Autosport

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Long Beach Grand Prix

Castrol
Autosport
NATIONAL RALLY
CHAMPIONSHIP
1979
RAC

Japan's Le Mans car

Wilson's York National □ Rosberg's Hockenheim F2

Autosport

April 12, 1979 Vol 75 No 2

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Both Ferrari drivers tried this rear wing configuration at Long Beach — but Villeneuve reverted to the original setup for the race.

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Starter's orders?

Gilles Villeneuve drove an immaculate race at Long Beach last Sunday, spearheading Ferrari's second consecutive one-two finish. But his joy must have been slightly tarnished by frustration over the outcome of the events immediately prior to the start. For Villeneuve is the victim of another absurd piece of Formula 1 race mismanagement.

Technically, sure, Villeneuve was responsible for causing the half-hour delay to the start of the race. But his fine — at 10,000 Swiss Francs the exact equal to that imposed on John Watson after he was blamed for the first-lap accident in Argentina — is clearly unjust.

Apart from Anderstorp, Long Beach is the only Grand Prix venue at which the start is not opposite the pits. The cars form up on a dummy grid by the pits, and then complete half a lap round to the grid proper. Having led the field away from the dummy grid, Villeneuve, in pole position, came across a wide expanse of tarmac on Shoreline Drive. Where the startline proper was located, not a soul was to be seen on the track. No flags were being waved. No lights were being flashed.

At Anderstorp, the startline marshals await the cars and, standing on the circuit, wave them down and indicate the front row positions. There can be no question of doubt. The front row in place, the track is vacated, and the cars are then under the official starter's orders. As soon as the grid is formed, he gets the event under way in the usual manner.

It is arguable whether Villeneuve actually ever came under 'starter's orders'. The first thing which occurred to him when he caught sight of this grey desert was that the field might have been released from the dummy grid too early, and that they were not yet ready for the cars down on Shoreline Drive. In the knowledge that an F1 car 'cooks' if stationary with the engine running for too long, and in the absence of any visible instruction, he decided that the best course would be to embark on another warm-up lap.

An understandable decision but, technically, a jumped start. Such was the chaos on the startline, however — with some drivers following him round, others overshooting and reversing back up the track, and so on — that the threatened jump-start penalty could hardly have been applied by the organisers. Certainly, the Long Beach Grand Prix Association and SCCA administrators could not impose a time penalty on Villeneuve once they had decided to allow Carlos Reutemann and Jacques Laffite to compete, their cars having been crippled mechanically before the 'restart'.

However, in a move which smacked of the "cool improvisation" of which the FISA was accused by Enzo Ferrari earlier this year, Villeneuve was heavily fined. The imposition of the fine is in itself absurd, but less so than its extent. Villeneuve's action was hardly as irresponsible as causing a first-lap accident . . .

The standard of the marshalling at Long Beach is normally of a very high standard indeed. We are as surprised that this incident was allowed to occur at all as we are that the LBGPA has been unwilling to accept any responsibility for it. We are sure that we have not heard the last of the affair, for Ferrari will indubitably have something to say about it, and we will be on the side of the team which, this week, celebrates 75 Grand Prix victories.

cover picture

Top: The World Champion's last race with the Lotus 79? Mario Andretti finished fourth at Long Beach last Sunday, but he needs the new 80 to get on terms with the latest Ferraris, which came in first and second driven by Gilles Villeneuve and Jody Scheckter. Mario gets his first race with the 80 at Brands Hatch next Sunday. Photo: Jeff Hutchinson.

Bottom: Outright victory at Le Mans is the aim of the Japanese Dome team, whose all-new Group 6 car is described on page 48.

