.2s; 4, Cameron Binnie (Royale-Minister RP21), 8m 48.4s; 5, Kim Furner (Royale-Scholar RP21), 8m 49.8s; 6, David Sears (Royale-Scholar RP24), 8m 54s. **Fastest lap:** MacLeod, 50s, 85.63mph.

Formula Ford 1600, heat four (10 laps): 1, Trevor van Rooyen (Royale-Minister RP24), 8m 46.2s, 82.34mph; 2, Trevor Templeton (Crosslé-Ford 32F), 8m 47.2s; 3, Gary Gibson (Crosslé-Rowland 32F), 8m 54.4s; 4, Robert Leeuwenburgh (Crosslé-Rowland 30F), 8m 56s; 5, Maarten Henneman (Van Diemen-Rowland RF77), 9m 3.2s; 6, David Dickson (Royale-Scholar RP24), 9m 4s. **Fastest lap:** Templeton, 51s, 84.96mph.

Formula Ford 1600, heat five (10 laps): 1, Colin Lees (Crosslé-Ford 32F), 8m 52.8s, 81.32mph; 2, Rick Morris (Saracen-Scholar FF78), 9m 0.6s; 3, Marc Smith (Royale-Racing Services RP24), 9m 4.2s; 4, Bill Shepherd (Crosslé-Minister 30F), 9m 4.4s; 5, Jim Vermeulen (Crosslé-Rowland 30F), 9m 7s; 6, Bernard Hunter (Royale-Scholar RP21), 9m 9s. **Fastest lap:** Morris, 52s, 83.33mph.

Formula Ford 1600, heat six (10 laps): 1, Michael Bleekemolen (Crosslé-Rowland 30F), 8m 42.8s, 82.88mph; 2, Roger Pedrick (Hawke-Auriga DL15/19), 8m 45.4s; 3, Peter Argetsinger (Crosslé-Auriga 32F), 8m 50.4s; 4, Sean Walker (Tiga-Scholar FF76), 8m 56s; 5, David Griffin (Royale-Scholar RP21), 8m 56.4s; 6, Thomas Byrne (Royale-Rowland RP21), 8m 57.8s. **Fastest lap:** Bleekemolen, 51.2s, 84.63mph.

Formula Ford 1600, semi-final one (15 laps): 1, Serra, 12m 46.8s, 84.76mph; 2, Sarazin, 12m 52s; 3, Blanchet, 12m 52.4s; 4, McClelland, 12m 52.8s; 5, Acheson, 12m 54.4s; 6, Chabot, 13m 9.6s. **Fastest lap:** Serra, 50.4s, 85.97mph.

Formula Ford 1600, semi-final two (15 laps): 1, Leslie, 12m 49.8s, 84.43mph, 2, MacLeod, 12m 50.8s; 3, van Rooyen, 12m 53s; 4, Devaney, 12m 54s; 5, Templeton, 12m 54.2s; 6, Randy Blomquist (Tiga-CES F77), 13m 2.6s. **Fastest lap:** MacLeod, 50.4s, 85.97mph.

Formula Ford 1600, semi-final three (15 laps): 1, Bleekemolen, 13m 1.8s, 83.13mph; 2, Pedrick, 13m 4.2s; 3, Argetsinger, 13m 4.6s; 4, Morris, 13m 13.2s; 5, Walker, 13m 13.4s; 6, Smith, 13m 20.4s. **Fastest lap:** Pedrick and Bleekemolen, 51s, 84.96mph.

Red Arrow ShellSport Escort Race (stopped at 4 laps): 1, Roy Barber, 4m 36s, 62.80mph; 2, Mike Whitehouse, 4m 38.4s; 3, Dudley Carvell, 4m 38.8s; 4, Mel Cornwell, 4m 39s; 5, Alan Voyle, 4m 40s; 6, Frank Hoare, 4m 42.2s. **Fastest lap:** Steve Johnston, 1m 6s, 65.65mph.

BRSCC Formula Ford Festival, final (20 laps): 1, Serra, 16m 58s, 85.13mph; 2, Leslie, 17m 0.6s; 3, van Rooyen 17m 9s; 4, Blanchet, 17m 9.4s; 5, MacLeod, 17m 9.4s; 6, Acheson, 17m 9.6s. **Fastest lap:** Serra, MacLeod and van Rooyen, 50.2s, 86.31mph. Note: These results are provisional pending eligibility checks on the first three cars.

Traffic chaos



D. J. Goldsmith takes his 1½hp 1894 Benz down the inside of a traffic jam at Purley.

The Brighton Run traditionally takes place in the worst weather that November can produce. This year, there was heavy rain until 5am, followed by a brilliant dawn and summer sunshine all day. Such conditions are ideal for pre-1905 cars, but they also attracted more spectators to the Brighton road than ever before. Unfortunately, a great many of them followed the veterans in their modern cars, and I'm afraid I must record that the standard of driving was appalling. The police coped valiantly, but many traffic blocks built up and we were baulked repeatedly.

The Run was also notable for one of the very rare off-days of the 1903 Panhard which I drive, so instead of merely reporting other people's misfortunes, I can give some first-hand information.

However, to begin at the beginning, a large cloud gathered over Hyde Park at 8am as the cars began to be flagged off, composed of the blue smoke of over-oiled petrol engines and the white vapour of the steamers. As we came under starter's orders, we noticed that Dr North's De Dion and P. J. Northwood's International Charette seemed reluctant to leave the Park. In Gloucester Place, G. Larkin's Phoenix Trimo had stopped, Miss Packham's 1903 Miniature Velox was causing anxiety, though it later completed the Run in style, and F. W. Harrison's 1903 De Dion paused briefly.

A splendid sight in Victoria Street was E. Snapper's 1899 Benz, towing a trailer with two extra seats; B. C. Moore had time to stop in Parliament Square and take photographs. We overtook S. I. Richards's 1903 De Dion and R. L. Hubbard's Oldsmobile of the same year on Westminster bridge, but J. Cole's Panhard was stationary. In Kennington Road we overtook G. S. Sander's 1900 New Orleans and Chris Jaques's 1903 Panhard, both going well, but Bob Gregory passed us at great speed in his Darracq "Flying Fifteen". Actually, the Panhard did not seem to have quite its usual performance and we were easily overtaken by the fast 1903 Renaults of Cecil Bendall and J. Dorrington.

In Brixton Road, H. G. Young's single-cylinder Cadillac had stopped and J. G. Kemsley appeared to be very angry indeed with his 1901 Renault. J. Foyle also gave his 1903 Clement some attention and the 1898 Coventry Motette was in bad trouble, with the crew of a tender car assisting. At Streatham, Mrs Jarvis's De Dion paused, a Locomobile Steamer was in trouble, and A. P. Kingsford-Bannell had pulled right off the road to tackle his De Dion.

At West Thornton, we began to catch some of the early starters and C. G. Goldsmith was observed to be going well in his 1902 Baker Electric, with none of the noise that most veterans emit; here, Arnold Pownall got out and got under his De Dion. At Croydon, R. A. Westcott was going better than expected with the incredibly archaic 1896 Wolseley Tricar that Herbert Austin built, while Bernard Garrett was making the slow and stately progress that is typical of the 1896 Lutzmann—both these worthies were to be rewarded by completing the journey before the 4pm deadline, the Wolseley with plenty of time to spare.

A. W. Emson was peering under the bonnet of the 1900 Pieper at Croydon and here we overtook the oldest car, Bud Cohn's 1893 Benz, going nicely. Also from the States was James Leake's Locomobile Steamer, which we could not overtake. In general, the steamers had a good day, this one being the fastest, with a spectacular plume of white steam behind and a curious scream from the blow-lamp.

By Purley, the traffic had become extremely heavy and J. Mingolla from the USA was working on his De Dion; at Coulsdon, S. Y. Smith had trouble with his 1902 Panhard and R. L. Lester pedalled his Humber Olympia Tandem until he could pedal no more, while D. R. Grossmark's Napier had been throwing its solid tyres.

At Redhill, the famous gradient caused much consternation and B. E. Ruckworth's Benz from Germany had to be pushed, but after all it is 82 years old. Then, we had our first breakdown, the Panhard suddenly running on one cylinder. A plug-cleaning operation failed and then an inlet valve was found to be the culprit, for which I had to make a new cotter. All this took barely a quarter of an hour, which speaks well for the accessibility of the early cars. After that, the engine went back on to full song and we were able to rejoin the contest. Shortly afterwards, Peter Hampton appeared to be dismantling the 60hp Mercédès.

At Salfords, K. Elder had to service his 1899 Benz and A. James had to put water in the radiator of his 1900 Daimler. Tom Lightfoot's Mercédès simply flew past at Gatwick, but Mrs Burne's Humberette appeared to have plug trouble. At Crawley, a perplexed crew were investigating R. E. Grant's 1904 Minerva, and near Handcross, T. Love's 1904 two-cylinder Rolls-Royce overtook us. Then, at Hickstead, it happened!

A curious noise, followed by gallons of water cascading into the road, showed all too clearly that the Panhard was in dead trouble. After many non-stop Brighton runs, we were suddenly among those unfortunates who struggle with jagged pieces of hot metal, in the forlorn hope of getting to Brighton before 'closing time'. The water pump, which is driven by friction from the flywheel, had inexplicably smashed, and after investigating the possibility of sweating it with solder over a borrowed primus stove, the decision was taken, as the hands of the clock crept round, that the pump should be by-passed, so various pipes were blocked in unconventional ways.

Eventually, a fiendishly clever arrangement was worked out by my passengers, Dennis Miller-Williams having the brains and Henri Saux the vital brandy cork. After that, we drove 12 miles to Brighton in a cloud of steam, with my wife, Rosemary, pouring water from plastic receptacles found on a rubbish dump, which were hastily refilled at garages and pubs along the way—evaporative cooling is, I believe, the technical term. Suffice it to say that, dribbling water and blowing steam, we struggled wearily on to the Madeira Drive, having finished well before the fatal hour.

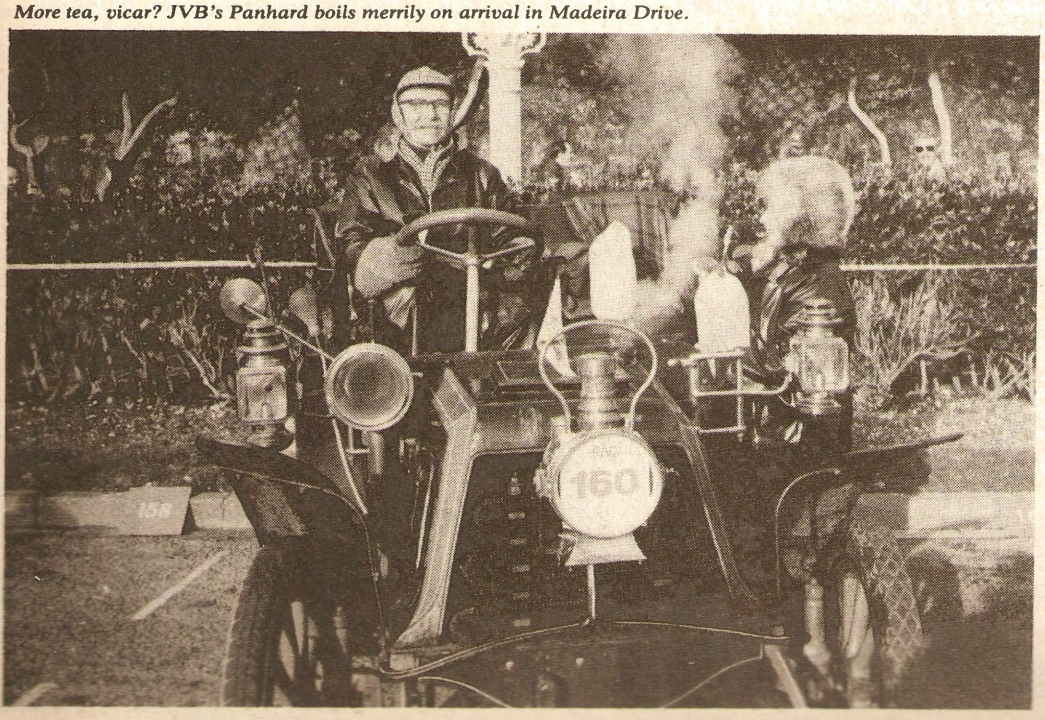
Not so lucky were Alec Hodsdon, with his Locomobile Steamer, and J. R. Guinness, who was gallantly struggling with the eccentricities of the 1899 Clement-Panhard, for they were almost certainly too late in reaching the Pylons, where the times are taken.

The Brighton Run is the most popular motoring event in the world and, since the demise of the Mille Miglia, it is probably the only one with spectators running into millions. This year, an Indian summer brought out the crowds, but perhaps some of the publicity, particularly the *Blue Peter* television programme, was largely responsible, and I must plead guilty to doing some BBC broadcasting, too. The result was near-chaos at times for, instead of parking to watch, the spectators insisted on following in their cars. We have no right to obstruct their legitimate use of the road, and I am sure that we give way immediately to travellers in a hurry. It's the people who drive alongside us, usually trying to take photographs and paying scant attention to their own safety, who cause needless congestion on this happy day. As for the trailers belonging to some entrants, I would ban them absolutely from the Brighton road.

With the Panhard very sick, my usual drive home by oil lamps was denied me. The Brighton and Hove Motor Club came to my rescue, and Secretary Smith conjured up a low-loader, which solved all my transport problems. It is in such situations that you find out who are your real friends, and I am truly grateful.

JOHN BOLSTER

More tea, vicar? JVB's Panhard boils merrily on arrival in Madeira Drive.



by John Bolster



The Ferrari 400 handles impeccably, and the suspension is distinctly firm.

FERRARI 400

Automatic excitement

When Ferrari announced a new car with automatic transmission, many people were astonished. There were those who thought that the Commendatore would be invading Rolls-Royce territory, but I can now state that John Hollings, the Chief Engineer at Crewe, can sleep soundly in his bed o'nights for the 400 is still a rip-roaring Ferrari. It's necessary to offer automatic transmission if you want to sell cars to the *richissimes* nowadays, for many of them have never driven a car with a manual box. In any case as we are about to see automatic transmission in Formula 1 we had better get used to automatic Ferraris.

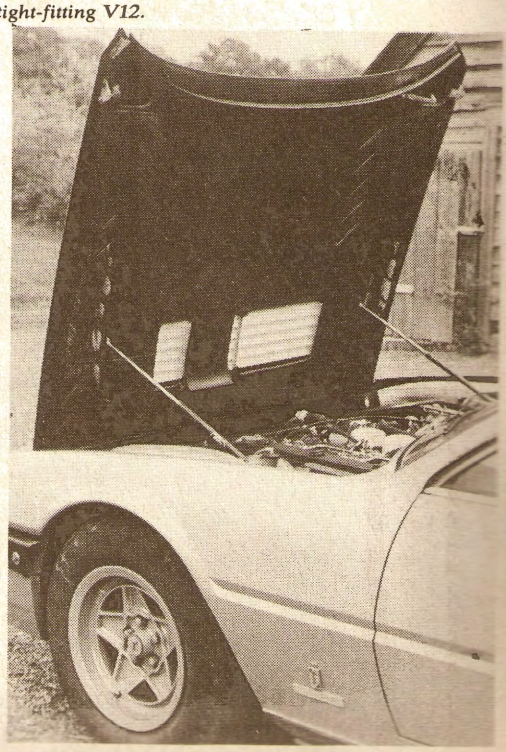
It is no secret that automatic transmission has formerly been more suitable for engines that do their best work in the 4000rpm band, and the 4.9-litre Ferrari unit, with four camshafts and 12 carburetter chokes, peaks at 6500rpm. It was extremely difficult to match the engine with the fluid torque converter and the epicyclic box, so an enormous amount of development work has been necessary. Indeed, this test was put off for a few days so that I could have a car with the very latest transmission settings. I'm delighted to say that complete success has now been achieved and the transmission behaves beautifully.

The 400 is a big, luxurious car of considerable weight and though it has two doors, the rear seats are as comfortable as those in front. In other respects, however, it's a traditional Ferrari, with a multi-tubular frame and wishbone-type suspension all round, obviously derived

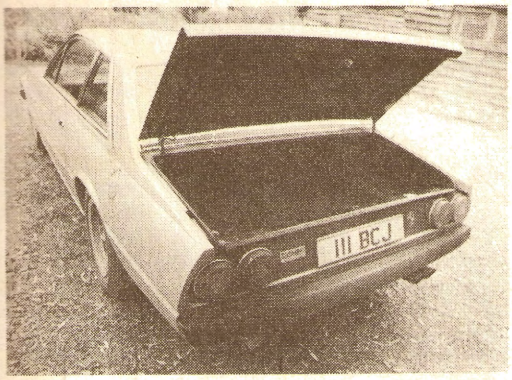
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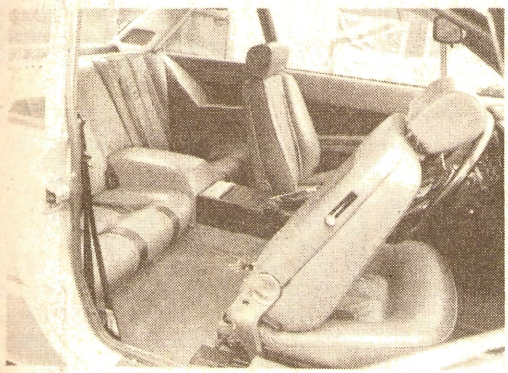
Left: The conservatively designed body belies the 400's performance. Right: The bonnet opens forwards to reveal the tight-fitting V12.