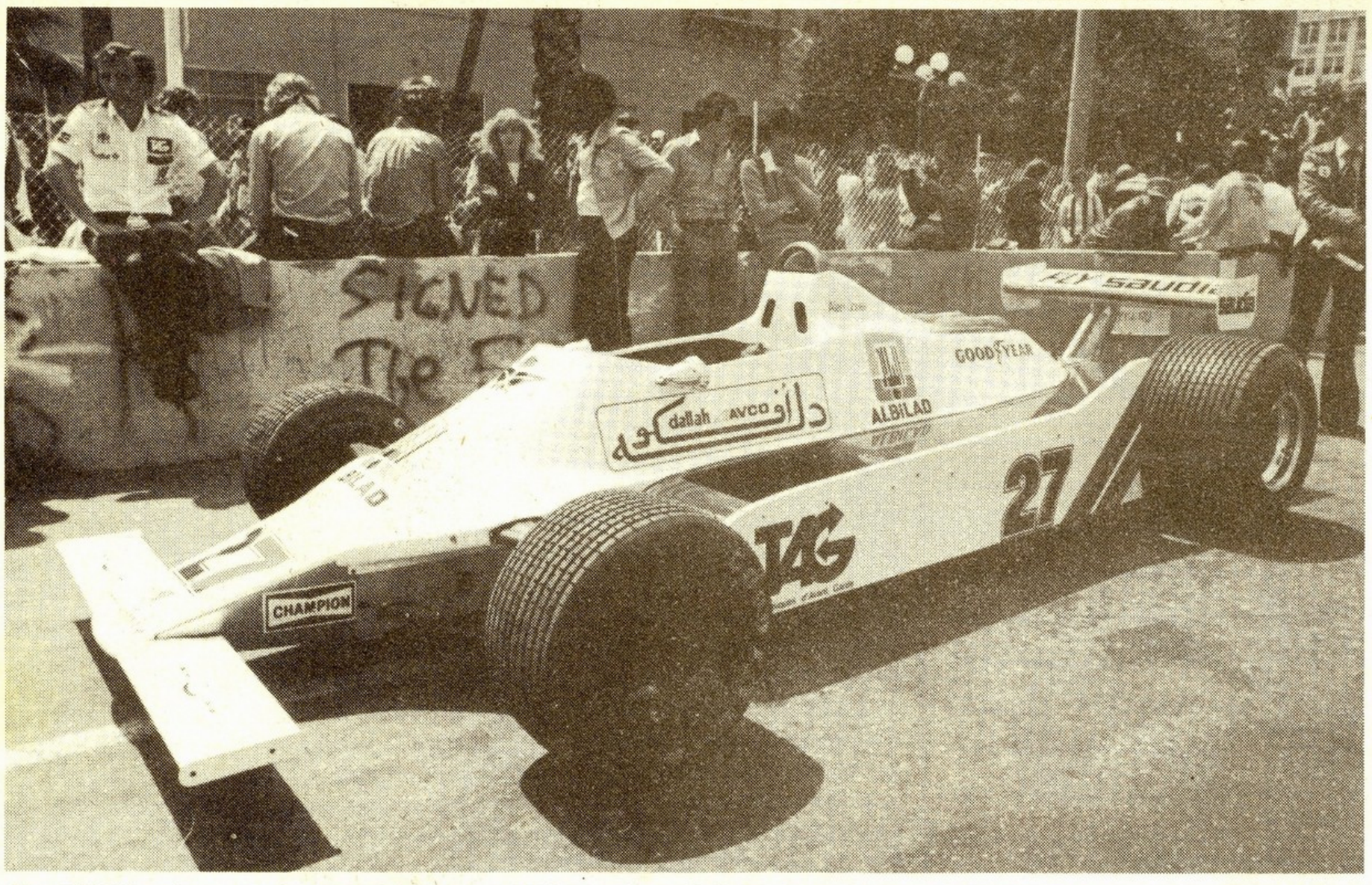
centre spread

David Warner started racing in Formula Ford 2000 last year with a Reynard chassis, and he continues in the formula this season with backing from LA Electronics and Trustbuck security systems. Warner continues to be run by Richard Dutton Racing, agents for Adrian Reynard's cars, and is contesting the ShellSport/Martini and BARC FF2000 championships.

next week

The Easter action: our full reports of the Brands Hatch F1 Race of Champions and the F2 International at Thruxton — All the rest of the Bank Holiday sport — Circuit of Ireland results — Safari interim report — Russell Brookes interviewed — Meet our new Grand Prix columnist*

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



Frank Williams's new F1 contender, designated FW07, is a beautifully engineered 'ground effect' machine in the Lotus mould.

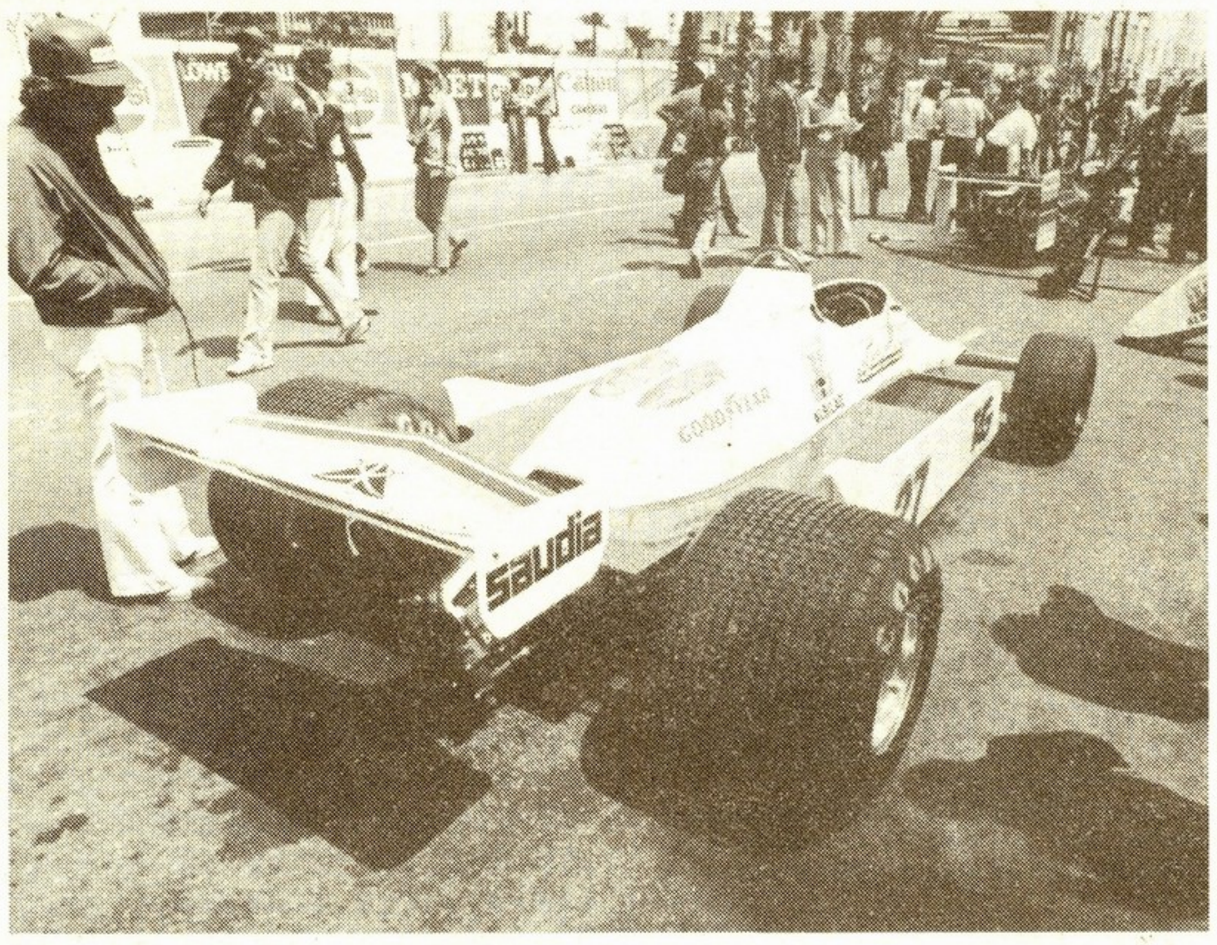
New Williams F1 car testing

Having only been finished at 4.30am that morning, the brand new Williams FW07 F1 car ran for the first time at Donington Park last Wednesday. Driving the car was none other than Brian Henton, who gave the striking Patrick Head design its first laps of any race circuit.

With Head viewing the proceedings with a nervous calm were Frank Williams and Frank Dernie (the former Hesketh designer who has been with Williams Engineering assisting the design staff for the past three months).