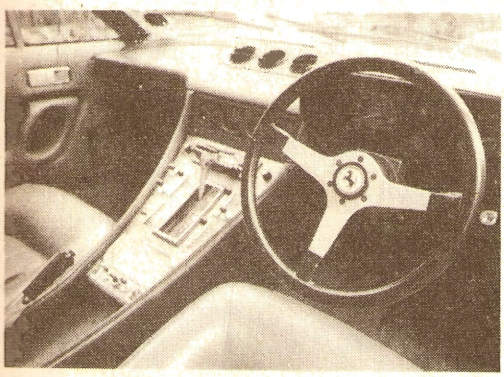


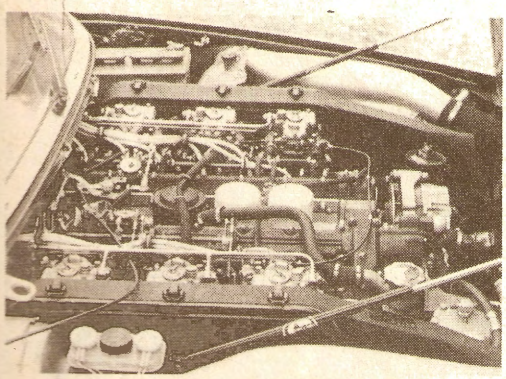












Top to bottom: Pop-up headlights and an unmistakably Ferrari front end. A Ferrari with a boot! Rear seat access is good, and the seats as comfortable as those in front. Elegant cockpit treatment. The 4.8 litre V12 produces 340bhp via its six twin-choke Webers.

Automatic excitement

continued

from racing. The big, light-alloy V12 engine follows the competition units in almost every detail, too, but Pininfarina has clothed this exciting chassis with a dignified body of conservative lines.

Let the shape of the coachwork fool nobody! In spite of its weight and its air conditioning, it's remarkably like the famous Berlinetta Boxer to drive, and it sounds like it, too. A no-compromise solution has been chosen for the suspension, which is distinctly firm and has virtually no compliance. There's quite a lot of noise from the big tyres and a good deal of thumping on bumpy roads, but to use the soft rubber bushes of commerce would spoil the accuracy of the steering, which would be unthinkable for a car carrying the prancing horse badge. However, these effects cease to be noticed at the high speeds which seem most natural to this machine, and Pininfarina has eliminated all wind noise.

Though the steering has power assistance, you would hardly know it, except at parking speeds where one values its help. The overall dimensions, coupled with a large turning circle on full lock, may make a few extra reverses necessary during tricky manoeuvres, but the power assistance does nearly all the work, becoming inconspicuous thereafter as the speed rises. The car is absolutely effortless when cruising in the 110 to 130mph band, having excellent stability in side winds and taking quite sharp swerves without reducing speed. The handling is then impeccable and completely neutral, with very little roll. The substantial weight may be remembered during very hard braking or on the most acute corners, but in general this big car can be handled like a much lighter machine.

The 400 accelerates strongly up to 135mph, after which the wind resistance begins to be felt. The ultimate maximum is rev-limited to 149mph as the rev-counter enters the red, but it takes quite a long straight to achieve such speeds. In any case, I don't think many prospective purchasers will drive as fast as this and I would say that the car is geared exactly right. At the risk of spoiling a beautiful friendship, I would ask the Commendatore to do something about his speedometers. I was reaching an indicated 150mph in the most unlikely places, but my two trusty stopwatches suggested an optimism amounting to a full ten per cent. Surely no car has less need of such subterfuges.

The manual lever can be used to over-ride the automatic gear selection, the maxima of 61mph in first and 101mph in second being very useful indeed. However, if the box is left to its own devices, it always gives good results, and though the changes are not as imperceptible as those of a Rolls-Royce, the rather more determined action is quite in keeping with a machine of this calibre. A manual 5-speed box is also offered, but the automatic is so effective that the demand is likely to be small.

The ventilated disc brakes cope admirably with their considerable task. No warning smell pervades the car after repeated high-speed applications and the power of the servo is calculated to a nicety. The brakes of the test car emitted an excruciating scream on occasion, which I must report, but I have ridden in another 400 which was not so afflicted, so 'my' car may not have been typical.

The four headlights pop up when switched on and give a splendid light, while the low-mounted spot-lamps provide additional illumination, as well as penetrating fog or the early morning mists of autumn. The refrigerated air conditioning is independent of the heater ducts and can furnish cool breathing air while one is gently warming one's toes.

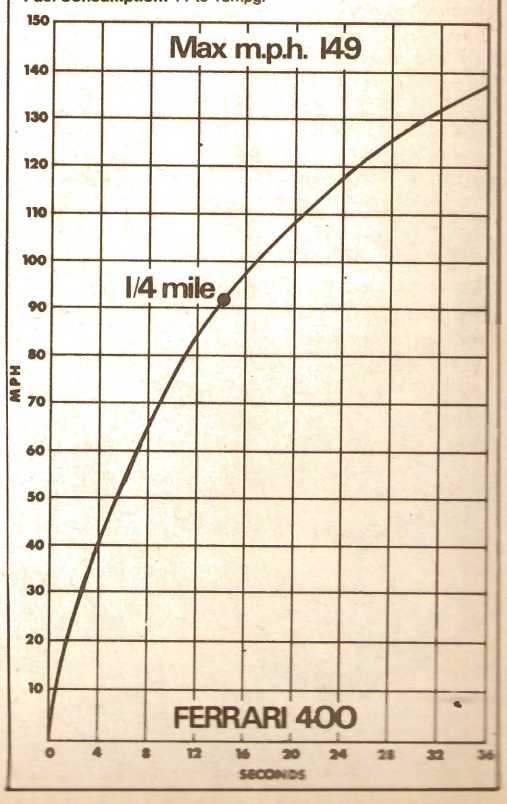
Sensibly, the bonnet has been so shaped that the position of its edges can be easily judged, which is highly desirable for traffic driving. The driver has a good view all round and the external door mirror is electrically adjusted. The seat is comfortable and gives good lateral location for those of us who are reasonably slim, but perhaps a broader fitting is available for well-nourished millionaires.

With the new 400, the Ferrari engineers have gone back to a market which they tackled once before with the Super-America. Except for its excellent automatic transmission and its dignified appearance, this is a high-performance car in the Italian manner, with a deep bellow from its four huge exhaust pipes and no attempt to emulate the transatlantic boulevard ride. Though the engine is remarkably flexible and the plugs stay clean during city driving, that's not really the Ferrari's scene. This is an utterly effortless car for the open road, and the longer the journey the better, provided you don't mind refilling that 26-gallon petrol tank from time to time, for those 340 horses must be fed. ■

Facing page: The Ferrari 400 is a big luxury car in which the automatic transmission concept blends spectacularly with true performance. It is a car in the Super-America mould—and costs £23,000.

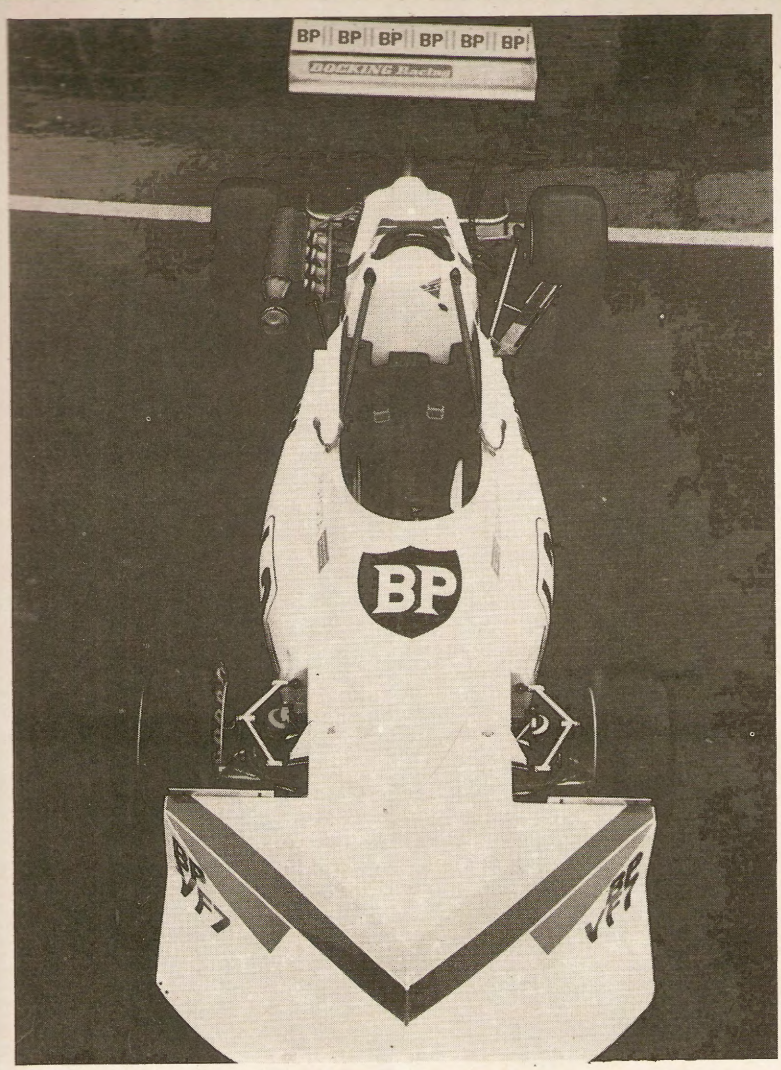
Specification and performance data

Car Tested: Ferrari 400 2-door saloon, price £22,999.
Engine: Water-cooled 60 deg V12, 81 x 78mm (4823cc). Compression ratio 8.8 to 1. 340bhp at 6500rpm. 4 chain-driven overhead camshafts. 6 twin-choke horizontal Weber carburetters.
Transmission: Hydraulic torque converter, stall ratio 2.2 to 1. 3-speed GM automatic transmission, ratio 1.0, 1.48, and 2.48 to 1. ZF hypoid final drive with limited-slip differential, ratio 3.25 to 1, driveshafts to rear hubs.
Chassis: Tubular steel frame, reinforced by Pininfarina steel body. Four-wheel independent suspension by wishbones and coil springs, with anti-roll bars front and rear and oleopneumatic self-levelling. ZF power-assisted steering gear. Ventilated disc brakes all round, with dual circuits and Bonaldi servo. Bolt-on light alloy wheels, fitted 215/70 VR 15 tyres.
Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Oil-pressure, oil-temperature, water-temperature, and fuel gauges. Ammeter, clock. Heating, demisting, and ventilation system with heated rear window and electrically-operated door windows. Refrigerated air-conditioning. Windscreen wipers and washers with intermittent setting. Flashing direction indicators with hazard warning. Reversing lights. Spot lights. Radio.
Dimensions: Wheelbase 8ft 10.3in. Track 4ft 9.9in/4ft 11in. Overall length 15ft 9in. Width 5ft 10¼in. Weight 36¼cwt.
Performance: Maximum speed 149mph. Standing quarter-mile 14.9s. Acceleration: 0-30mph 3.0s, 0-50mph 5.0s, 0-60mph 6.9s, 0-80mph 11.1s, 0-100mph 17.5s.
Fuel Consumption: 11 to 13mpg.

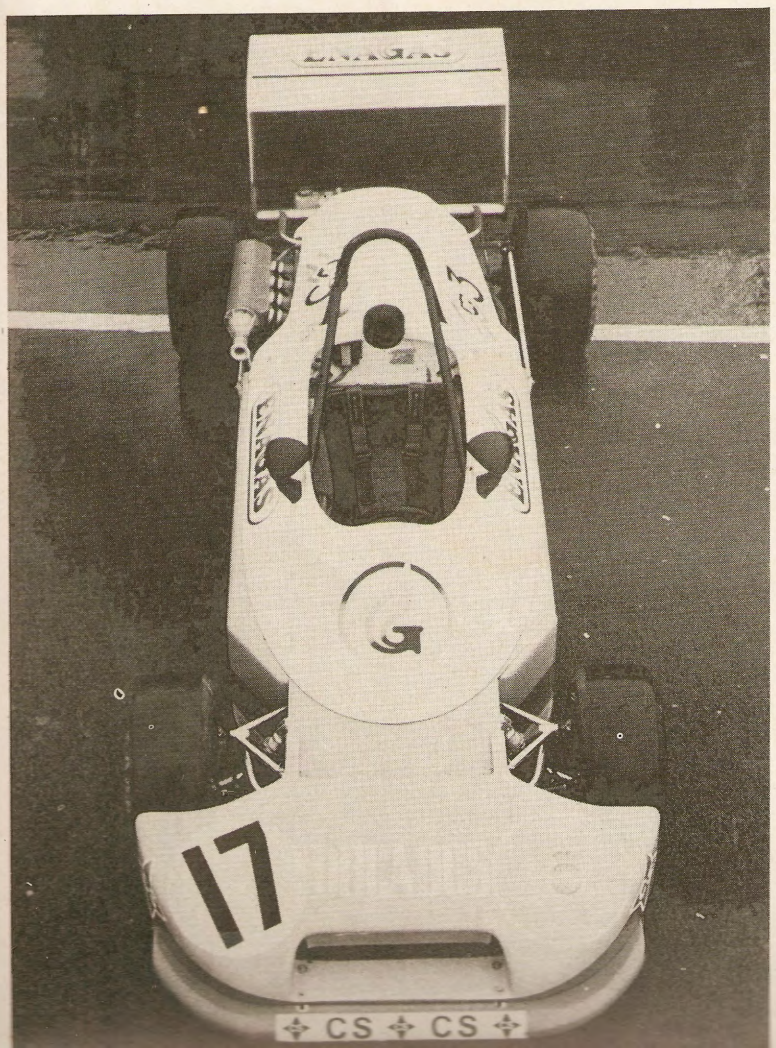


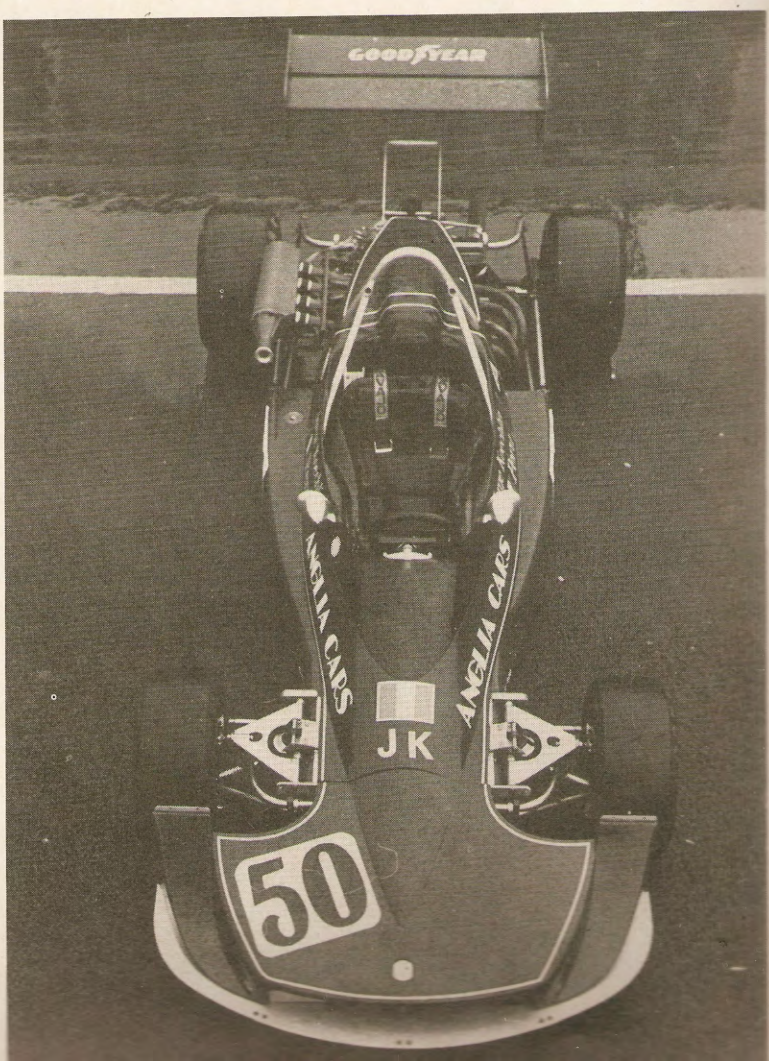

HOTEL ENTRANCE


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50

Threesome quartet

Although the category is dominated by one type of engine, Formula 3 race victories are scored by several different chassis, and in this respect it is one of the most competitive of motor racing classes. In the first of a series, former Grand Prix driver JOHN MILES tests four of the current F3 cars.



John Miles began motor racing in the early sixties, achieving considerable success with a Diva and a Willment Lotus Elan. He was invited to join Team Lotus in 1967, when he raced the works Europa and type 41 Formula 3 car. The following year, with the developed 41X, John had an outstanding season, and in 1969 began to drive for the Lotus Formula 1 team, for whom he raced 49, and 72 models as well as the four-wheel-drive 63. He left the Lotus team at the end of 1970, and after a brief spell with BRM then concentrated on sports cars, winning the British national title in 1971 at the wheel of the DART Chevron.

This is the first of a series of track tests which, we are delighted to report, John will be carrying out regularly for AUTOSPORT.

It was with some trepidation that I approached my first taste of single-seater racing cars for seven years at Donington Park, where I was to drive not just one, but four different makes of Formula 3 car: the March 773, Chevron B38, Ralt RT1, and Argo JM1. It had been raining hard all the way up the M1 motorway, giving me plenty of time to contemplate looking after some very valuable machinery in the wet. . . .

Unlike the formulae of a decade ago, in which several engine tuners were used with equal success, the 2-litre four-valve Toyota unit tuned by the Pederzani brothers—Novamotor—reigns supreme at the moment. These engines are quoted as giving between 155 and 160bhp at around 5800rpm, and certainly there is little point in trying to rev them over 6000rpm as the power available drops off very sharply above this point, due obviously to the effect of the formula's 24mm air restrictor on breathing. Novamotor use Kugelfischer low-pressure injection equipment, feeding through their own trumpet and slide throttle assembly.

The useful power band I found to be around 2000rpm, although the engines would pull from much lower down quite smoothly; this is an asset in the wet, when a smooth build-up of power makes the car easier to tame. Talking to all concerned in this test, it became clear that the Toyota/Novamotor engines have been very reliable in service, running up to ten meetings between rebuilds. However, one sometimes wonders about the reasoning behind regulations that necessitate tuning an engine very highly, and then choking it to death! The fuel injection system alone must account for 20 per cent of the £3600 price tag, while not being allowed to contribute very much to the performance. It seems to be yet another example of the people who frame the rules placing cost low down on the list of priorities.

The specification of the current Formula 3 car makes the designer (within limits of weight, wing dimension and position, body width, wheel rim width and minimum wheelbase and track) to produce a car that he feels is the optimum combination, without pricing himself out of the market. Although the four cars looked basically the same, there were many significant differences. The position of the driver in relation to the front and rear wheels varies slightly on each car, for example. The March has a side radiator, which obviously moves some weight onto the rear and also dispenses with the need for 20ft of tube carrying water to, and from, the front of the car. These points affect static weight distribution considerably. Much more important, however, is efficient wing and trim tab design that provides the necessary amount of downforce over the greatest range of speeds, while sacrificing the minimum amount of forward speed. Even after some years of constant development, different designs are used, which suggests that the old saying 'the more you know, the less you know' applies. Suspension design and springing also mirror individual thinking, but in F3 has produced a range of cars that are all capable of winning, on the day.

All the cars were shod with the mandatory Goodyear G54 dry or G45 wet tyres—at around £250 per set! There are no available intermediates (a case for carrying a grooving tool perhaps?) I was assured that, due to the

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Facing page: The four cars chosen for John Miles's first AUTOSPORT *track test were (left to right) Stephen South's Team BP March 773, Ian Grob's KVG Racing/Sphere Drake Chevron B38, Luis Canomanuel's Equipo Nacionale Español/Enagas Ralt RT1 and Jorge Koechlin's Argo JM1. All are powered by Toyota/Novamotor engines. This page: The four cars in Miles's hands at Donington's Park chicane.*

Threesome quartet

continued

relatively narrow rim widths used, slicks are considered the wear until the track is really wet.

Any apprehension that I felt about driving these cars for the first time in damp conditions soon vanished. Alan Docking who (with Matt Spitzley) runs Stephen South's March 773 and Ian Grob's Chevron B38, soon fitted me into each car, nothing being too much trouble.

The first car I drove was the side-radiatored March 773 which finished joint second in the 1977 BP Championship and won the Vandervell Products title for Stephen South. It required little alteration for me to drive, as South is a fairly tall chap. I did raise the steering to prevent my hands banging my legs when I was on lock, and anybody with larger than size nine shoes might find the foot area of the monocoque a bit cramped.

Leaving the pits seated in a real racing car again brought back many memories. It took a few laps to get used to how well today's F3 car holds the road and handles, these being two very distinct qualities, even on dry tyres in the then prevailing damp conditions.

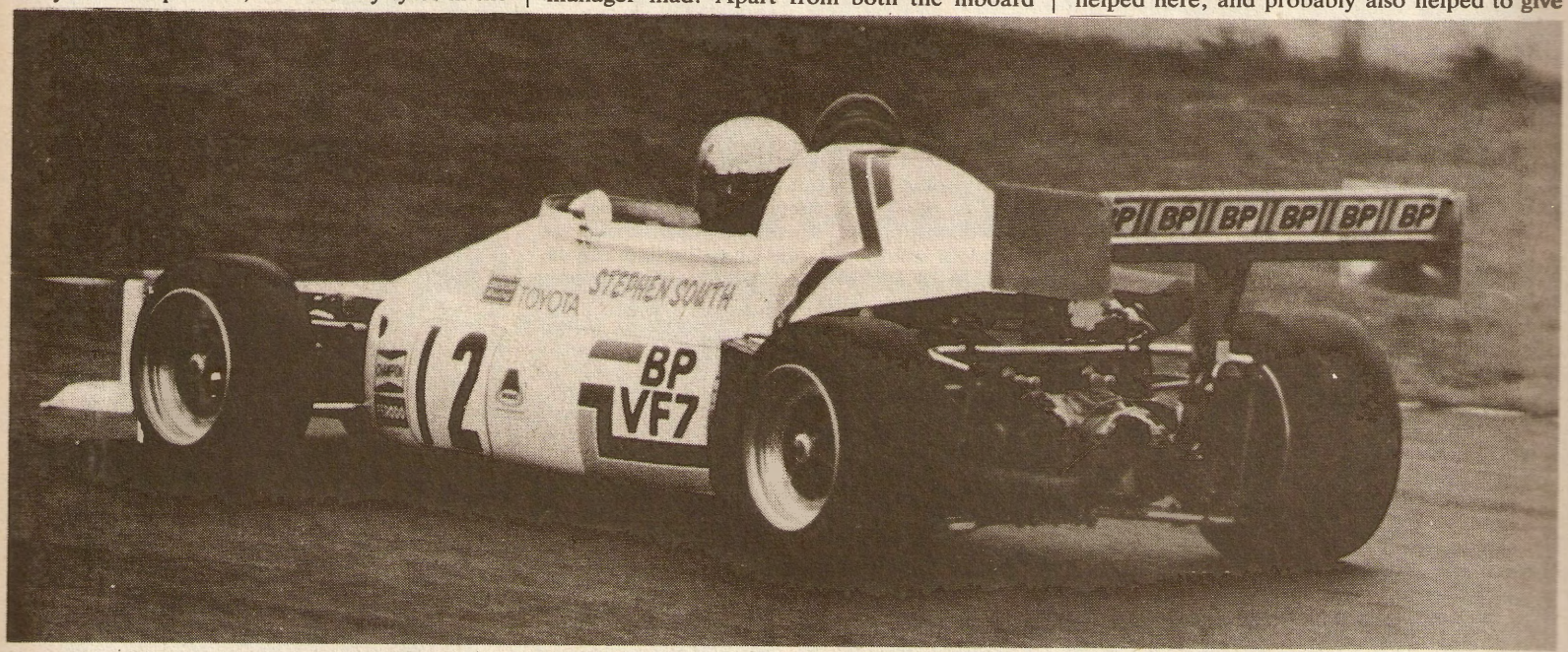
The March had been set up for the wet, with the roll bars slackened right off and maximum wing applied both front and rear. This basic setting is used on all F3 cars in the wet, the increased roll and downforce giving the cars more feel and grip.

After about five laps it became clear that this was a car which responded to being driven very neatly, as most quick cars do. However, initial neutral characteristics entering a corner changed to oversteer when the car was pushed harder, even on a trailing throttle. A later change to wet-weather tyres, as it was soon raining quite hard, transformed the car, removing its nervousness and oversteering tendencies, and making the whole procedure much more enjoyable. I found it hard to adjust to the way all the cars stopped in the wet, even on dry tyres. Braking from 125mph down to 40 or so for the chicane in 100yds took a little getting used to, and has obviously got a lot to do with the very effective wings currently used.

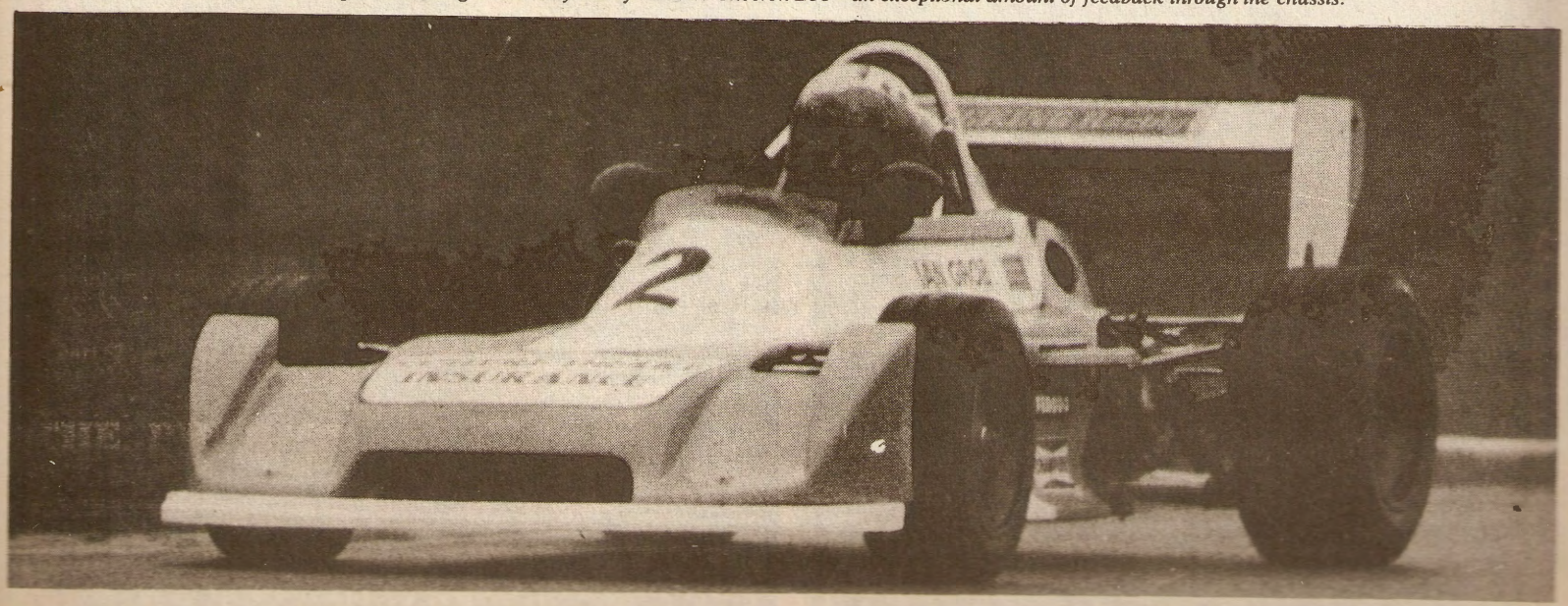
When comparing four proven competitive cars it is difficult to make much critical comment, as setting up a racing car is a matter of driver preference. But in the time available I found the March an obviously well-sorted race winner of a simple design that has remained competitive over the years by virtue of detail work rather than a major rethink.

The B38 Chevron is the latest of Derek Bennett's formula cars, and can claim to have more things to adjust than any of the other cars—to please the driver, or drive the team manager mad! Apart from both the inboard radius arm mountings being adjustable, toe-in adjustments on the rear are easily made as the bottom wishbone comprises two adjustable parallel links. The front body section has an adjustable splitter, this being the front edge of the body where the air either decides to go over or under the car. Moving the splitter forward moves the centre of pressure on the whole car forward, reducing any understeer. Down pressure on the car can then be increased as on the other cars by altering the trim tabs provided. Unlike the March, both the Chevron and Ralt had large sideplates on the rear wing extending down to wheel centre level. The Chevron is unique in that it is designed, built and test driven by Bennett, who therefore does not have the problem of trying to unravel the often vague and conflicting evidence given to the designer by racing drivers!

Settling into Ian Grob's car, my immediate impression was of a less cramped driving compartment than the March, particularly around the feet, and a slightly more reclined driving position. Once on the circuit, the heavier steering and (I suspect) softer springing gave the car a lot of feel. It could be driven hard into a corner as it has quite a lot of initial understeer which could then be balanced out with the throttle without the car ploughing on. There are several points on the Donington circuit where a car goes light, either going into, or halfway through, a corner, and at these points I found the Chevron particularly good. I am sure that the softness of the springing helped here, and probably also helped to give



Above: March 773—a car which responds to being driven very neatly. Below: Chevron B38—an exceptional amount of feedback through the chassis.



the driver an exceptional amount of feedback through the chassis. Although first-time impressions are often misleading, I found the car gave me instant confidence, although my lap times varied little compared with the other cars.

It is worth noting at this point that the type of damper used can have a great deal to do with the 'feel' of a car, although not necessarily its actual performance around the circuit, and once used to a certain setup one can produce the same lap times. The March and Argo had Koni dampers, and the Ralt and Chevron Bilsteins.

After lunch, Roger Heavens, who runs two Ralt cars for the Equipo Nacionale Espanol, kindly lent me the car normally driven by Luis Canomanuel. Designed by Ron Tauranac, the Ralt is again a proven winner. As with the former two cars, everything fell easily to hand and I was able to go straight into exploring its limits. As set up, it felt sprung much as the March but could be driven quicker into corners due to a little more initial understeer. It could be balanced very nicely on the throttle, and when breakaway came it was surprisingly gentle. I felt it significant that the two cars that appeared to have the most grip at the rear, coupled with progressive breakaway, both used large sideplate wings and Bilstein dampers. Maybe it was just a coincidence; as I have said before, first impressions are not always right. Having by this time done about 40 laps, I began to feel confident enough to try braking later for the chicane, and at just under 100yds I called it a day still without having managed to lock a front wheel.

The current much-hated fashion at British meetings of 20mins for practice sessions has led to the need to be able to change both settings and wheels quickly, so all the cars have centrelock wheels, easily adjustable wings and trim tabs, and so on. A nice feature of the Ralt was the facility to change the angle of the front spring damper unit in order to alter its rate, rather than just coming off a couple of clicks on the dampers only.

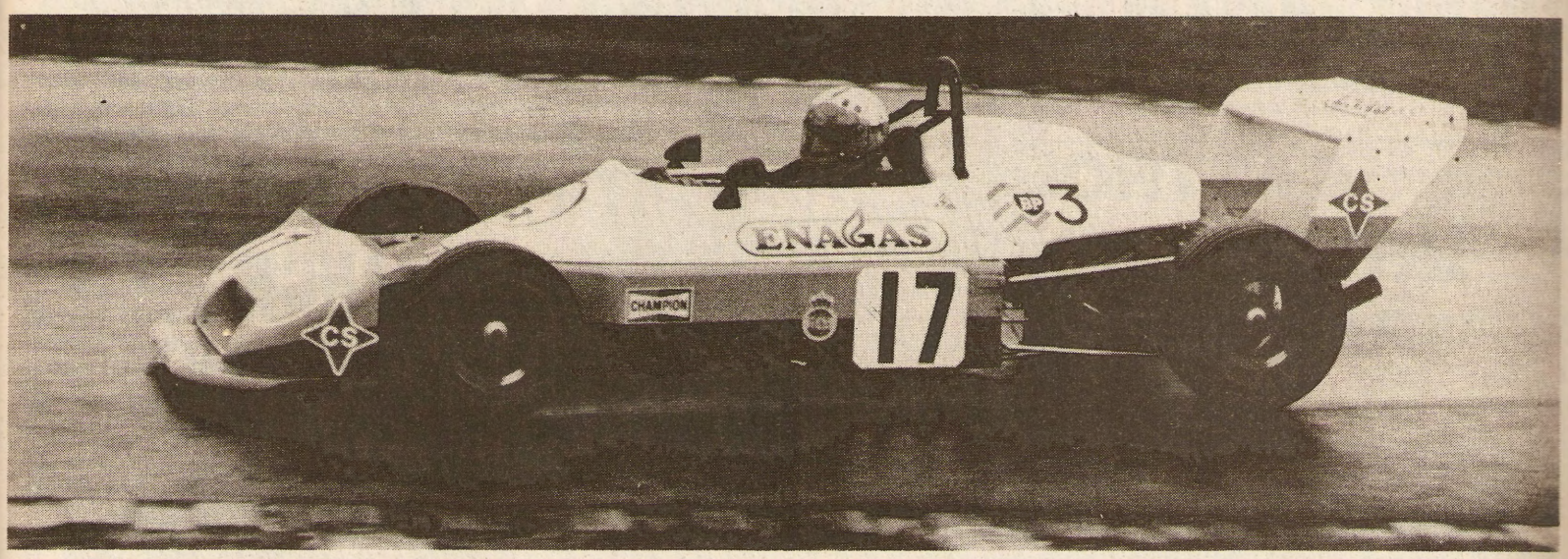
I began to wonder if my fourth charge would give me a little more to say about it. The Argo JM1 did its best not to disappoint, but I have to report that it was another very good car. When Modus collapsed, their designer Jo Marquart started Anglia Cars and produced the Argo, a distinctive and strong-looking car with its very sloping front body section and monocoque waisted around the front suspension. Instead of the usual Mk5 or Mk9 Hewland gearbox, as used in the other three cars (and also ten years ago in the 1000cc Formula 3), Marquart uses the FT200, which although heavier is designed to accept over 200bhp so should last for ever in this application.