Head's latest offering follows conventional thinking these days, the new Williams looking like a cross between a Lotus 79 and a Ligier JS11. As with Head's previous design (which went so well at Long Beach), the car is extremely well engineered and should put the team back on the pace.

Henton eased the car around in the 66s-bracket with unsuitable gear ratios before the bleary-eyed mechanics took it back to their Didcot workshops prior to air freighting it out to Long Beach last weekend for a press announcement. Thereafter, Alan Jones will conduct further tests at the Ontario Motor Speedway.



Judging by Alan Jones's performance at Long Beach, the FW07 could be a front-runner this year.

Changes to GP qualifying system

As you will see from our Long Beach report (page 12), Grand Prix practice procedure was changed for the race in California, and the new arrangement will become standard practice for the rest of the season.

For the last few years, of course, we have had two timed sessions on the first day of practice, followed by an untimed morning session and timed afternoon one on the second day. Since the unwelcome return of the qualifying tyre, this procedure has put enormous strains on the tyre companies — particularly Goodyear, of course, who supply all but four of the F1 contenders. To lessen their burden, therefore, the timed sessions have been reduced from three to two. Each morning there will be a one-hour untimed session, with a 90-minute timed session in the afternoons.

Citicorp CanAm shaping up well

Prospects for this year's Citicorp CanAn Championship are better than at any time since the rebirth of the class at the beginning of 1977. Indeed, it seems just possible that the Carl Haas Lola team will not have things all its own way.

Haas, for whom Patrick Tambay and Alan Jones dominated CanAm racing in 1977 and '78, has Jacky Ickx driving for him this season, the Belgian ace declaring that his two priorities for the year are the CanAm Championship and his Le Mans drive with the works Essex-backed Porsche 936. When Alan Jones left the Haas team at the end of last season, he announced that he would not contest the championship this year, but there are rumours that he may have changed his mind.

Strong contenders are the Paul Newman-Bill Freeman Lolas of Keke Rosberg (the world's most underrated driver?) and Elliott Forbes-Robinson, and other Lolas will be driven by Geoff Lees (VDS), Al Holbert, Formula Atlantic star Price Cobb, George Follmer, John Morton and Bobby Brown. Vern Schuppan will run his Elfin again, and an intriguing entry is that of Australian John McCormack, who will contest the championship with his Leyland-powered McLaren M23, rebodied to meet the CanAm regulations, of course.

Stanley's new BRM ready soon

An unfortunate absentee from the opening Aurora AFX round at Zolder a fortnight ago was Neil Bettridge, who was to have driven the new BRM, designated P230C. Although the latest, and completely new chassis was finished 10 days ago it will, regrettably, not be going to Oulton Park or Brands Hatch either, as the car has not been shaken down yet.

Rumours that Derrick Bettridge, Neil's father, was interested in taking over Stanley-BRM, lock, stock and barrel, were confirmed on Tuesday although negotiations are still said to be far from completed.

One interesting factor of the Bettridge/BRM alliance though, is that the 'ground-effects' P230 will appear in British Racing Green (the last time a BRM ran in its proper racing colours was at Kyalami in 1970) with white markings and signwriting — a sign which will appeal to motor racing purists.

Initial testing, in former British karting team member Neil's hands, is expected to take place later this week with a view to taking in the Aurora series from Mallory Park's fourth round. The engine problem which afflicted the team last year has, apparently, been solved, over 600 miles of testing in a P207 chassis having been completed trouble-free.

French F3 Lola team

Following on from the news that Regie Renault are to help out some national teams in the European Formula 3 Championship this season, we hear that the French Danielson concern are currently negotiating with sponsors to run a three-car team of the latest Lola T770s, each to be fitted with Renault-Gordini engines. The team will be known as Lola Team Danielson and the first car, due for current *Formule Renault* Champion Philippe Alliot is due to be delivered this week. The other cars, which should be ready soon after Easter, have been ordered for former Renault 5 ace Alain Hubert and Philippe Colonna, who has competed in British F3 circles over the past couple of years with Alan Docking's team.

Gilles is 7:2 favourite

Gilles Villeneuve's win at Long Beach — his second *Grande Epreuve* victory on the trot — has, not surprisingly, had a marked effect on Ladbroke's World Championship odds. At present, they are as follows:

Villeneuve	7:2
Scheckter	9:2
Laffite	11:2
Reutemann	6:1
Andretti	7:1
Depailler	7:1
Lauda	12:1
Jarier	20:1
Watson	20:1
Hunt	25:1
Jones	33:1
Pironi	33:1
Fittipaldi	50:1
Jabouille	66:1
Bar these 14	100:1

F1 Williams for Lella

In a bid to try to show that Desiré Wilson is not necessarily the fastest lady driver at the moment, Lella Lombardi is due to make her comeback to Formula 1 this weekend at the wheel of a Williams FW06. Her appearance depends upon the safe return of the cars from Long Beach but the news from America is good and it would appear that the car will be ready for the Italian to drive at Brands Hatch on Easter Sunday in the Aurora section of the Marlboro *Daily Mail* Race of Champions. Dave Price Racing are geared to run the car over the weekend, although it will be run separately from Giacomo Agostini's Marlboro car.

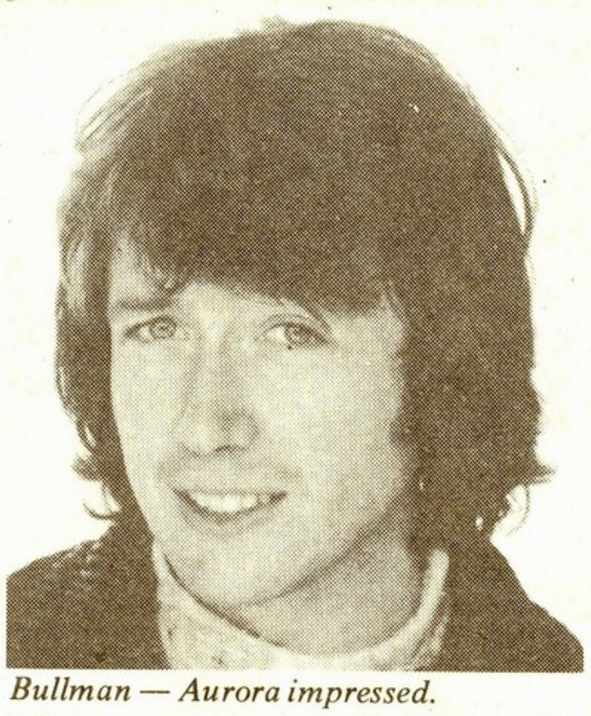
BRDC run Donington

It was announced from Donington on Monday that the Gunnar Nilsson Memorial Trophy Meeting, to be held on the weekend of June 2/3, will be organised by the British Racing Drivers' Club, who have generously agreed to offer their professional expertise and organisation at no charge.