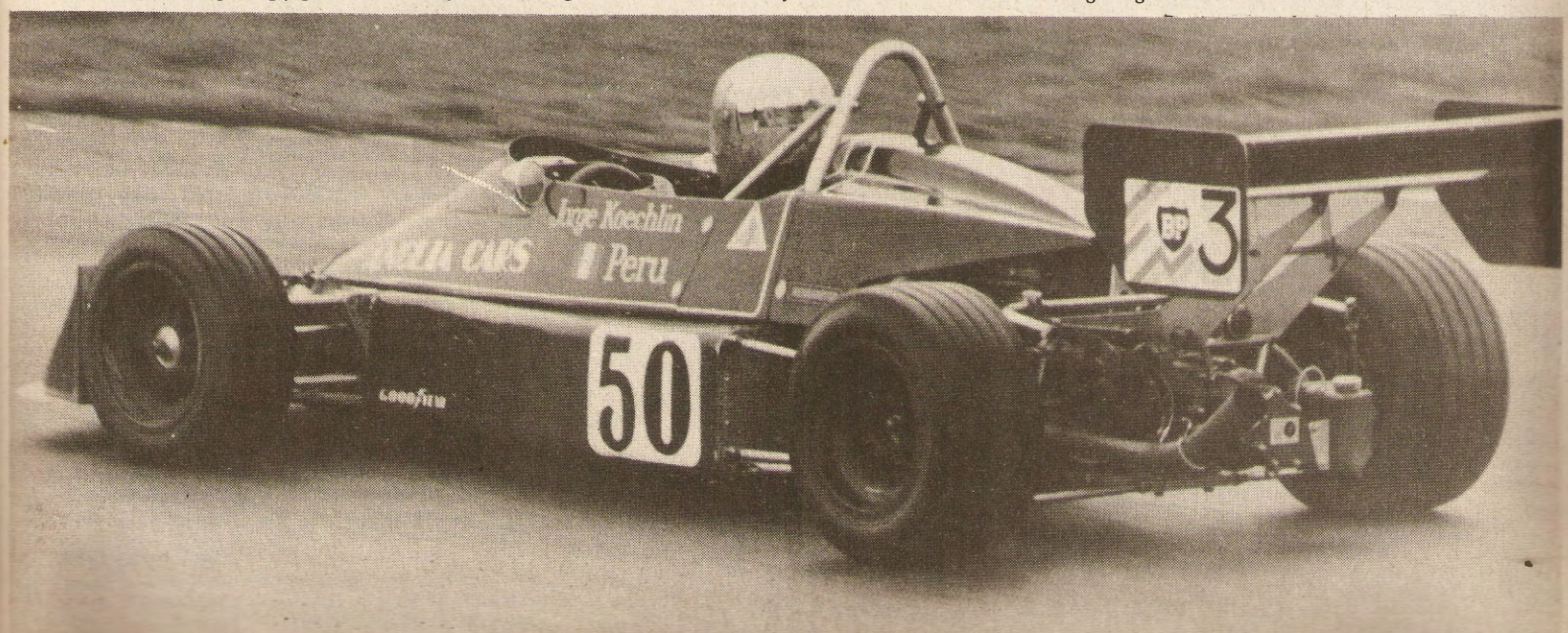
Having threaded my feet under the rack and settled in, I had the impression of being nearer the front wheels than in any of the other cars. This was probably an illusion due to the way the front body sloped away. Although supposed to have been recently rebuilt, the by now familiar Toyota/Novamotor felt rather rough and slow. In fact, subsequent calculations have shown a 4mph deficiency down the straight for the car. The roughness did not agree with the rubber-mounted dashboard, which danced all over the place at around 4000rpm. Setting this (and a rather worn gear linkage which allowed the gearlever to bang my hand on lock) aside, it did not take long to find that the car had a definite character, which required a few more laps than the other cars to get used to. Although basically neutral to understeer to start with, under a trailing throttle entering a corner, under power the rear end broke away in a rather remote fashion reminiscent of the original Lotus 72, which ran a lot of anti-squat.

As the circuit conditions were now improving, we decided to revert to the dry and therefore stiffer settings, but retain the wet tyres. Matters improved considerably and, also with some aerodynamic adjustments, the car began to behave in a much more civilised manner. Not feeling that the engine was in the best of health, I thought it better to put the car away at this stage. The Argo has shown itself to be as competitive as anything else in David Kennedy's hands, but I felt it would take me a little longer to get to know it fully.

It was unfortunate that the weather was not dry, because it is usually then that any shortcomings in racing cars become apparent, when much more load is being fed into the chassis.

When I had stopped driving, the sun came out and quickly started drying the track. I think that is known as 'Murphy's Law'. The overall impression I had retained at the end of a tremendously enjoyable day, though, was of four cars that had been honed to near-perfection by a season's testing and racing. ■





Above: Ralt RT1—surprisingly gentle breakaway. Below: Argo JM1—a car with a definite character which takes some getting used to.



Gordon Rogers tries a 'wall of death' act on his way to victory on Saturday.

Large Gordon's . . .

Against international competition on Saturday and the cream of British Rallycross on Sunday, Mini driver Gordon Rogers dominated the Thames Estuary AC's rallycross weekend at Lydden. A bold manoeuvre in the final of Castrol International on Saturday gave him a narrow victory over Per Eklund (Saab) and a confident drive in Sunday's slushy conditions resulted in victory in the final round of the RAC Rallycross Championship. The championship went to Trevor Hopkins, whose advantage before the weekend allowed him sufficient breathing space to compensate for a disastrous Sunday's racing.



It was a cold and wet morning which greeted the competitors on Saturday for the International part of the meeting. For some, notably the Escorts and Porsches, the conditions were going to be particularly tricky but if, like Gordon Rogers, you were running a front-wheel-drive machine, then the dull grey skies and the seemingly endless showers of rain were indeed a welcome sight. Rogers it was who completely outclassed the opposition which, despite not being to full European Championship standard, was still a very impressive gathering of men and machines.

Heading the foreign contingent was the Bose Hi-Fi team from Holland comprising the Porsches of Cees Teurlings and Dick Riefel and the VW Golfs of Niek Merks (the enthusiastic team patron) and Wil Teurlings. Of these the rear-engined cars would be at a distinct disadvantage in the conditions and the Golfs were still very much an unknown quantity on their British debut. Martin Schanche brought over his Valvoline Escort from Norway while the Eumig Film team of Joop and Ed van Schie were in attendance with their Escorts. Cees Bos couldn't ready his Peugeot 504 V6 in time but entered his Opel Ascona instead, while the rest of the overseas visitors piloted Saabs. Leading these was the Polar-sponsored 96 of the legendary Per Eklund who was generally expected to go well and he was backed up by the Aseda-Hus-backed 99 of Kent Sjostrond and another Swede, Goran Johansson in a similar car. Sadly, Piet Reynders with his VW Beetle-turbo didn't arrive.

Fastest in practice was John Taylor, returning to the rallycross scene with his familiar 2-litre Escort, backed as usual by Haynes of Maidstone. His time of 3m 15s reflected greatly on the firmer conditions in the morning as good times would be between ten and 25secs slower come the timed runs. Second quickest was Keith Ripp in his Rippspeed International Mini of 1380cc capacity although Keith was not eligible for awards as his was a special lightweight machine, not allowed under European regulations. The only other beautifully turned out 1300cc Mini Clubman.

The early pace in the official runs was set by Viv Potter in her Wessex Racing/Team Castrol Clubman, her 3:48.4 being set on the first run of the afternoon when she beat Roger Dowson's smart Downie Racing TR7 and Ian Warren's traction-troubled Escort with ease. Her closest challenger to start with was Bruce Rushton's Escort who recorded a neat 3:48.6 on his first run. Will Gollop had his Saab 99 really wound up to record a fine 3:46.9 which was to bode well for the finals. He beat a surprisingly off-form John Button whose smart Colorado Beetles really are a credit to Autoconti-preparation. Both Pete Lewis's hairy MGB GT V8 and Spedeworth promotor John Clark had lurid spins, the latter's Weaton Commercial Vehicles Porsche being delayed several times throughout the day, John no doubt wishing for dry weather to show his prowess.

The Bose team were having a troubled afternoon with Merks retiring on his first run and Wil Teurlings in the second Golf being excluded on the second outing for going the wrong side of Mabb's Bank. The Porsches, though, fared slightly better, Cees recording an excellent 3:36.1 on his first attempt which was good enough for a 'top 16 run-off' placing, while Dick was down in the 40secs bracket and unable to improve in the treacherous conditions.

Ripp's ultra-light Mini recorded 3:23.3 on its only run of the day, this proving unbeatable despite his ineligibility, so fastest after the first runs was reigning BTRDA/Castrol champion Trevor Reeves in the Dove Group 1500cc Mini. Most of the Escorts were way off the pace all day—even the redoubtable Ron Douglas could only manage 3:39.3; John Welch's best was 3:39.9 while poor John Taylor had mechanical problems on one run and a puncture on the other thus ending his chances of a good placing.

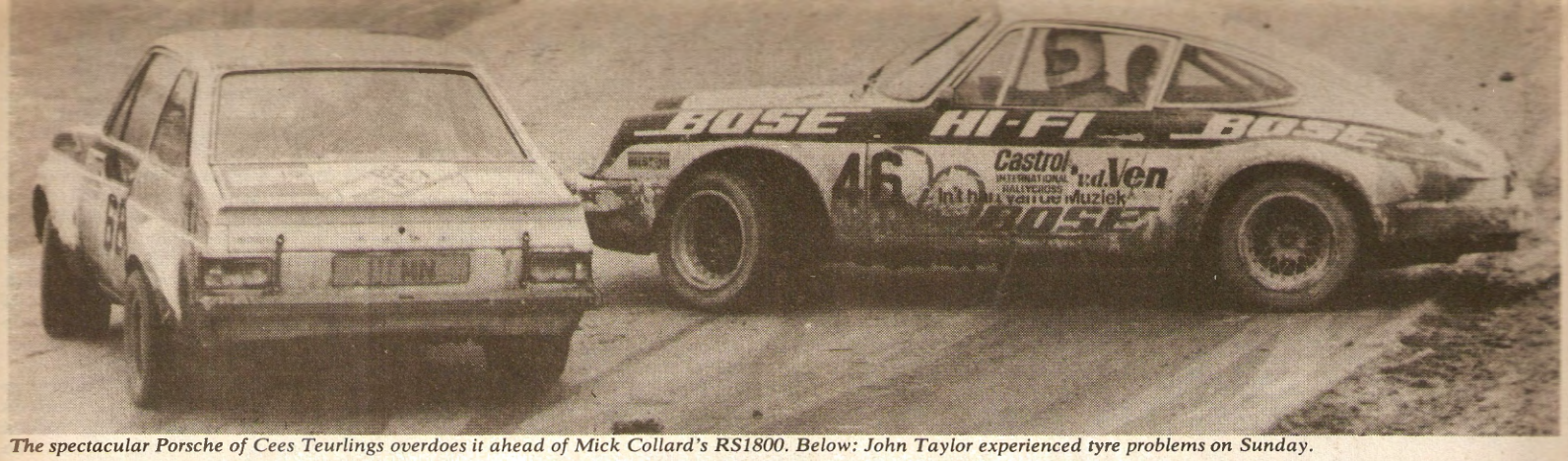
David Potter (erroneously described by the commentator as "wife of Viv"!) was on great form all day and his heat provided fireworks as it contained Derek Scarrow, Johansson and the brilliant Tony Drummond. The Yorkshireman's style was a revelation as he flung the Esso car round with gay abandon, thoroughly enjoying himself despite the handicap of BDA-power. Potter was second overall (the first legal car) after the first run, just ahead of Reeves and Rogers. Gordon was up against Cees Teurlings, Eklund and Taylor in his heat and, after being outdragged by the Porsche at the start, drove the little green Mini heroically to vanquish the foreigners, Taylor retiring with mechanical failure before his challenge could materialise.

After two timed runs each the 50 drivers were whittled down to 16 for the championship knock-out runs. Rogers appeared first, his group containing Trevor Hopkins in the Castrol Escort, Teurlings's Porsche and Douglas in another Castrol Escort. Gordon drove beautifully once again, maximising his traction advantage to beat Douglas and the overpowered Porsche while Hopkins retired.

Tom Airey headed the second quarter final with his rapid blown Mini, the New Cheriton man scoring a

Per Eklund broadsides the potent Saab-turbo (above) while one of the Lois Escorts assists George Warren on his precarious way (below).





The spectacular Porsche of Cees Teurlings overdoes it ahead of Mick Collard's RS1800. Below: John Taylor experienced tyre problems on Sunday.

Large Gordon's . . .

continued

popular win, narrowly defeating Gollop's impressive Saab leaving Barry Lee and Wil Teurlings to dispute the minor placings—the hot rod ace getting the verdict after the Bose-Golf went over Mabbs Bank.

Dave Potter had Eklund, Mick Collard and Bruce Rushton to contend with in his important run but the wily Swede, who was relearning the circuit and the Saab-turbo drove spectacularly to hold him off. Collard finished third from the Mk1 Escort of Rushton.

The fourth and final quarter-final was a John Welch benefit as he disposed of Johansson's Saab, Colin Richards's colourful Car Colours Chevette and Reeves who spun his Mini out on the second lap, to earn a place in the final with the three other winners.

The run-off to decide places 9-12 was taken by Collard who was chased hard by Lee in the Hot-Rod showdown although Richards split them by the end. Teurlings was relegated to 12th to round off a miserable day for the well-promoted Dutch team. The fifth-eighth position decider was the domain of Potter who inflicted defeat in the closing lap on Douglas with Gollop in close attendance after Johansson bent his Saab in the bank at the startline but managed to finish none the less.

And so to the final. Rogers, Airey, Eklund and Welch lined up and as the flag fell the black Saab and the green Mini moved as one with the Escort struggling for grip while Airey seemed to knock off the ignition switch on the line and was badly delayed. A brave manoeuvre saw Rogers inherit the lead he was never to lose and, despite the close attentions of the quick Saab, the title fell to the Mini-man who, it can be fairly said, totally dominated the day's sport. In accomplished style Rogers reeled off the laps for a very popular victory over Eklund, in turn well clear of Airey whose amazing progress saw him overhaul Welch on the final tour.

All in all it was an entertaining day's rallycross, witnessed throughout the country on BBC's *Grandstand* programme and marred only by the inclement weather and the behaviour of a few mindless spectators whose attitude, regrettably, left one with a distinctly unfavourable impression and spoiled the day for the true enthusiast.

MARCUS PYE

Castrol International Rallycross, Lydden Circuit: 1, Gordon Rogers (1.3 Austin Clubman); 2, Per Eklund (2.0 Saab 96); 3, Tom Airey (1.1 Mini); 4, John Welch (2.0 Ford Escort); 5, David Potter (1.5 Mini Clubman); 6, Ron Douglas (2.0 Ford Escort); 7, Will Gollop (2.0 Saab 99); 8, Goran Johansson (2.0 Saab 99); 9, Mick Collard (1.8 Ford Escort); 10, Colin Richards (2.3 Vauxhall Chevette); 11, Barry Lee (2.0 Ford Escort); 12, Cees Teurlings (3.0 Porsche Carrera).

Peter Vaughan airborne at Mabb's Bank.





. . . and a tonic

After the rains of Saturday, the skies had just about cleared in time for the final round of the RAC Rallycross Championship on Sunday. Trevor Hopkins, with his 2-litre Team Castrol Escort MkII had all but clinched the series prior to the final round, the only other possible winner being John Welch with his Lois Jeans-supported Escort.

As many drivers had been involved in the Castrol International on Saturday and had, therefore, already practised, the Sunday practice session was somewhat scrappy. The track had dried considerably, although there was still a sizeable puddle at Mabb's Bank, this right-hander providing the most problems during the day. The entry was a cracking good one, the size of it—more than sixty cars—finally resulting in the second runs being cancelled in favour of the running the top sixteen before daylight failed.

Bruce Bamber had been quickest in the morning practice—his 3m 28s a good second ahead of anyone else—but the wrong choice of windscreen (*without* rather than with holes) resulted in him having very clean overalls and no forward vision in his only run which ruined his chances of a top sixteen place.

The size of the entry was not the only factor in the cancellation of the second runs—Brian Streeter's dramatic roll coming off the Meadow in the first runs bringing out the red flags and causing a slight delay. Streeter was fine, apart from a few bruises, but his 1300cc Mini was not at all well. But even that was better than the state of Keith Ripp's car after his spectacular end-of-meeting roll . . . but more of that anon.

Gordon Rogers continued his excellent form from Saturday—when he had won each run and the final—in the first quarter final. His green Mini stayed well ahead of Keith Ripp's yellow example, Ripp's Mini teammate Derek Scarrow and the Escort of Hot Rod ace Barry Lee, who was having a troubled day. Reigning Castrol/BTRDA Rallycross Champion, Trevor Reeves held off George Warren's rather battered Escort and Graham Hathaway's expertly piloted Escort in the second run. Barry Hathaway (Mini) and David Potter ran together in the third run, Hathaway taking the win. Brian Peacock affirmed the supremacy of Minis with a win in the fourth quarter-final over Peter Vaughan's Mini and the Escorts of John Smith and rally driver Tony Drummond.