Esprit to miss Le Mans

Further to our story in *Pit & Paddock* a couple of weeks ago regarding the possibility of Richard Jenvey's new Lotus Esprit running at the Sarthe this year, we hear that this will not now be the case. The car is due to be driven at the Nurburgring 1000kms, which is only six days before the 24-hour classic so it has been decided to miss Le Mans this year. Jenvey, however, will still do Le Mans in the Dorset Racing Association's Lola T296 FVC along with Tony Birchenough and Ian Harrower.

The Morfe Racing with Polaroof Lotus Espirit will still contest both the Rivet Supply Hours at Silverstone on May 6 and the Dijon 1000kms on April 22.



Bullman — Aurora impressed.

Aurora back Bullman

In Sunday's Marlboro *Daily Mail* Race of Champions, Philip Bullman's Surtees TS20 is to be sponsored, in the Aurora AFX Championship round, by . . . Aurora! However, before other championship contenders get any ideas, we must stress that Bulman's backing is coming from the Aurora International and Aurora US divisions, and is no way connected with the overall series sponsorship, which comes from Flair Toys Ltd, the UK licensees for Aurora AFX model racing systems.

The agreement is for the Race of Champions only, and has come about because of the companies' enthusiasm for Bullman's showing at Zolder the other weekend, after which they learned that he is still without a sponsor for the series.

Toyota F1 turbo?

There are some interesting rumours circulating in the Far East at the moment which would suggest that two major Japanese manufacturers are seriously contemplating full works involvement in a single-seater engine programmes. Toyota, we hear, already have a Formula 1 turbocharged engine running in test conditions in Japan, while Honda are due to be building a Formula 2 engine, which should be seen testing in Europe before very long.

Ingliston G1 race

On May 6, Scotcircuits, the enterprising promoters of motor racing at Ingliston, are promoting a non-championship race for Group 1 cars, to be sponsored by Pentax.

The race, of 30 laps duration, will be the richest Group 1 race to be held in Britain this year, with a total prize and 'grid' fund of over £3000. Of this, £1284 will be payable to starters dependent upon the grid positions achieved in practice, the competitor qualifying for pole position receiving £300, the second best grid position receiving £250, and so on down to the latter grid places, all of whom will receive £16. In addition to this money, a prize fund of £1800 is published, payable first £800, second £500, third £250, fourth £150 and fifth £100.

The grid for this event is limited to 16 starters only, and competitors interested in entering should apply to the Secretary to the Meeting, Alan M. Lamb, at National Bank Chambers, Duns, Berwickshire. Entries close on April 17.

WHITNEY STRAIGHT

It is with deep regret that we report the death, last week, of Air Commodore Whitney Straight, at the age of 66. In recent years, his name was primarily associated with industry, in which he held a number of senior positions, but as a young man he achieved spectacular success as a racing driver.

Whitney Straight was born in the Unted States, but took out British naturalisation in 1936, by which time he was already established in racing. As a Cambridge undergraduate, he held the Brooklands Mountain lap record! Among many successes abroad was victory in the South African Grand Prix of 1934. After his marriage, however, Straight gave up racing and turned his attention to aeroplanes.

Following a distinguished war in the RAF, Whitney Straight became managing director of BOAC at the age of 33, but left nine years later to join Rolls-Royce, of which he was later chairman. To his family and many friends. AUTOSPORT extends its deepest sympayhy.

Briefly . . .

● Associated Press report that Bernie Ecclestone took a trip to Las Vegas while over on the West Coast. The reason? According to AP's sources, it was "to inspect the track" . . .

● Sad news from France. The Rouen Formula 2 race, scheduled for June 24, has been cancelled. If you recall, the same thing happened last year, but the race was reinstated at the last moment. We can only hope for a repeat this year.

● Don't despair if you can't make it to Brands this weekend, for BBC1 are carrying live coverage of the Marlboro *Daily Mail* Race of Champions on Sunday afternoon. The Thruxton F2 race will, of course, be televised the following day.

● In readiness for the Good Friday Aurora race at Oulton Park, the Bracey-Price team were at the Cheshire circuit last week giving Giacomo Agostini the chance to familiarise himself with the track. Running his ex-works Marlboro Williams Formula 1 car, the former motor cycle ace got to within 0.4sec of Guy Edwards's outright lap record.

● Testing in Italy last week were prospective Aurora AFX competitors Marco Capoferri and Renzo Zorzi. Capoferri was entered at Zolder but failed to show in the Theodore F1 car designed by Ron Tauranac, while former Monaco F3 winner and Shadow F1 pilot Zorzi tests this car as well as Wolf WR1 which the Capoferri team will run also. Marco Capoferri is well known in Europe for his efforts in G6 events with a Lola-DFV T390.

● It seems that Val Musetti has acquired the ultra-successful Melchester Racing McLaren M23 with which to contest the Aurora AFX F1 championship championship, at least for the next few rounds. Musetti has ambitious plans to update his whole Brian Lewis-run equipe later in the year, plans which could suggest a link with wealthy Italian enthusiast Piccione.

● As we closed for press, we learned with sadness of the death of John Milner-Smith, the Lloyd's insurance claims adjuster. John, who was only 34 years of age, died of a heart attack last Sunday night.