Reigning RAC Champion—and the man at the head of the table—Trevor Hopkins spun away all chance of a win in the final round in the 9th-10th run off. John Smith had his best run of the day, with a win over Graham Hathaway, this three Escort-one Mini race proving the slowest of the four final events.

In the first semi-final, it was Rogers who shot off the line to an immediate lead he was not to lose. With Trevor Reeves chasing hard in the Dove Group Mini and David Potter a little way behind, Peter Vaughan's Team Castrol Mini slammed into the bank at Meadow, fortunately with no injury to the driver.

Keith Ripp went very sideways at the start of the second semi-final and a cracking race ensued in which Ripp was very close to pushing George Warren's silver Escort off—it was *so* close. An excellent race ended with Barry Hathaway ahead of Warren, Ripp and Peacock.

The 5th to 8th decider was notable for a truly spectacular accident in which Keith Ripp—who was a good 6secs ahead of Peacock and Potter (a super battling pair)—comprehensively rolled his Mini at Mabb's Bank. Ripp was fine after the accident—thanks, he said, to his Aleybar roll cage and Huntmaster seat—but the car was almost totally destroyed, consisting largely of a floorpan, rollcage, engine and wheels. These lightweight cars do roll well! When this race was re-run, Peacock finished ahead of Potter.

The Grand Final saw Rogers, Reeves and Barry Hathaway's Minis lined up alongside George Warren's Escort. With Trevor Reeves running a little wide early on, Rogers was ahead, and there he stayed, despite some determined challenges from the Dove Group car. Hathaway finished third and George Warren fourth.

ROBIN BRADFORD

RAC Rallycross Championship final round: 1, Gordon Rogers; 2, Trevor Reeves; 3, Barry Hathaway; 4, George Warren; 5, Brian Peacock; 6, David Potter; 7, Keith Ripp; 8, Peter Vaughan; 9, John Smith; 10, Graham Hathaway.

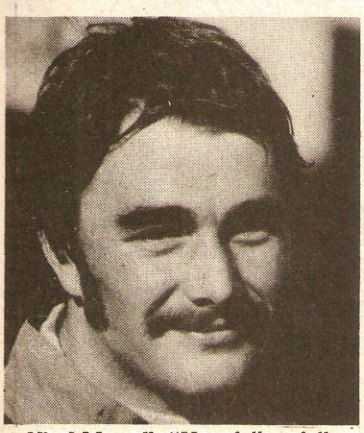
And now where?

Festive comments on the future from top Formula Fordsters

With the final important Formula Ford event out of the way—the Festival—we asked the leading Formula Ford drivers at Brands Hatch what their plans were for next year. These were their answers:



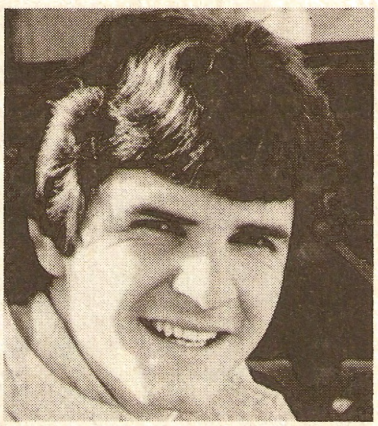
Trevor van Rooyen: "I definitely have a works Royale FF2000 fixed up for next year. But there are two more options. I'd like to do F3, but I have an offer to go back home to South Africa and do Atlantic over there, so at the moment, it's still undecided as to what I shall do."



Nigel Mansell: "Hopefully a full season of F3 but, like everyone else, we have a financial problem at the moment. If we get the finance for F3 we will decide which chassis to use, not necessarily the Lola. Everyone thinks that because I am managed by McKechnie we have lots of money but financially it is far from rosy still. I am very grateful for all the experience this year and I will most definitely be doing Thruxton next week on both cars."



Mike Blanchet: "Don't know. I've driven the Lola F3 car, it's good and I enjoyed it, but I haven't the money to run it, so I'm hoping to find the inevitable sponsor. But you've got to ask £40,000-£50,000 even for a British season. I think you can do it a lot cheaper than that, and I suppose I could get a reasonable set-up with Lola as I work for them, but they can't be philanthropic either, they can't afford to be. I'm talking to people about sponsorship, but talk is nothing, money is. Otherwise, I suppose I'm looking for FF2000, but really again, it depends as to whether the market is big enough for Lola to warrant running a works car, and I don't know whether it is at the moment. It would just be nice to do something different to FF1600."



Chico Serra, the Formula Ford Festival winner: "I have signed with Ron Dennis to race in Formula 3 next year, concentrating on the BP and Vandervell championships with some selected foreign events. It will be a two car team, but with just one driver, me. We don't know which chassis we shall be using just at the moment."



Donald MacLeod: "I would like to find the money for F3 or at least FF2000, but if not, I would be happy to drive in Formula Ford again. I'd like to drive for a manufacturer who could benefit from my experience in sorting cars, so that I could make the chassis a winner."



Yves Sarazin: "I'd like to run F3 next year, but I don't know yet because I have to find a sponsor. I'm still looking for sponsorship, so I'm still uncertain. It's as difficult to find money in France as it is in England."



David Leslie, Festival runner-up: "Next year? It depends an awful lot on what money I can get, or what deal I can get and how cheap. It won't be F3 because there's just no way I can get that kind of money. It's got to be FF1600 or 2000, it just depends on who can supply the money. My own and my father's pockets are empty after this season.



Bernard Devaney: "I'm trying everything I know to get into F3 next year. As you know, it's very hard to get it all together, just knocking on everyone's door. I think that's what I shall do at home in Ireland, and get as much trade support as I can here in England. I've got a couple of deals going with various manufacturers and they're not talking about an excessive amount of money. If I don't go F3, I suppose it's got to be FF2000. But I'm 24 now and I think one should be in F3 at this stage."



Well, quite. . . !



Kevin Gillen, the young Littlehampton driver, was among those to create a good impression in his first ever race on Saturday. Gillen drove a new Image which he built himself from one of Alan Langridge's kits, entered by David Wigdor Antiques and backed by J. F. Strange Plant Hire of Bosham. He finished seventh in Saturday's novice race after a couple of spins in the wet but thoroughly enjoyed his debut nonetheless. Kevin then put the Image on the second row of the grid for his heat but sadly was unable to consolidate his position when the clutch disintegrated on the line. Expect to see a lot more of this promising driver next season. Incidentally, David Wigdor, his entrant, has purchased the ex-Tony Halliwell Kent Messenger championship-winning Van Diemen which he debuted at the Festival.

Out of the woods

Bill Wood, the Yorkshire farmer/ landowner who last raced a F5000 Trojan in 1975, is moving back into racing with the ex-Val Musetti F2 March last used by Divina Galica at Brands Hatch at Easter. Wood started his racing career way back in 1968 when he campaigned an almost standard E-type in the north. This gave way to an AC Cobra in which he was very successful in 1969 followed by his first single-seater, the ex-Hepworth Brabham-Buick BT19 the next year. In 1970 Bill purchased the ex-Willie Thorpe Lola T142 before an enormous accident totalled the car and a McLaren M10B (later sold to Tony Bancroft) took its place.

Another crash ensued so Tony Dean's McLaren M14 was acquired for 1973, this being replaced with the ex-Gijs van Lennep Surtees TS11 the following year. The Chevrolet motor was rather unreliable and, when this was sorted, Wood took over Keith Holland's Trojan, again for northern *libre* races with the occasional F5000 event thrown in. An abortive year saw Bill lose interest for a while so he took up shooting before the lure of the tracks enticed him to return. He intends to campaign the March in the F1/F2 series as well as *Formule libre* races at Croft.

● Cannock & District CC have sponsorship from A. T. Arnold (Steel Stockholders) Ltd for their restricted TBN rally on December 3/4. Route, all in Wales, will be 190 miles and the start and finish are at Knighton and Newtown respectively. The organisers promise four selectives and parts of the route have not been visited for six years. The event costs £10 per car and regs are available from: C. Brentnall Esq, 28 Hussey Road, Norton Canes, Cannock, Staffs WS11 3TP.

Leyland drive for Marshall?

The first of the winter 'clubbies' takes place at Brands Hatch on Sunday and, as is traditionally the case, has attracted some interesting entries in all categories, particularly in the classic saloon races. In the first of two events most drivers will be out in their usual cars while, second time around, confusion reigns as spectators will see some more unusual combinations. The ever-popular Gerry Marshall takes over Andy McLennan's cheeky little A35, McLennan has been offered a run in Mike Bennion's Zephyr while Bennion moves over to the Hummingbird Caravans team to drive their A35. Gerry's younger brother Martyn will share the Marshall-Wingfield Borgward with regular pilot Steven McHale.

. . . and a son

Gregor Marshall, World champion 1998? Well, you never know, for Gregor, now three days old, was born at 7pm on November 7, weighed 7lbs and was 21ins (that's three sevens) long. He is, of course, the new addition to Gerry Marshall's family, joining his two daughters. Gerry's wife, Carol, reached for the chequered flag' in the Pear Tree Ward of Queen Elizabeth II Hospital at Welwyn on Monday evening, bringing a sigh of relief to the burly lad. All those lucky sevens must mean something! Congratulations from all of us.

Webb loses Rochas

Rochas Perfumes, who have sponsored John 'Pancho' Webb for tne past three years, have withdrawn from motor racing. Webb, who finished third in the SodaStream Sports 2000 championship, is currently looking around for a new product to advertise. "I realise that a lot of possible sponsors feel that they are about to be taken for a ride—and for a lot further than ten laps! But I have a scheme whereby the company pays according to results, on a percentage basis. A product can only benefit from good results and of course that is what I'm after in 1978", he says. Interested parties are invited to contact John Webb on 01-570 0259 (home) or 01-370 4114 (business).

Gropa for Pitts at Brands

One team which will be travelling a long way to Brands for this weekend's clubbie is the Autolec Racing *equipe* from the Plymouth area. They are bringing three cars up for the meeting, the most interesting technically being the Gropa sports car for Nolan Pitts. Unfortunately, it seems, very few of these Chevron-based cars exist: Andrew Mylius's Graphics Racing Organisation for Prototype Automobiles (hence the name Gropa) only marketed a few of the bodies, which were designed to transform your B5, 6 or 8 chassis into an up-to-date 2-litre machine in the late sixties. Ex-Mini driver Pitts is backed up on the day by the Minis of Nick Hamley and Andy Slade.

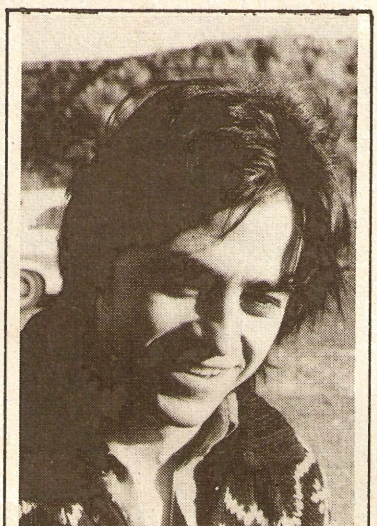
Briefly . . .

● Among drivers recently to have driven Van Diemen works cars in testing are David Leslie, in the Formula Ford car, and Chico Serra in an as yet unannounced FF2000 machine. The latter car is basically a Formula Ford simply uprated through American specification to FF2000, and Serra lapped under the lap record at Snetterton recently. However, the plans for this car are uncertain. Leslie meanwhile drove a '77 model Formula Ford and lapped in a respectable time. Could he be making a chassis swop for 1978?

● It seems that our comment attributed to Yves Sarazin last week about his switch of engine power for the Formula Ford Festival, although said in jest, was not well received in certain quarters. The Frenchman had wanted to try one of David Minister's engines for comparison purposes but in no way wished to belittle the efforts or the help he has received from Scholar Auto Developments this season. The competitiveness of the units from Alan and Doug Wardropper's Suffolk-based premises has rarely been in doubt and this was brought home as strongly as ever in the Festival last Sunday when their engines took both first and second positions in the hands of Francisco Serra and David Leslie.

● 'In joke' department: Gerry Marshall would like to apologise to all those he might have upset during his travels last Thursday. He transfers the blame for his condition one Tony Lanfranchi and offers the explanation that he was interviewing Big Tone's father's new housekeeper. Mmmmm!

● Strong chaps who live in the environs of Castle Combe circuit are invited to join BRSCC South-Western Centre chairman Howard Strawford at the circuit on any Sunday this month. Working parties are hard at it increasing the length of armco around the circuit to improve the spectator viewing areas. If you can turn up with a socket set or spanner of 32mm or 1¼AF, you might even get a pie and a pint!



Peter Argetsinger, the American FF1600 driver based in Kent, had his first FF2000 drive at Brands last month as previously reported although he did not spin the car three times as stated on the incident sheet for the race. In fact Argetsinger was running 12th initially when a spin dropped him down the order although he recovered well to be lying ninth on lap 9 when the flywheel bolts sheared forcing his retirement. He has very much enjoyed his couple of drives in Tom Barnes's DMS-backed Dulon and may be seen in the car again at Thruxton this weekend, before laying plans for a full season in the formula in 1978.



How about this for curbing your enthusiasm? We reckon the chances of FF1600s or FF2000s cutting across the pit lane at woodcote are reduced dramatically by this new kerbing, installed when Silverstone was recently resurfaced.

● Surrey Sporting MC celebrate their 25th anniversary with a dinner and dance to be held in Redhill on December 9. As some ex-members have expressed interest in attending, the club thinks this would be an excellent opportunity for a SSMC reunion. Further details from Miss Nicky Panichelli, 151 Sanderstead Road, Sanderstead, Surrey. Tel: Caterham 48911 (day) or 01-657 0937 (evenings).

● Van Diemen International Racing Services had a very successful Festival with both Chico Serra and Don MacLeod in the first five overall and Sweden's Kenneth Jonson also reaching the final on his first visit to the undulating Kent circuit. Maarten Henneman finished eighth in his semi-final with the F&S Properties-backed car and was unlucky not to make the final also.

Following hot on the heels of the John Robinson Sports 2000 car, we have received plans of the 1978-model Tiga from Tim Schenken this week. Modifications over the existing chassis include a new tail section, longer wheelbase, wider rear track, revised suspension geometry, narrower monocoque, glassfibre side panels incorporating radiator ducts and a resited oil tank. The price includes a Hewland Mk9 gearbox and is competitive with all other chassis on the market.

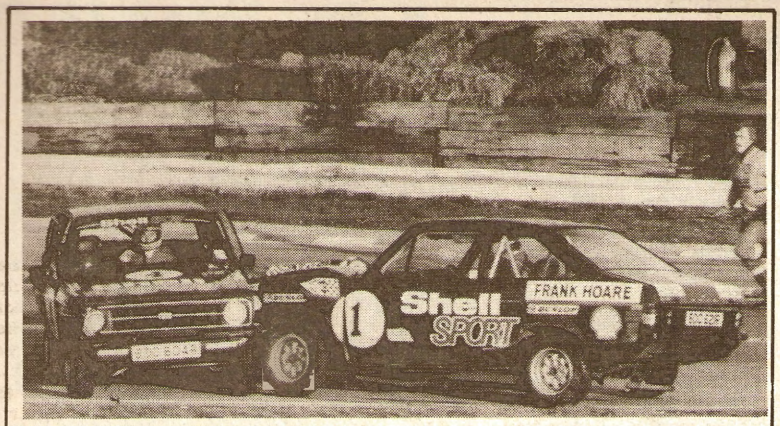
● John Meredith is trying to form a Sprint and Hillclimb Association whose aim would be to promote these branches of the sport and to establish communication with championship organisers. Meredith makes it clear, however, that he is just gauging interest at present and that a decision will be taken when he sees fellow competitors' reaction to his suggestion. John can be contacted at 6, Manor Pound Road, Cheddington, Leighton Buzzard, Bedfordshire.

● Rod Birley will be out at Thruxton for the TV meeting on Saturday with sponsorship from Spartan Hire Centres, a plant hire company with branches at Orpington, Morden and a newly-opened outlet at Portsmouth with which the Thruxton deal ties in. If all goes well in front of the *'Grandstand'* cameras Birley, who is racing under appeal following his disqualification from racing until 1985, is hopeful of further support next season.

● Having driven the Caterham Super Seven at Donington a fortnight ago Chris Meek commented that, in his opinion, the car has more right to be accepted in prodsports than some of the cars currently competing. "Preparation would be minimal as the brakes and steering are perfect" thus making the car a cheap road/race machine for expert and novice drivers alike. "I don't understand what the ban is about", quoth he.

● Keith Ripp's Mini, which was virtually totalled in a major roll at the Lydden rallycross on Sunday, was protected by an Aleybar rollcage, to which Ripp states he owes his life. The roll was certainly spectacular, as lightweight Minis always seem to roll harder and further than the heavier ones.

● Oops, sorry department! Following the cancellation of the Welsh Marches Rally, scheduled for last weekend, there are still three rounds of the Welsh Association road Rally championship to run as the Aberdare MC have informed us that their Nutcracker Rally (also a *Motoring News* counter) will now take place on November 26/27, having been postponed several times already. The final rounds will then be the Pinged Hill Trophy on December 3 and the JJ Brown Memorial on December 10.







Guest drivers in the ShellSport Escorts at Brands Hatch on Sunday were the Red Arrows. Their behaviour, however, was something less than impeccable, the bonnet sticker (above) undergoing some pretty serious impact (top) before becoming rather heavily modified (right). In all, four cars were damaged and the race stopped after four laps. Now, if the Escorts were fitted with joy sticks. . . .