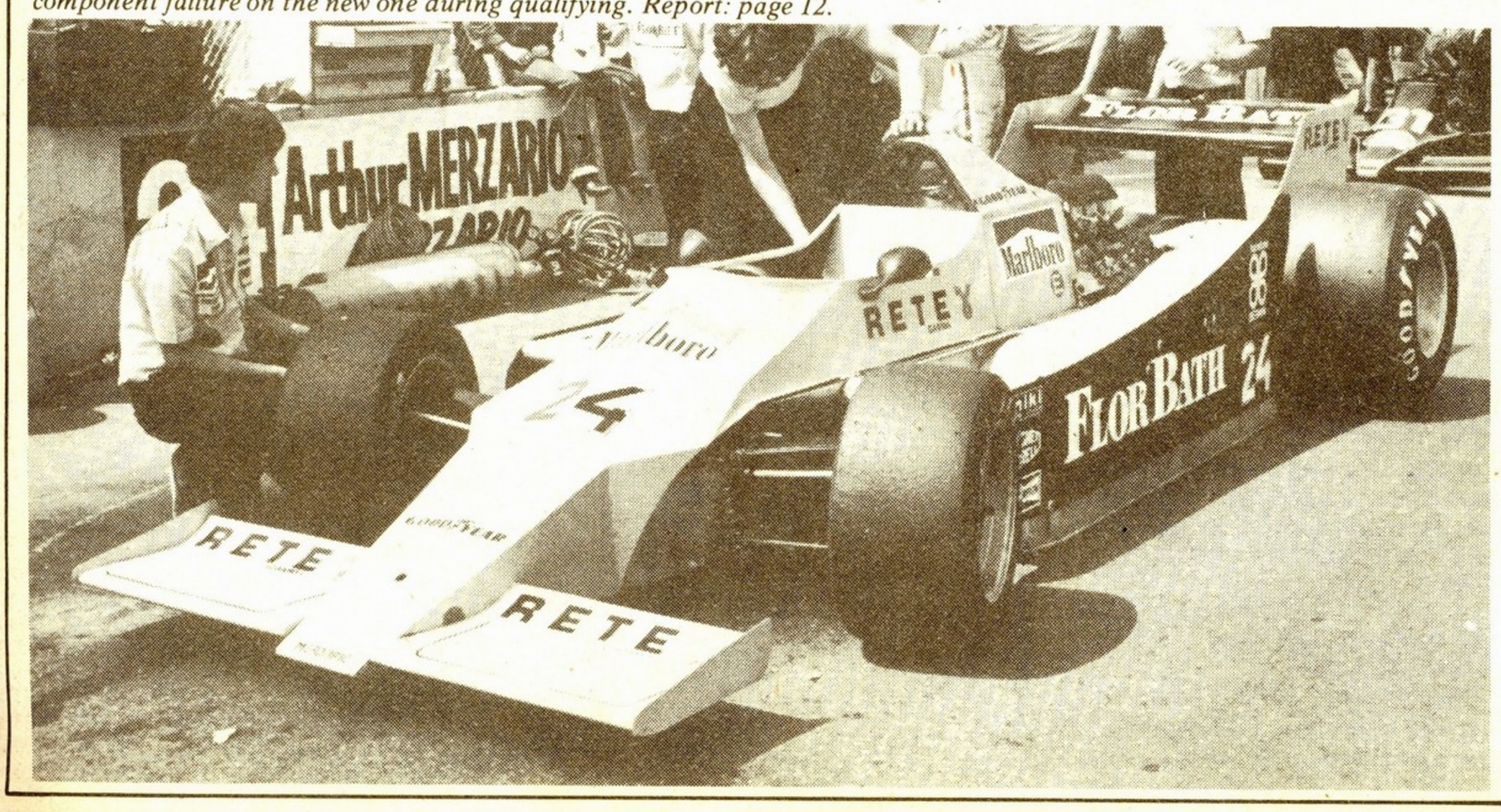
● Testing of the March 79C 'venturi' Formula 3 car will continue after Thruxton this weekend. Seeing how fast and effective the Formula 2 Marches were at Hockenheim last weekend without front wings, both the factory and Project Four (who run part of the official Bicester operation) personnel are optimistic about its chances of proving faster than the existing (and all-conquering) 1978 derived 'pod' car in which Chico Serra has won three races in five starts this year.

● Despite a far better showing from the three McMahon Chevrons at Donington Park last Sunday, the factory are still concerned about the performance of their B47 'wing car' and further testing has been carried out this week by the McMahon team in readiness for their next appearance at Thruxton on Easter Monday.

● Osamu Hatagawa, who raced a few times with a March 783 in last year's BP Formula 3 Championship is due to return to these shores again this weekend to campaign a new March-Toyota under the banner of the Beco Racing Team. He is all set to compete in all the remaining rounds of the Vandervell British F3 Championship.

● Congratulations to Niki and Marlene Lauda. Last week, Marlene gave birth to a son in Austria while her husband was away at Long Beach.

Arturo Merzario's latest Formula 1 car put in its first appearance at Long Beach last weekend, but Art raced his old car after a component failure on the new one during qualifying. Report: page 12.



A Texan in Texas

Coors Beer sponsored the second USAC Championship race of the season, the Texas 200 last Sunday, and the locals came along almost daring A.J. Foyt to lose. He did not disappoint them, starting the Gilmore Parnelli-DFX VPJ6C from the pole — 193mph — and leading all the way.

Johnny Parsons started second with Lindsay Hopkins's Lightning-Drake V8, which he qualified at 188mph, but retired with a blown engine after only three laps. As at the season's opener at Ontario, Foyt's main opposition came from Gary Bettenhausen in Sherman Armstrong's Wildcat-DGS, which was only three seconds back at the flag, thanks to a yellow light near the end which allowed him to reduce AJ's lead by almost a full lap.

Third, two laps behind, was Larry Dickson (McLaren-Offy M16C), followed by Cliff Hucul (McLaren-Offy M16C), George Snider (Lola-DFX T500) and Billy Vukovich (Watson-Offy).

Atlantic LB to Gloy

The opening round of the new SCCA Formula Atlantic Championship took place last weekend as the major supporting race to the Long Beach Grand Prix. The star of the show was undoubtedly 22-year old Kevin Cogan who qualified his Ralt RT1 on pole position but put in a magnificant drive back through the field after spinning twice on the first lap. On a circuit where it is particularly difficult to overtake, Cogan fought his way back up to second place and was only 5secs behind the winner, Tom Gloy (Ralt), at the finish.

Reigning Champion Howdy Holmes qualified his new March 79B second fastest but had problems in the race and retired, while Bob Earl, in yet another Ralt, put in a very determined performance to lead the race for a dozen laps before being passed by Gloy. Earl eventually went out with a broken differential so 43-year old Bill Brack brought his STP March 78B into third place ahead of New Zealander Dave McMillan's Ralt. Full report next week.

Supporting the Hockenheim Formula 2 race at the weekend was a German Group 5 round. This is the dice at the front of the exciting 2-litre division race, with Hans Heyer's winning Zakspeed Capri turbo leading from Harald Ertl's similar Capri and the HAT BMW 320 of Harald Grohs. Klaus Ludwig's Kremer-run Porsche 935 won the dull large division race, from John Fitzpatrick's Loos car. Report next week.

Gilles Villeneuve was your second favourite for the Long Beach 'round' of the AUTOSPORT/Moët et Chandon Grand Prix Competition, receiving slightly fewer votes than his Ferrari team leader Jody Scheckter. Mario Andretti ran Gilles a close third, and your other choices (in order of the number of votes cast) were Reutemann, Laffite, Lauda, Depailler, Jarier, Jones, Pironi and Hunt. This week's winner is Mr R. Turton, from Stapleford, Notts, who predicted that Villeneuve would win at Long Beach at 87.75mph, only 0.58mph short of his actual winning speed. Congratulations, Mr Turton — your magnum of champagne will shortly be with you.

Next, the Spanish GP. Last year's Jarama race was won by Andretti's JPS-Lotus at 93.53mph. Predict the name of the winner and his average, and let us have your postcards by April 27. Send them to AUTOSPORT Editorial, 54-62 Regent St, London W1A 2YJ.

Waltrip pips Petty in Rebel 500 GN

Sunday's Rebel 500 at Darlington was a rough, tough affair, the kind of a race which Darlington always seems to produce. It was the first of the NASCAR superspeedways to be built, nearly 30 years ago, and is somewhat narrow for coping with modern speeds. It is here that a driver worth his salt collects his 'Darlington stripe' — evidence on the right rear bodywork of contact with the wall. Like a badge of honour. It you're really getting on it, they say, the stripe will take care of itself . . .

Donnie Allison's Chevrolet Monte Carlo took the pole at 154.797mph, followed by Darrell Waltrip's similar car, Bobby Allison's Bud Moore Ford Thunderbird, Ricky Rudd's Mercury, Benny Parsons's Monte Carlo and Richard Petty's STP Monte Carlo.

The 367-lap race was essentially a three-way battle between Petty, Waltrip and Donnie Allison. These were the men at the front, although most of the other front runners kept in touch, including Parsons, Buddy Baker (Spectra Chev), Cale Yarborough (Budweiser Oldsmobile), Rudd, Dale Earnhardt (Osterlund Chev), Neil Bonnett (Chev) and David Pearson (Purolator Mercury). It was, as you can see, busy out there on the highway.

In the end, however, it came down to those leading three. Waltrip led 241 laps and Petty 90, with Donnie coming through first very occasionally. By the end, the rest were laps behind. Yarborough had managed to run out of gas no fewer than three times (!), Rudd and Bonnett had been delayed by confrontations with the wall, and Bobby Allison had quit with a blown engine. Earnhardt had the same misfortune, but the Osterlund crew set to and changed engines, getting the Bristol winner back out there.

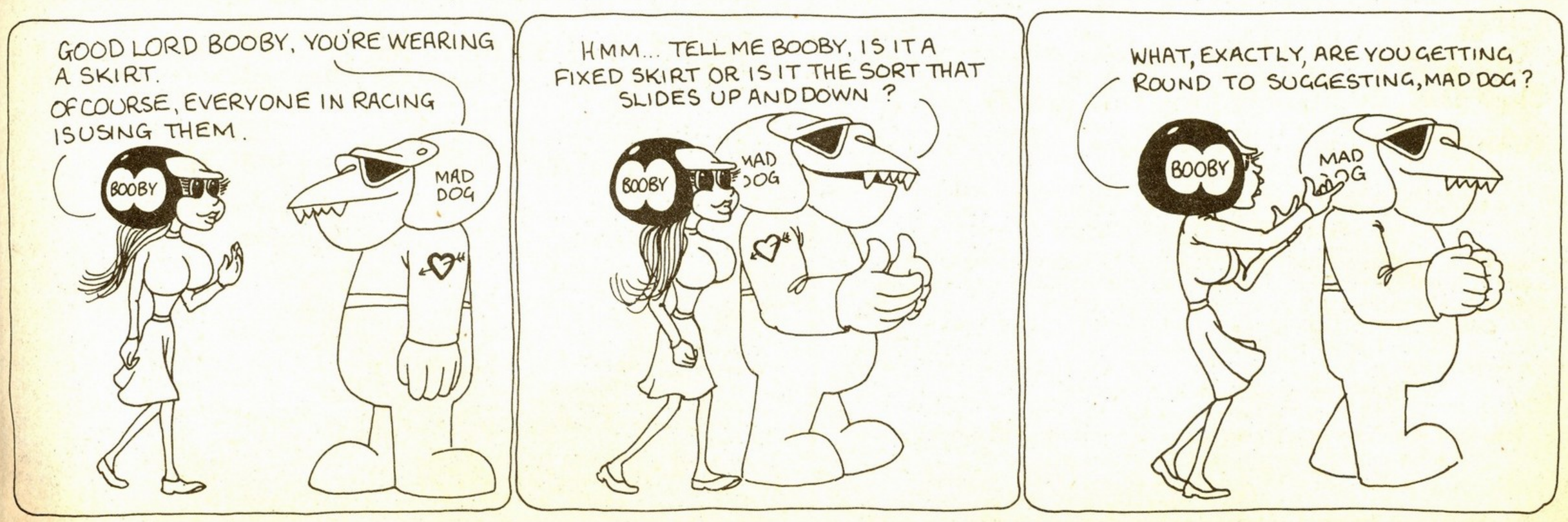
The most bizarre retirement, however, was that of David Pearson, currently in the middle of a long, lean spell. The Purolator Mercury left the pits before its nearside wheels had been tightened, lost both and hammered into the pit lane wall! Two wreckers were needed to move it . . .