Fack on the border

For the 35th running of their November Sporting Trial the Kentish Border CC returned to Exedown near Wrotham. On slopes still slippery from the heavy rain of the previous day they had laid out ten hills. After the first round and a near inversion by Ivor Portlock, this was dropped to nine and the afternoon saw two rounds of eight hills each. These proved very tricky and even travelling to and from sections was hazardous as Chris Highwood found to his cost: on the way down from a hill Chris rolled but luckily was unhurt although his passenger, ace bouncer Tony le Gras sustained scratches and a bruised back. In addition to this Gordon Jackson twice nearly went over—backwards—as did Julian Fack, while Lee Chappell broke a fiddle brake on a recalcitrant tree. All good old fashioned Kent trialling.

In between the acrobatics, there was some pretty fair driving as well—particularly from RAC and Semperit/BTRDA Championship leader Julian Fack who ran out, in the end, an easy winner. But it was only in the afternoon session that his authority made itself felt. At lunchtime it was Lee Chappell who held a narrow lead from Gordon Jackson just ahead of the Impunity driver. However, when a competitor goes round in 17 points less than anyone else in Round 3 it has to have a decisive effect. It did and the Trial was virtually over as Fack cruised along to his first ever Kent win.

In the wake trailled Gordon Jackson who was well ahead of Ivor Portlock who in turn was just in front of early leader Lee Chappell. It was amazing that Chappell should even salvage a fourth place after driving for one and a half laps without a fiddle brake on a course where these little items are of such value. But he did and beat Jack Pearce by 2 points with Tony Harrison a further 5 points behind in sixth place. Land owner John Hopkins was seventh.

So the Championship positions are gradually becoming clear. With only one qualifying round remaining Julian Fack is the leading qualifier for the Semperit/BTRDA Gold Star Trial and cannot be headed. In the RAC Trials Championship there are four rounds remaining. In this series Fack has 148 points, Jackson has 145 and Pearce 143. In order to beat Fack's score Gordon Jackson must win the last four Trials in the Championship. Pearce can only equal the score and would lose under the tie-break procedure, so whatever happens we must have a new Champion to salute this year. Can Fack do it? No doubt matters will become clearer at the Harold Biggs Trial at Boxley near Maidstone on Sunday.

1, Julian Fack/Meg Marion (Impunity), 69pts; 2, Gordon Jackson/Peggy Jackson (Ibex), 89; 3, Ivor Portlock/Jill Portlock (Facksimile), 115; 4, Lee Chappell/Lindsay Chappell (Ibex), 119; 5, Jack Pearce/Ian Clarke (Kincraft), 121; 6, Tony Harrison/Peggy Harrison (Kincraft), 126; 7, John Hopkins/Peter Mitchem (Ibex), 134.

Winner of the Kentish Border CC Trial, Julian Fack with passenger Meg Marion.



Problems for Joe Greenan

Eire Formula Ford Champion Joe Greenan suffered abysmal luck at the Festival last weekend and seemed to spend most of his time rebuilding the car. Joe, a garage proprietor from Belfast, suffered in practice when a slower car spun in front of his Royale RP24 at Druids and then chose the wrong moment to reverse across the track. A rear corner was ripped off the Royale so Joe and his helpers from the Mondello Racing Drivers School had a busy night repairing the damage. With this done, Joe started his heat from right at he back of the grid and "I made a great start. I was already up to ninth and was lining three more up for Clearways when the driveshaft broke." The Martin Donnelly-sponsored car therefore took another trip into the catch-fencing and his day was over.

More from over the sea

An impressive contingent of Irishmen arrived at Brands for the Formula Ford Festival and what an abundance of talent and enthusiasm these lads have! Kenny Acheson proved the most successful with a fine 6th in the final, just ahead of Trevor Templeton (both in Crosslés), while Bernard Devaney was the other Irishman in the top ten with his Hawke. Colin Lees had a good heat win to his credit, Tom Byrne made the semi-finals with the Mondello Racing Drivers School Royale until an off (he vows to be back next year with a new car for a full season) and David Griffin also went well in his Royale RP21. Jackie Davidson, Brian Lennox and Gary Gibson also made the crossing and showed good form in their heats.

Hennen a close second

Pat Hennen, the 24-year-old motor cycle ace who loves riding in the wet, made his single-seater debut at Brands Hatch over the weekend, and impressed greatly on his first four-wheel appearance in this country. In the challenge race for restricted licence holders on Saturday, Hennen finished a close second to Brian Songhurst's Huron in treacherous conditions after an excellent dice. He then planted the Brands Hatch Racing-owned machine on the inside of the third row for his heat. Hennen made a good start to bring the Elden into a challenging fifth place on the second lap only to damage the nose cone in a spin. His only prior racing experience was in Austria this year where he finished fourth in the Renault 5 race supporting the GP. Hennen plainly enjoyed the experience and made it clear that a move to cars is certainly not off the cards for 1979.

RAC
Motor Sport Division Official announcement

The fourth official announcement from the RAC Motor Sport division has been held over. It will appear in next week's issue.

Rain-dampened but exciting

A couple of months later than usual, but in their usual high spirits, the Peterborough MC arrived at Silverstone for their annual 'clubbie'. The later date—a result of track re-surfacing—had meant a shorter meeting and less races — seven instead of ten, but the PMC still managed to provide an excellent spectacle, helped in no small part by intermittent rain.

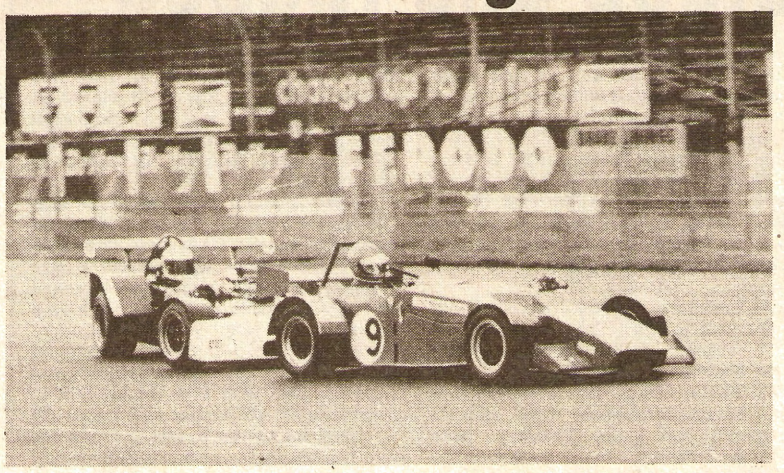
The programme opened with a mixed special saloon and Mini race in which Bill Cox made a very rapid start in the 7.6-litre Capri, but he was immediately chased hard by the smart 2-litre Skoda fastback of Tony Dickinson. As these two pulled away from a place-swapping battle for second between the Escort of John Jones and the Mini of Barry Preece, Dickinson drew closer and, on the inside of Woodcote at the end of lap three, he took over the lead and held it to the finish. Jones got the better of the Escort-Mini battle and Steve Phillips finished a lonely fifth and the only other unlapped runner.

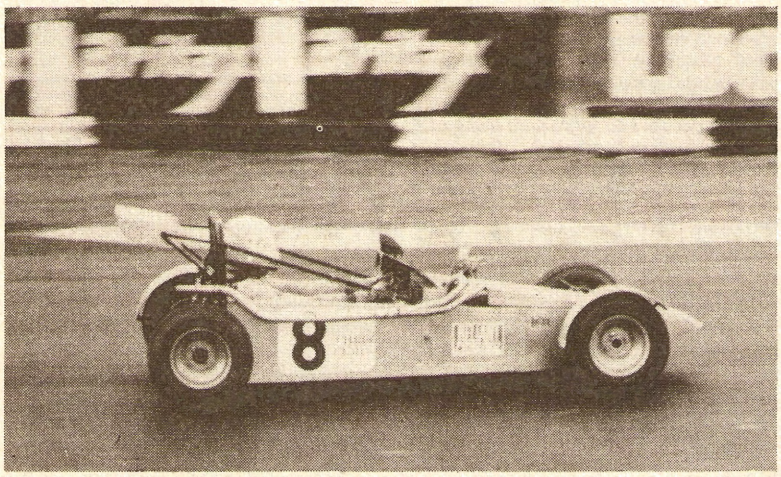
As the field of predominantly clubmans cars lined up for the sports and GT race, rain started to fall and there was a delay of something over 15mins while tyres were changed and people readied themselves. This was by no means the most exciting race of the day, Richard de la Rue quickly pulling out a comfortable lead ahead of Dave Orbell who, in turn, was ahead of Sid Marler after Chris Hodgetts had retired. Some inspired driving came from Richard Hurdwell, who won the 1300cc class in his left-hand-drive Wells MkII, his semi-spins at Woodcote proving most entertaining.

Rain was still falling for the first ten-lapper for 750s which was, in the early stages, a close battle between Ian Sclanders (DNC) Keith Cooper (Wessex) and Colin Robinson (Panda); Bob Simpson held fourth and Dick Harvey fifth. Simpson moved into third within a couple of laps, passing Cooper at Woodcote and taking the lead on lap seven when Sclanders lost it at Woodcote. Harvey managed to sneak into the lead for one lap, before Simpson re-asserted his authority to the flag.

An unusual mixture of modsports and prodsports started the fourth event with no car on pole position—apparently a clubmans car which had practised out of session had been credited with the fastest lap. From the grid, it was Chris Meek in his prodsports Europa who shot into the lead by Copse, ahead of Bill Wykeham's prodsports Morgan, Keith Ashby and Mike Donovan (modsports Midgets), Colin Blower (prodsports TVR) and Paul Edwards (Carrera). Meek held his lead for three laps as Ashby's engine blew at Woodcote on lap one and Wykeham spun there one lap later dropping right to the back of the field. Meek could not hold off Donovan's modsports car, however, and the smart Midget took the lead on lap four and held it to the flag. The rest of this event was highlighted by Wykeham's impressive run through the field to an eventual fifth behind the TVRs of Blower and Stewart Halstead.

Last year's F1300 champion Phil Lloyd made another return to the formula in Charlie Allen's Mallock. His pole position was followed by an impressive lead on the first lap which he maintained for six laps ahead of Formula 4 class leader Alex Hatton. Some bad baulking at Woodcote resulted in Lloyd spinning on the seventh lap, handing Hatton the lead and eventual win. Lloyd restarted in second, but was so cross about his spin that he repeated it a couple of laps later in his (up to that point) successful attempts to catch Hatton. He finished third behind Alex Lowe who had fought well to work up from a lowly ninth on lap one.





Above: Phil Lloyd about to spin away his chances while being baulked in the F1300 race; Below: Christine Elmes on her way to victory in the F750 event.

The return of the 750s provided a super win for Christine Elmes who, having started from the back of the grid in her Elmes was tenth after one lap and challenging for the lead within four. Her progress was slightly aided by the retirement of Chris Hague on lap two, but her overtaking manoeuvre past Paul Ebrey on the way down to Woodcote was quite impressive. From lap seven, when she passed him, until the flag he kept up the pressure, but she held him off well.

The programme finished with a *Formule Libre* race which was led capably by Martin Watson (GRD) until he retired straight to the paddock handing the lead to Chris Hodgetts (Mallock) ahead of Dave Orbell. Behind them, David Childs (Centaur) had worked his way up from sixth in the early stages to finish third, the last unlapped runner.

ROBIN BRADFORD

results

Murkett Trophy and Paddy Hopkirk Trophy Races for special saloons and Mini formulae (10 laps): Overall and special saloons over 1300cc: 1, Tony Dickinson (2.0 Skoda-Ford S110R), 10m 53.4s, 88.60mph; 2, Bill Cox (7.6 WRC Capri), 10m 57.3s; 3, John Jones (2.0 Ford Escort BDG), 11m 26.4s. **Fastest lap:** Dickinson, 1m 3.3s, 91.45mph. **Special saloons up to 850cc:** no finishers. **Fastest lap:** Richard Long (1.0 Wallinger Imp), 1m 12.1s, 80.29mph. **Special saloons 851-1000cc:** 1, Brian Miles (999 Morris Mini), 9 laps; 2, Paul Richardson (998 Chrysler Imp); 3, Ron Perry (944 Simca 1000). **Fastest lap:** Miles, 1m 13.7s, 78.55mph. **Special saloons 1001-1300cc:** 1, Barry Reece (1.3 Mini), 83.22mph; 2, Ian Hargreaves (1.3 Morris Cooper S); no other finishers. **Fastest lap:** Reece, 1m 8s, 85.13mph. **Mini 850/Mini 7:** 1, Tim Cousins (BMC Mini), 9 laps; 2, Paul Robinson (Austin Mini); 3, Stephen Holland (Austin Mini). **Fastest lap:** Robinson, 1m 19s, 73.28mph. **Mini 1000:** 1, Geoff Robson (Becspeed Mini), 9 laps; 2, Paul Perera (Revspeed Mini); 3, Colin Bigmore (Leyland Mini). **Fastest lap:** Robson, 1m 14.1s, 78.13mph.

The Eyebury Motors Plate Race for GT and sports racing cars (10 laps): Overall and 1300-1600cc: 1, Richard de la Rue (Mallock U2 Mk18), 10m 26.5s, 90.40mph; 2, David Orbell (Stallwood U2 Mk16), 10m 46.8s; 3, Sid Marler (Ellova Gryphon), 10m 59.6s; 4, David Childs (Centaur), 11m 20.5s. **Fastest lap:** de la Rue, 1m 1.7s, 93.82mph. **Up to 1300cc:** 1, Richard Hurdwell (Wells II), 9 laps; 2, John Law (Samantha U2); 3, John Corfield (Diva 10F). **Fastest lap:** Hurdwell, 1m 10s, 82.70mph.

The Beckett Johnson Trophy Race for Reliant 750 Formula cars (10 laps): 1, Bob Simpson (SS Reliant), 13m 3.2s, 73.91mph; 2, Dick Harvey (Darvi Mk4), 13m 6.2s; 3, Keith Cooper (Wessex CH767), 13m 21.8s; 4, Dave Robson (Viking LV17), 13m 33.8s; 5, Mike Kenny (MPK Mkl), 13m 37.5s; 6, Tony Marsden (Time 3B), 13m 38.5s. **Fastest lap:** Harvey, 1m 16.3s, 75.87mph.

The Paddy Wright Trophy Race for prodsports and modsports (10 laps): Overall: 1, Mike Donovan (1.5 MG Midget), 11m 53s, 81.19mph; 2, Chris Meek (1.6 Lotus Europa Special), 11m 57.7s; 3, Colin Blower (3.0 TVR 3000M), 12m 15.8s; 4, Stewart Halstead (3.0 TVR 3000M), 12m 26.7s. **Prodsports Class A:** 1, Meek, 80.66mph; 2, Blower; 3, Halstead. **Fastest lap:** Meek, 1m 10.7s, 81.88mph. **Prodsports Class B:** 1, Peter Thomas (1.6 Lotus Elan), 12m 56.2s, 74.58mph; 2, Ricky Podmore (1.8 MGB); 3, P. M. Read (1.8 MGB). **Fastest lap:** Podmore, 1m 21.3s, 71.21mph. **Prodsports Class C:** 1, Richard Polley (948 Sprite Mk1), 9 laps; no other finishers. **Fastest lap:** Polley, 1m 33.6s, 61.85mph. **Modsports Class A:** 1, Paul Edwards, (2.7 Porsche Carrera), 76.69mph; 2, Bill Wykeham (3.5 Morgan Plus 8); no other starters. **Fastest lap:** Edwards, 1m 13.1s, 79.19mph. **Modsports Class B:** 1, Bob Luff (1.9 MGB), 9 laps; 2, Richard Bowler (1.8 MGB); no other starters. **Fastest lap:** Bowler, 1m 16.9s, 76.17mph. **Modsports Class C:** 1, Donovan; 2, Peter Nott (1.5 MG Midget); 3, David Humphreys (1.3 MG Midget). **Fastest lap:** Donovan, 1m 9.6s, 83.17mph. **Modsports Class D:** 1, Leigh Davis (1.0 Ginetta G4), 9 laps; 2, David Beams (1.0 Ginetta G15S); no other starters. **Fastest lap:** Beams, 1m 17.4s, 74.74mph.

The George Read Shield Race for F1300 and F4 cars (10 laps): Overall: 1, Mike Wilder (1.0 Delta IRF4), 11m 23.4s, 84.71mph; 2, Alex Lowe (1.0 Chevron B20), 11m 25.8s; 3, Philip Lloyd (1.3 Mallock U2 Mk11B), 11m 28.1s; 4, Ken Crook (1.0 Ensign MN77), 11m 35.2s. **Formula Four:** 1, Wilder; 2, Lowe; 3, Crook; 4, Mike Cresdee (1.0 March 733), 11m 42.5s. **Fastest lap:** Lowe, 1m 5.3s, 88.65mph. **F1300:** 1, Lloyd, 84.13mph; 2, Graham Kay (1.3 Mallock U2 Mk18B), 11m 35.5s; 3, Alan Hill (1.3 Mallock U2), 11m 55.6s; 4, Henry May (1.3 Mallock U2), 12m 22.1s. **Fastest lap:** Lloyd, 1m 6.6s, 86.92mph.