King Richard led the pack into the last lap, but Waltrip made his move at turn 1, inching by and holding the lead to the flag. Donnie duly took third, followed by Parsons, Baker, Yarborough, Bill Elliott (Mercury), Rudd, Richard Brooks (Oldsmobile) and Joe Millikan (Chev). But only the first three went the full distance.

Waltrip's win takes him back into the points lead with 1317, followed by Bobby Allison (1236), Yarborough (1178), Donnie Allison (1142), Parsons (1138), Petty (1114), Millikan (1087), Earnhardt (1074), D. K. Ulrich (1013) and Richard Childress (969).

catchpole

by Barry Foley



OULTON PARK & BRANDS HATCH F1

Easter debut for new Lotus 80

The weather has worked rather harder than usual to ruin British motor racing recently, but, all things being equal, the Marlboro *Daily Mail* Race of Champions will be run on Sunday.

FOCA entries are thin on the ground, but the overall quality is high. At number one is World Champion Mario Andretti with the new Lotus 80, which will be making its competition début, probably with a conventional 'winged' nose. Facing Mario will be Niki Lauda, who will run a Brabham-Alfa BT48, after all.

Long Beach winner Gilles Villeneuve will also be at Brands, but Ferrari are bringing a 312T3 over for the Canadian, rather than the latest T4. McLaren appear to be in deep trouble at present, but John Watson will drive an M28. Compatriot James Hunt will not be at Brands with his Wolf, unfortunately, and neither will Tyrrell, Fittipaldi, Renault or Ligier. However, Jochen Mass is down to drive an Arrows A1B, and there are also entries from Williams and Ensign. At the time of writing, the drivers for these two had not been nominated.

The works Shadow DN9B will be driven by Elio de Angelis, and Hans Stuck will be there with a revised ATS. The last of the 10 FOCA entries is Arturo's new Merzario A2.

The bulk of the Race of Champions entry is made up of Aurora AFX Championship runners, and their 40 laps constitute a round of the championship. Hence they will be compelled to run the slower Goodyear G50 rubber.

AURORA ENTRIES

Two weeks have now elapsed since the magnificent opening round of the 1979 Aurora AFX championship and, for all those fortunate enough to have been at Zolder, the memory of that race will last for a long time to come. Few Britons will have travelled to Belgium, however, so their first opportunity to see the F1 and F2 cars comes in the Easter weekend's double-header at Oulton Park (Thursday and Friday) and Brands Hatch (Saturday and Sunday), the latter race of course being incorporated in the Race of Champions programme.

With two wins from his two Aurora starts so far (the first in last year's finale) David Kennedy starts from a very strong position in Teddy Yip's Wolf WR4. His confidence is boosted still further by the Zolder victory so the Irishman is looking very good. Guy Edward's Mopar-Fittipaldi team showed well at Zolder, Guy leading the race until an indiscretion at the Ickx bocht and Bernard de Dryver bringing his Hark Sound F5A home fifth after a pit stop. Edwards likes both circuits and will be looking to give the Fittipaldi *marque* its first F1 win.

Emilio de Villota is taking the Madom F1 Lotus 78 to both meetings, his Spanish sponsors making the journey over in the hope that the beautiful yellow machine can end Emilio's run of bad luck which extends from last season. The Melchester Tyrrell 008s are both entered for *The Sun* Gold Cup and the Marlboro/*Daily Mail* Race of Champions, Desiré Wilson and Gordon Smiley the drivers again.

The ex-Melchester McLaren M23 which carried Tony Trimmer to last year's Aurora title may well appear again in the hands of stuntman extraordinaire Val Musetti (a replacement for the March 771 written off at Zolder) while Giacomo Agostini, who showed promise in Belgium, has entered his pair of Dave Price-run Williams FWO6s for himself and a yet to be nominated driver, probably "Gimax". At Brands Harch it appears that the Williams *marque* will be very well represented, Ago's cars being joined by Lella Lombardi in her own Count Zanon-backed FWO6 as well as the works car for Alan Jones.

The Durex-Eden Chevron team were in high spirits after Zolder and their driver Tiff Needell will be anxious to consolidate his championship position on his second 'prize drive'. Gerd Biechteler will run his ex-Edwards March 781 again while Scotsman Iain McLaren débuts his ex-Lunger McLaren (no relation) M26 at Oulton although it is doubtful whether he will go to Brands. Richard Jones drives "Bertha", the Ensign MNO2 at the Northern circuit while Robin Smith is likely to take over if the team travel to Brands.

The biggest dark horse will undoubtedly be Rupert Keegan who makes his entry into the Aurora series with a Charles Clowes Racing Arrows A1B and should, in view of his Grand Prix experience and the machinery at his disposal, soundly trounce the opposition. He will do the entire series with the car. After his brilliant début at Zolder, Philip Bullman takes the lone John Surtees Garages TS20 to both meetings, the former being the scene of his only F3 "victory" although he was later robbed by a technicality. Finally, on the F1 front, Neil Bettridge is entered in the latest BRM P230 but the car is unlikely to appear as pre-race testing has not started yet, so the former karter's début will have to wait until Mallory!

Four Marches (with the possible addition of Klaus Walz's BMW-powered 782) and five Chevrons comprise the F2 field. John Cooper, Divina Galica and Zolder category winner Norman Dickson have the latest 792s while the talented Kim Mather brings out the Pontins Racing 772P at both Oulton (one of his favourite circuits) and Brands. Chevrons are driven by Tony Dean, Brian Robinson, Germain Garon, Warren Booth and Ken Brill.