The Beckett Johnson Trophy Race for Reliant 750 Formula cars (10 laps): 1, Christine Elmes (Elmes Silver Y), 13m 2.5s, 73.98mph; 2, Paul Ebrey (Presto Mk1), 13m 3.2s; 3, Bob Savage (Viking LV17), 13m 16.2s; 4, Geoff Morris (TIme Mk3), 13m 16.4s (inc 10s penalty); 5, Ian Bates (Reliant Special), 13m 35.9s; 6, Andrew Findon (Reon R2A), 13m 45.2s. **Fastest lap:** Elmes, 1m 15.1s, 77.08mph.

Formule Libre Race (15 laps): 1, Chris Hodgetts (1.6 Mallock U2 Mk17), 15m 50.8s, 91.33mph; 2, David Orbell (1.6 Stallwood U2 Mk16), 16m 16.9s; 3, David Childs (1.6 Centaur Mk15), 17m 0.5s; 4, Howard Rose (1.6 March 762), 14 laps; 5, Charles Allen (1.3 Mallock U2 Mk11B), 14 laps; 6, Dave Allen (1.6 Royale RP18), 14 laps. **Fastest lap:** Martin Watson (1.6 GRD 272), 59.9s, 96.64mph.

Rowlance the new champion

John Rowlance (1380 Mini) won the Mid Cheshire Autocross Championship last Sunday when he had the better improvement in a six car run off for the main prize of £100. He improved his class winning time by more than 7secs. The Mid Cheshire championship has not been the most successful in attracting competitors and only 32 turned up at Warburton for the last of the four round series.

Two classes provided a decent scrap. G. Berry won the sports car class in his Midget by just under 1sec from E. Gane in a similar car and in the 1-litre Mini class Peter Sanders retained the class leadership by just 0.3sec from Jim Banks.

In the run off Brian Betteridge put up the fastest three lap run of the meeting in 98.5s (BTD award having gone to R. Hughes in an Escort), and although seemingly his percentage improvement was less than that of George Harrison in a standard 1275 GT, the Midlander took away £60 for second overall to the £30 of Harrison.

Mid Cheshire Autocross Championship winner: J. Rowlance (1380 Mini).

Last round: BTD: R. Hughes (Escort), 100.5s. **Class winners:** P. West (Mini), 111.3s; G. Berry (Midget), 116.0s; I. Semple (Escort), 102.1s; B. Betteridge (VW), 103.6s; P. Sanders (Lichfield), 106.2s; L. Chatwin (Escort), 105.8s; G. Hague (Hague 001), 101.0s; K. Ingram (Chamois), 109.5s; G. Harrison (1275 GT), 114.1s. **Best Mid Cheshire:** E. Gane (Midget), 116.9s.

Hazlewood in rare win

A rare overall win for Mac Hazlewood and surprising defeats in the classes for Geoff Spencer and Mike Stephens were the highlights of a poorly supported round of the RAC Production Car Trials Championship run by North Midlands MC at Tideswell last Sunday. Dropping only 11 marks on the three rounds of 12 sections, Dellow man Hazlewood swamped the only other competitor in his class, John Ludford (Imp), by a huge score.

The best scrap was in the Mini class where Barry Parker, Ray Warrington and Spencer waged war all day with Parker getting home by six marks from Warrington who was a single mark better off than Spencer. Steve Courts (Skoda) always had the better of Harry Tregenza's Mexico and for once the Stephens Mexico came unstuck against Dave Carr's Imp who won by a handsome 12 marks.

Overall: M. Hazlewood (Dellow) 11 marks lost. **Class winners:** B. Parker (Mini), 20 marks; S. Courts (Skoda), 35 marks; J. Loveday (Midget), 29 marks; D. Carr (Imp), 28 marks; J. Ludford (Imp), 76 marks.

● By winning last weekend's Hargoc Rally, run by Witham & District MC, Neil and Chris Parsons from Norwich made sure of finishing in second place in the Association of Eastern Motor Clubs Rally Championship. In their Robin Records Escort RS1800 they led all through the 150 mile event in Essex and Suffolk and came home on 37:44. Second were Pete Banham and Malcolm Watson (Dolomite Sprint) on 39:8, the two leaders being a long way in front of the field of only 26 crews of whom 15 were classified. Best novices, doing their first event, were T. Wood and D. Gilbert (Escort Sport) with 4F 71:42.

Easy win on Guy Fawkes

Newcastle garage owner Brian Stanners and his navigator Chris Pringle took their Buma Engineering RS1800 to a comfortable win on last weekend's Guy Fawkes Rally run by Northumbrian MC. While the glory goes to Stanners and Pringle, their victory would never have occurred but for the keenness of the marshalls who stayed out in thunderstorm, incessant rain, sleet and gale force winds.

Sixty two crews turned up to tackle the 147 mile route in Northumberland in which there were six selectives. The early pace setter was Richard Mawson (RS1700) who led Stanners at halfway by a fair margin with John Saint third and Malcolm Bater fourth.

Mawson continued to lead until his engine blew up on the second selective and thereafter Stanners had only to drive quickly but safely to win the event. Bater, who had been delayed in the first half with an 'off ' which resulted in his sumpguard getting firmly wedged on a rock, motored to some purpose and came through to finish second ahead of Saint, who in turn, was very closely challenged in the last miles by Malcolm Wilson.

1, Brian Stanners/Chris Pringle (RS1800), 2514 penalties; 2, Malcolm Bater/Alan Graham (RS2000), 2682 pens; 3, John Saint/Mike Rowe (Toyota Celica), 2713 pens; 4, Malcolm Wilson/John Teesdale (RS2000), 2725 pens; 5, David Lambton/Andy Turnbull (TR7), 2817 pens; 6, Dave Robbins/Cathy Lanes (Avenger), 2872 pens. **Novices:** Bob Barany/ John Reed (Escort), 3257 pens.

Songhurst's experience pays off

After all the practice for the Formula Ford Festival at Brands Hatch had taken place on Saturday there was a ten-lap race for novice drivers. Londoner John Davis had quite a following in the main Grandstand so it was to great cheers that his black Van Diemen completed the first lap at the head of the field. John was followed by the American motor-cycle star Pat Hennen in a Brands Hatch Racing Elden-Minister 10C, who was going very well in his second motor race. Hennen closed in on the leader and looked for a way past for eight of the ten laps before slipping behind Brian Songhurst's Huron at Paddock. Brian has far more experience than the other two but races nowadays very irregularly and doesn't think it worthwhile to keep his International licence. In the very wet conditions, this experience was vital and it was no surprise when he took the lead on the last lap from Davis on the outside of Paddock. Davis then spun at Druids when trying to wrest back his advantage but still managed to recover to third behind Hennen, who had thoroughly enjoyed himself. Songhurst admitted to feeling "a little bit embarrassed actually" but had still driven well in the awful conditions.

1, Brian Songhurst (Huron-Rowland FP3), 11m 20.2s, 63.70mph; 2, Pat Hennen (Elden-Minister 10C), 11m 21.8s; 3, John Davis (Van Diemen-Scholar RF75), 11m 27.4s; 4, Steve Eldred (Elden-Minister 10C), 11m 48.6s. **Fastest lap**: Songhurst, 1m 06.0s, 65.65mph.

Steep and rugged

For their annual Alchris Trial the YSCC had found a new and most interesting venue. It featured very steep and rugged scenery near the historic village of Haworth. Sadly Branwell and Charlotte Bronte were unable to start in their Parsonage as its heights were rather wuthered; but the rest of the field turned up and soon the engines were revving as cars, drivers and passengers struggled for grip on a tight first round.

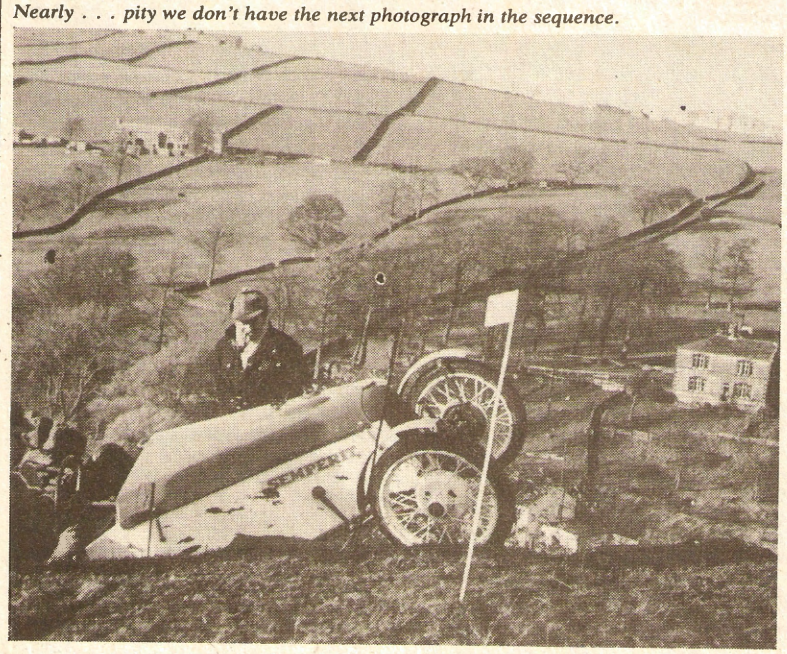
At the end of the first five hills Keith Butterfield led on 31 from brother Tony (37), veteran Ralph Needham (39), Eric Eadon (44) and Dennis Hobson (44). Further back were two first timers—Stuart Butterfield (yet another brother!) and Colin Thwaites, both driving Cannons. One is forced to the conclusion that a respectable Trial could be organised consisting of Allens, Pollards, Jacksons and Butterfields.

By the end of the second circuit Keith Butterfield had increased his lead with Ralph Needham now second seven points behind—a gap which grew to 14 points by the end. These two were driving superbly and were well clear of the rest who were headed by demon-of-the-week David Morris who grabbed what must be his best placing ever when he shaded out Eric Eadon and Tony Butterfield to finish third. This was mainly due to a fine third round of eight. Tony Butterfield and Eric Eadon could only be separated on the most-hills-clean basis with the Sheffield driver winning.

Dennis Hobson had one of his best outings for a while—Yes he finished yet again—as he took sixth place in front of Stuart Butterfield and rookie Roger Willey. Lol Hurt retired with gearbox trouble. The club could look back on a excellent new venue with a lot of scope for further Trials. They wisely changed the hills drastically between rounds and experimented with new tracks. Hill 2, in particular, got longer and longer till it ended up as the longest section for many a day. After joking that he would need to fill up with fuel halfway up Keith Butterfield jolly nearly cleaned it after a fine effort which alone would have justified his winning a great Trial.

1, Keith Butterfield/Joyce Butterfield (Cannon), 50pts; 2, Ralph Needham/Graham Hoyle (Cannon), 64; 3, David Morris/Betty Sheldon (Facksimile), 89; 4, Eric Eadon/Josie Eadon (Eadon), 93; 5, Tony Butterfield/Effie Butterfield (Aberties), 93; 6, Dennis Hobson/Marion Hobson (Yorcum), 98; 7, Stuart Butterfield/Margaret Butterfield (Cannon), 116; 8, Roger Willey/Barry Heath (Cannon), 129.

Nearly . . . pity we don't have the next photograph in the sequence.



Colman to Powell and Gurnett

Taking the lead in the afternoon, Alan Powell and Ian Gurnett won the Colman Tyres Stages Rally last Sunday run by the Leeds MC. The event, which attracted 90 competitors, comprised 16 stages on a mixture of farm tracks and airfields and covered just over 40 miles.

Powell and Gurnett dropped 45m 34s in their Tate Rallye Sport Escort GT and finished 26secs ahead of Stan Peel and D. Metcalfe in an RS2000. The early leader had been Yuk Hodgson in an Escort but he retired on the ninth stage with engine trouble.

1, Alan Powell/Ian Gurnett (Escort GT), 45m 34s; 2, Stan Peel/D. Metcalfe (RS2000), 46m 0s; 3, Charlie Payne/M. Jennings (RS1800), 46m 32s; 4, M. Williams/B. Hodge (Escort 1600), 47m 5s; 5, R. Taylor/I. Rudd (Escort), 47m 12s.

Class winners: Ray Cox/Glen Cox (Mini), 48m 11s; Ian Oldfield/L. Naylor (Escort), 47m 47s; Novice: C. Lamb/A. N. Other (Ascona), 48m 5s.

Preston well and won

It was third time lucky for Trevor Roberts when he won the Preston Regardless Rally last Saturday night over a 140-mile route in Lancashire and Yorkshire. Driving his MiniSport of Padiham Cooper, Roberts and navigator Ian Grindrod won the BP-sponsored event by dropping only five minutes.

Initially John Morton and Norman Jackson led the event in their Vauxhall Firenza but they went out just after the petrol halt with brake failure while another front runner, Bill Honeywell who was navigated by his father Roy, also retired with exhaust problems in their Mexico.

Runners-up were Ian Martin and Dave Gibson in an Escort TC who dropped 7mins with Malcolm Graham and Dave Orrick third in a Datsun Violet on 9mins.

Southbound reliability problems

After yet another demonstration of incredibly bad reliability among the top runners in this year's *Motoring News* Rally Championship, only Ted Cowell of the championship challengers emerged with any real sense of satisfaction after the Aston Hagley Southbound Stages Rally run by South Derbyshire MC over a compact, twisty route based on Newhaven last Saturday night.

While Cowell, with Rod Palmer, emerged with smiles to boost their championship aspirations the man with the biggest smile was surely Jeff Davies who teamed with Peter Forrester to beat the opposition by 2mins. And it was not a case of taking over when the regular 'circus' began to fall by the wayside. At half time he was only 1min behind leader Mick Briant and equal with David Wagstaffe. By this time the head gasket had gone on Bill Gwynne's car, Bob Bean had done his disappearing act yet again and John Bloxham's Fiat engine was also sick. Ron Beecroft was also reported as having stopped with suspension problems.

Briant and Dave Kirkham, followed by Davies and Wagstaffe, matched each other identically through the second half. Wagstaffe left the scene with engine trouble and at the finish Briant was given a fail for failing to collect a signature. He protested but two hours later this was rejected.

Davies and Forrester finished the event in their RS1800 on 25mins with Cowell and Palmer (RS2000) second on 33mins. Phil Dennison, who joined the club just for the event, was third with Hugh Edwards in another Escort on 35mins and John and Nigel Plant brought their Saab 96 into fourth spot on 36mins. The Esort TC of P. and D. Burns was next up on 38mins and John Haden and John Naylor were sixth in their RS2000 on 40mins.

The leading semi-experts were M. Vann and A. Prince in another Escort on 48mins and they scored championship points as they were ninth overall. The top novices were D. Moore and D. Mrkalj in a Viva on 70mins.

● Since April 1971 *Tiger* comic has featured a story about a racing Mini and the people who own it. This year fiction has turned to fact for Martin Goodall has won the Leyland Mini 850 series in the *Tiger*-sponsored car (called George!). As a further promotion by the comic group, *Tiger* and *Roy of the Rovers* comics sponsored a kart meeting at the Clay Pigeon Circuit near Dorchester last weekend where one of their artists, David Sque, was a top kart racer too!

● Peter Cookson of the Owen Motoring Club set BTD at the Saab (Midlands) AC autotest at Fradley, near Lichfield on October 30. He did the eight tests in 339.9s in his 1275 GT. Class winners were: Mike Coomer (Mini), 356.5; Keith Squire (Saab 96), 343.2; Malcolm Andrew (Ascona) 360.8s; Novice: P. Gibbons (Avenger), 371.3.

● Manchester Industrial MC's Digitus Trophy Rally last weekend was won by Ron Sheard and Roger Hargreaves (RS1600). They were one of only three crews to complete a tough and tight 186 mile route in North Wales without a fail from an entry of 93.

British Air Ferries FF2000

British Air Ferries Ford 2000 Championship	Mar 13 Thruxton	Mar 26 Oulton Park	Apr 17 Cadwell Park	May 01 Silverstone	May 29 Silverstone	Jun 07 Donington Park	Jul 10 Snetterton	Aug 07 Croft	Aug 14 Brands Hatch	Aug 29 Thruxton	Sep 04 Silverstone	Sep 11 Brands Hatch	Sep 25 Mallory Park	Oct 08 Oulton Park	Oct 16 Brands Hatch	Oct 30 Thruxton	Total points
1. Rad Dougall	—	15	22	15	22	20	20	—	20	15	22	15	15	—	—	—	210
2. Jeremy Rossiter	22	10	—	—	15	4	10	—	—	12	12	12	20	12	15	20	164
3. Philip Bullman	2	—	15	—	6	8	15	—	—	20	10	22	3	15	22	—	138
4. Frank Sytner	15	22	6	22	12	15	6	14	8	12	—	—	—	—	1	2	135
5. Rob Wilson	—	—	—	—	1	—	8	—	—	8	15	8	12	—	8	12	72
6. Richard Wills	10	8	—	—	8	—	3	15	—	3	—	10	—	—	4	8	69
7. David MacPherson	—	12	—	—	—	1	14	—	15	—	—	—	—	8	12	—	62
8. Kenny Gray	12	—	—	—	—	—	—	—	—	—	—	—	—	22	10	17	61
9. Chris Skellern	—	—	—	—	10	—	—	10	—	—	8	6	4	10	2	3	53
10. Mike Quinn	—	—	—	12	—	10	—	—	14	4	—	—	12	—	—	—	52
11. Peter White	—	—	4	—	—	—	—	—	—	6	4	—	—	6	6	10	36
12. Steve Farthing	—	4	—	—	—	2	—	20	—	—	—	1	—	3	—	4	34
etc																	



Rad Dougall—yet another!



The BWRDC ShellSport Awards series, which finished on November 1, has been won by 31-year-old Divina Galica. This exclusive 'ladies only' championship allows drivers to qualify in one named car only—and it was this factor which could have stopped Ms Galica from winning the award for the second year, as her previous win was mainly due to the large variety of cars she drives.

But, as is well known, Divi had an excellent year in Sports 2000 and, as her best ten scores were all wins, she was uncatchable for the BWRDC series. Second place fell to West London resident Juliette Slaughter. Ms Slaughter scored her points driving a 1300cc Renault 5 in the BRSCC'S series for these cars and, apart from Divina, she was the busiest British girl driver in 1977. The cars she raced during the year included a Sports 2000 Lola, and a Ford Escort.

Final Positions: 1, Divina Galica (Lola T490), 169pts; 2, Juliette Slaughter (Renault 5TS), 74; 3, Alison Davis (Ford Escort), 68; 4, Lorina Boughton (Sark FF2000), 49; 5, Maggie Anderson (Ford Escort), 42.

Class B—Best results in class racing: 1, Judy Andreason (MG Magnette) 31; 2, Viv West (Austin Healey) 19; 3, Deirdrie Ward (Mini 850) 8; 4, Juliette Slaughter (Renault 5TS) 7.

BARC Formula Ford 1600

BARC Formula Ford 1600 Championship	Mar 13 Thruxton	Mar 20 Croft	Mar 27 Thruxton	Apr 03 Silverstone	Apr 11 Thruxton	Apr 17 Cadwell Park	May 01 Snetterton	May 29 Brands Hatch	Jun 06 Thruxton	Jun 07 Donington Park	June 26 Mallory Park	Jul 10 Snetterton	Jul 31 Donington Park	Aug 07 Snetterton	Aug 29 Thruxton	Sep 24 Oulton Park	Sep 25 Mallory Park	Oct 15 Brands Hatch	Oct 23 Snetterton	Oct 30 Thruxton	Total points
1 David Leslie	—	22	—	22	—	22	15	22	—	15	22	—	14	22	22	10	20	22	15	15	280
2 David McClelland	22	—	—	17	8	12	22	17	8	22	—	17	2	12	12	—	17	12	12	12	224
3 Nigel Mansell	—	—	—	8	15	—	—	—	—	—	15	—	22	—	—	22	—	—	22	22	111
4 Mark Syms	15	—	15	—	12	—	—	—	4	12	10	10	12	—	10	—	—	—	2	—	102
5 David Heale	—	—	—	—	22	8	8	8	22	—	—	15	—	—	—	—	—	—	—	—	83
6 Frank Bayes	14	—	22	—	10	—	6	—	15	8	3	—	—	—	—	—	—	—	—	—	78
7 Nigel Gough	—	—	—	—	—	2	4	—	12	—	6	—	—	—	—	12	12	1	6	4	59
8 David Sears	—	—	—	—	—	—	—	—	—	—	—	—	—	15	15	4	—	—	8	6	48
9 Bernard Devaney	—	—	—	—	—	—	—	—	—	—	—	—	8	—	—	15	—	8	—	10	41
10 Peter Argetsinger	—	—	—	—	—	4	—	12	—	—	—	—	4	—	—	—	4	10	—	3	37
11 Richard Trott	10	—	3	4	—	6	—	3	—	—	—	—	—	—	—	—	8	—	—	—	34
12 Paul Smith	8	—	1	12	—	—	—	—	—	—	12	—	—	—	—	—	—	—	—	—	33
etc																					

Oceanair Clubmans Sports

Oceanair Clubmans Sports Championship	Mar 13 Thruxton	Mar 26 Oulton Park	Apr 17 Cadwell Park	May 29 Silverstone	Jun 07 Donington Park	Jun 19 Thruxton	Jun 26 Brands Hatch	Jul 10 Snetterton	Aug 07 Snetterton	Aug 14 Brands Hatch	Sep 04 Silverstone	Sep 18 Croft	Sep 25 Mallory Park	Oct 08 Oulton Park	Oct 23 Mallory Park	Oct 30 Thruxton	Total points
1. Dud Moseley	22	22	22	20	22	22	17	22	22	22	22	22	22	—	—	—	279
2. Robert Glass	12	10	17	10	15	—	8	12	12	10	10	12	10	17	—	—	155
3. Nick Linney	15	15	12	17	12	—	20	15	—	—	1	—	15	22	—	—	144
4. Andrew Neilson	10	—	8	4	—	8	6	4	—	6	2	15	8	12	15	20	118
5. Robin Henderson	—	8	—	8	6	—	10	—	6	15	15	3	12	10	—	6	99
6. Guy Woodward	6	12	10	12	—	15	—	2	8	3	12	—	6	—	—	—	86
7. Michael Barnby	—	—	1	—	—	6	—	8	10	—	—	—	—	—	22	17	64
8. Bob Morey	1	6	4	3	8	4	—	—	—	2	8	4	—	8	2	—	50
9. Charlie Kirby	2	—	—	6	4	—	12	—	—	12	—	2	2	—	—	—	40
10. Rod Wadham	—	—	—	—	2	—	1	3	—	4	—	10	1	6	12	—	39
11. Steve Collier	—	—	—	—	10	12	—	10	—	—	—	6	—	—	—	—	38
12. Philip Matchwick	8	4	6	—	3	—	4	—	—	—	—	—	—	—	—	—	25
etc																	

Leyland Cars Mini 1000

Leyland Cars National Mini 1000 Challenge	Apr 11 Mallory Park	Apr 24 Brands Hatch	May 08 Brands Hatch	May 22 Cadwell Park	May 29 Silverstone	Jun 06 Snetterton	Jun 19 Thruxton	Jul 03 Brands Hatch	Jul 10 Mallory Park	Jul 24 Cadwell Park	Aug 14 Snetterton	Aug 29 Castle Combe	Sep 18 Snetterton	Oct 01 Castle Combe	Oct 09 Brands Hatch	Oct 29 Donington Park	Total points
1. Paul Gaymer	9	9	10	10	10	(8)	10	10	10	9	10	9	9	(8)	10	(9)	125
2. Phil Spurling	10	8	9	9	8	9	9	9	(1)	10	9	8	10	(1)	(1)	10	118
3. Derek May	(1)	10	8	8	9	(1)	8	8	7	7	8	7	(1)	7	6	7	100
4. Colin Bigmore	(1)	2	6	6	2	2	7	(1)	6	4	5	6	6	6	5	(1)	63
5. Colin Beckwith	5	7	7	1	2	1	(1)	5	5	(1)	2	2	7	4	7	(1)	55
6. David Abbott	4	6	1	3	2	1	2	6	(1)	(1)	6	4	(1)	3	8	6	52
7. Chris Dobson	2	—	2	2	—	—	—	7	1	—	7	—	8	5	9	8	51
8. Tom Sheppard	1	—	—	2	3	5	5	1	9	8	1	1	—	2	4	4	46
9. Bryan Dugdale	1	2	2	4	2	3	1	3	2	6	—	3	4	2	(1)	(1)	35
10. Rick Cutting	7	—	—	7	—	—	—	1	—	5	—	10	1	1	1	—	33
11. Peter Calver	2	1	2	—	2	1	2	2	2	—	4	2	2	2	2	2	27
12. Peter Morris	1	2	5	1	4	—	—	—	8	—	—	1	—	—	—	1	23
etc																	
(best 10 scores count)																	



Paul Gaymer—a close one

the champions

Certina Watches prodsports



David Beams—a good win.

	Certina Swiss Watches Production Sports Car Championship	Class	Apr 24 Brands Hatch	Jun 06 Brands Hatch	Jun 12 Mallory Park	Jul 03 Silverstone	Jul 09 Castle Combe	Jul 24 Brands Hatch	Aug 14 Mallory Park	Aug 20 Oulton Park	Aug 28 Snetterton	Sep 18 Snetterton	Oct 02 Donington Park	Oct 30 Donington Park	Total Points
1	David Beams	B	5	(4)	5	(4)	5	5	5	5	5	5	5	5	51
2	Chris Meek	A	5	5	5	5	4	4	5	5	5	(4)	5	(1)	48
3	John McCaffrey	C	3	5	5	5	2	4	3	5	—	4	4	—	40
4	Howard Johnson	C	5	3	3	3	—	5	5	4	5	4	—	2	39
5	Bill Wykeham	A	3	3	3	—	—	2	3	—	1	4	3	—	22
6	David Richardson	C	2	2	1	—	1	1	—	2	3	2	4	3	21
7	Colin Blower	A	1	1	—	2	4	—	—	3	2	—	—	5	18
	Nick Ramus	B	1	4	—	—	—	2	—	—	2	3	3	3	18
9	Chris Alford	B	3	1	3	2	—	—	2	3	—	—	—	—	14
10	Rob Wells	A	2	2	1	—	—	—	2	2	3	—	—	—	12
	etc														
	(best ten scores count)														

Star of Tomorrow



Willy T. Ribbs—a colourful champ.

	BRSCC Dunlop 'Star of Tomorrow' Formula Ford 1600 Championship	Mar 12 Mallory Park	Mar 26 Snetterton	Apr 10 Brands Hatch	May 22 Croft	Jun 06 Snetterton	Jul 08 Oulton Park	Jul 23 Mallory Park	Aug 28 Brands Hatch	Sept 18 Snetterton	Oct 01 Castle Combe	Oct 29 Donington Park	Total Points
1	Willy T. Ribbs	12	20	15	20	22	20	22	17	—	—	—	148
2	Bill Shepherd	—	17	10	12	—	—	15	20	22	15	22	133
3	Terry Blanchet	15	6	—	15	15	10	12	6	—	12	12	103
4	Jeremy Plunkett	—	4	22	—	—	17	—	—	—	22	1	66
5	Martin Longmore	—	—	—	4	10	12	10	—	10	3	—	49
6	Graeme Peake	22	12	—	6	2	—	—	—	—	—	—	42
7	Gordon Coutts	—	8	3	2	—	3	6	—	12	—	—	34
8	Martin Flitman	10	3	—	3	—	8	3	—	6	—	—	33
9	Leon Walger	—	—	12	—	—	—	—	8	—	8	3	31
10	Dave Hoban	4	—	2	—	6	6	8	—	3	—	—	29
	etc												

Leyland Cars Mini 850

	Leyland Cars National Mini Seven Challenge	Mar 27 Snetterton	Apr 11 Castle Combe	Apr 24 Mallory Park	May 08 Thruxton	May 29 Silverstone	Jun 06 Oulton Park	Jun 12 Brands Hatch	Jul 09 Castle Combe	Jul 17 Brands Hatch	Jul 24 Cadwell Park	Aug 14 Snetterton	Aug 28 Snetterton	Sep 04 Mallory Park	Sep 17 Donington Park	Oct 02 Donington Park	Oct 09 Brands Hatch	Total points
1.	Martin Goodall	—	—	2	7	9	10	7	10	10	9	10	8	8	8	10	—	108
2.	Robert Addison	(3)	8	(1)	9	10	7	6	6	9	8	(2)	9	7	10	7	8	104
3.	John West	5	7	7	6	5	8	10	(5)	8	10	9	6	10	—	(5)	9	100
4.	Chris Tyrrell	—	5	9	8	2	9	9	(1)	(1)	7	2	10	9	9	8	5	92
5.	Chris Lewis	8	4	4	2	7	(1)	2	9	7	2	—	(2)	3	6	6	6	66
6.	Julian Cutler	1	6	1	—	—	—	2	8	2	6	7	7	6	2	2	4	54
7.	Russell Grady	7	2	8	—	6	5	3	1	6	4	(1)	2	2	5	2	(1)	53
8.	Tony Styles	1	9	—	10	1	4	4	7	1	5	3	5	1	1	—	—	52
9.	Graham Woskett	10	10	10	5	1	—	2	—	—	—	—	—	—	—	—	—	38
10.	Patrick Watts	—	—	—	—	—	—	1	—	4	—	8	—	—	7	9	7	36
11.	Graham Wenham	—	1	1	1	1	6	8	—	—	—	1	1	2	—	2	10	34
12.	Ron Cuthbert	9	1	1	2	8	—	5	1	—	—	—	—	—	—	—	—	27
	etc																	

THRUXTON

Now that the pressures of the National championship season are over, the BARC stage their customary end-of-year meeting on Saturday this year with generous sponsorship from Brent Walker Film Distributors and with the blessing of BBC TV who are televising the meeting live on their *'Grandstand'* programme. Brent Walker's first involvement with motor racing sponsorship coincides with the general release of their latest film, Gone in 60 Seconds, which features the longest car chase sequence ever filmed—40 minutes of non-stop automobile destruction—a feat which, we trust, will not be emulated by the production saloon drivers on the raceday. The major race of the "Gone in 60 Seconds" Raceday will be for Formula 3 cars and bears the same title. All the leading drivers have entered including the brilliant Derek Daly who, of course, clinched the BP championship at this circuit a fortnight ago. Other races on the action-packed programme (see *Sports Extra*) include the Formula Ford Minute Stakes with a superb array of future stars on the entry list, the Big Banana Feet modsports race, the Carson City Car Chase for Ford 2000 and Eleanor's Chase for production saloons. The last named gets its title from the name of the film's star, a 1973 Ford Mustang. Brent Walker Film Distributors are pleased to be associated with Thruxton's popular November meeting which will now reach millions of TV viewers nationwide from the circuit described as "the best television racetrack in Britain." Practice begins at 9.10am with the five-race programme from 1pm.

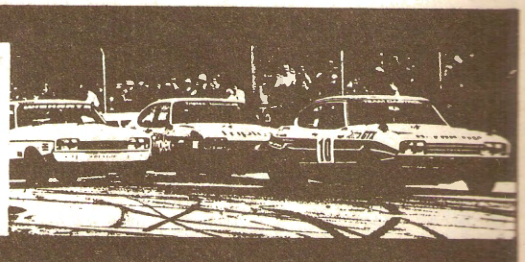
BRANDS HATCH

The BARC are out again on Sunday when they promote the first of the 'winter clubbies' at Brands. A busy seven-race meeting has been organised with races for FF1600, *Formule Libre*, special saloons, Mini 1000, Mini 850, modsports and classic saloons. Racing starts at 12.45pm following morning practice.

● Loughborough CC offer a 150 mile route for their restricted Sharmans Rally on November 26/27, the event being sponsored by the main Ford dealers for the third year in succession. The event counts for the East Midlands championship and regs are in the hands of Richard Egger Esq, 22 Firtree Walk, Groby, Leics.

International events

Date	Venue	Event
Nov 10-13	Portugal	Tour of the Algarve—European Rally Championship for Drivers
Nov 13	Macau	Macau GP—F Libre, G1—6
Nov 13	Phillip Island, Australia	G3—6



British events

Date	Venue	Event	Status	Club	Start	Details
Nov 12	Thruxton, nr Andover, Hants	Race Meeting	R	BARC	13.00	Gone in 60 Seconds Raceday—F3, FF2000, FF1600, Production Saloons, Modsports
Nov 12-13	Spruce Howlett Ltd., Trowse, Norwich (MR134/245069½)	Rally	R	Sporting CC of Norfolk	23.00	Phoenix Rally
Nov 12-13	Bengry's Motor Auctions, (MR149/437596)	Rally	C	B'ham Univ MC	23.01	November Rally
Nov 12-13	Huxford's, Fareham, Hants	Rally	R	Southampton MC	23.01	Arno Solent City Car Rally
Nov 12-13	Jaines of Manby (MR122/392½874½)	Rally	C	Lincs & Louth MC	—	Spire Trophy Rally
Nov 12-13	TBA	Rally	R	N Humberside MC	—	Moonraker Rally
Nov 12-13	TBA	Rally	R	N Downs MC	—	H. W. Clark Trophy Rally
Nov 13	Brands Hatch, nr Fawkham, Kent	Race Meeting	R	BARC	12.45	FF1600, F Libre, Special Saloons, Mini 1000, Mini 850, Modsports, Classic Saloons
Nov 13	Donington Park, nr Castle Donington, Derby	Sprint	R	Coventry & Warks MC	—	—
Nov 13	Longridge, nr Preston, Lancs	Rallycross	R	Longton & DMC	—	—
Nov 13	Layhams Farm, Keston, Kent	Production Trial	CP	Sevenoaks & DMC	—	—
Nov 13	Sutton, nr Ely (MR143/433790)	Production Trial	CP	Cambridge CC	11.00	—
Nov 13	Nantyfedw Farm, Bedlinog, (MR171/098002)	Production Trial	C	Welsh Counties CC	10.30	November Trial
Nov 13	Boxley Hill, Harp Farm, Boxley, nr Maidstone	Sporting Trial	R	750 MC	11.00	Harold Biggs Memorial Trial—RAC & Sempert BTRDA Trials Championships

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

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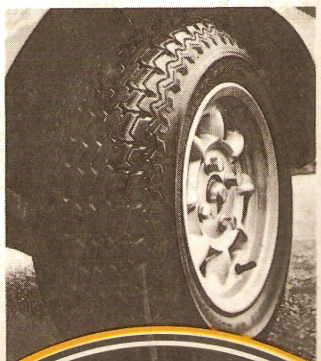
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