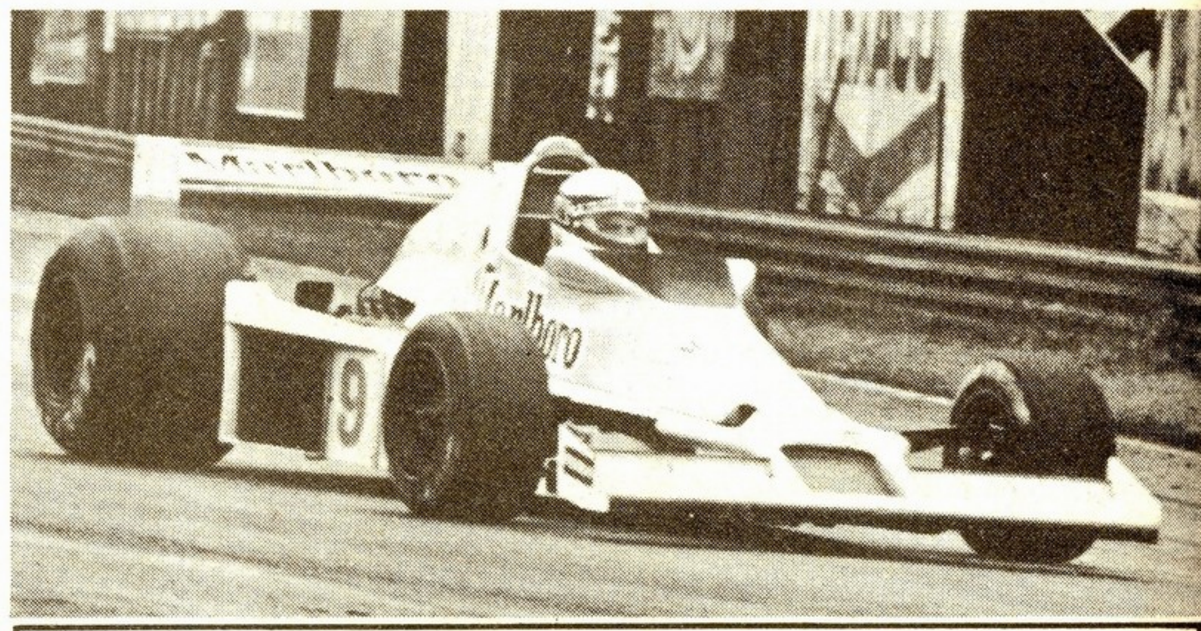
All the regular Tricentrol/RAC British saloon car championship runners will be in attendance at Oulton before dashing to Thruxton overnight on Friday — it will be remembered that the G1 cars put on perhaps their best display of 1978 at the Cheshire circuit. Also on Good Friday's programme are the Chequered Flag Sports 2000 cars and BMW County championship races (both categories also appear at Brands) and a ShellSport Martini FF2000 event.

Formula Atlantic runners in the Hitachi round/Aurora F2 race at Brands include Ray Mallock (Ralt), Paul Smith (March 782B), Rick Gorne (Argo), Jim Crawford (Chevron) and Andy Jeffrey (Chevron) while the meeting also sees the start of the 1979 Dunlop 'Star of Tomorrow' FF1600 series. Picking likely 'stars is a particularly difficult task but Tristan Batch (Sparton), Tim Lyons (Crosslé) and Tim Jones (Royale) could be well up. Sunday's Sports 2000 event has attracted a healthy field with Lolas for Pancho Webb, Jeremy Rossiter, Brian Lennox, John Poxon, Desiré Wilson and John Sheldon challenging the Tigas of Ian Taylor, Richard Morgan, Nick Adams, John Homewood, Neil Crang and Adrian Hall. Chris Alford's Robinson and John Bury's Martin add variety.

RACE OF CHAMPIONS ENTRY LIST

Martini Racing Team Lotus	Mario Andretti	USA	Lotus 80
Parmalat Racing Team	Niki Lauda	A	Brabham BT48
Marlboro McLaren Racing	John Watson	GB	McLaren M28
ATS Wheels	Hans-Joachim Stuck	D	ATS D1
Spa Ferrari SEFAC	Gilles Villeneuve	CDN	Ferrari 312T3
Interscope Shadow Racing	Elio de Angelis	I	Shadow DN9
Team Ensign	TBN		Ensign N179
Team Merzario	Arturo Merzario	I	Merzario A2
Saudia Williams	TBN		Williams FW06
Warsteiner Arrows Racing Team	Jochen Mass	D	Arrows A1
Melchester Racing	Desiré Wilson	ZA	Tyrrell 008
Melchester Racing	Gordon Smiley	USA	Tyrrell 008
Madom Formula One	Emilio de Villota	E	Lotus 78
Mopar/Ultramar Golden Eagle	Guy Edwards	GB	Fittipaldi F5A
Mopar/Hark Sound	Bernard de Dryver	B	Fittipaldi F5A
Durex-Eden Racing	Tiff Needell	GB	Chevron B41
Valentino Musetti	Val Musetti	GB	TBN
Marlboro	Giacomo Agostini	I	Williams FW06
Marlboro	TBN		Williams FW06
Theodore Racing with Hi-Line	David Kennedy	IRL	Wolf WR4
Stanley BRM	Neil Bettridge	GB	BRM P230
John Surtees Garages	Philip Bullman	GB	Surtees TS20
John Surtees Garages	TBN		Surtees TS20
Robin Smith	Robin Smith	GB	Ensign MN02
Charles Clowes Racing	Rupert Keegan	GB	Arrows A1B

Above: John Watson's M28, back in Marlboro colours, will be the McLaren representative at Brands. Below: Agostini has tested his Williams in readiness for Oulton



BRANDS HATCH TIMETABLE

Saturday April 14

Pits Walkabout	08.00-08.50
Formula Ford practice	09.00-09.30
Formula 1 untimed practice (FOCA only)	10.00-11.00
Formula 1 untimed practice (FOCA and Aurora)	11.30-12.30
Pits Walkabout	12.30-13.30
Formula 1 practice (FOCA only)	13.30-14.30
Formula Ford practice	14.45-15.15
Formula Atlantic/Formula 2 practice	15.30-16.15
DUNLOP STAR OF TOMORROW FORMULA FORD RACE	16.35

Sunday April 15

Pits Walkabout	08.00-09.15
Sports 2000 practice	09.30-10.00
Formula 1 practice (FOCA untimed, Aurora timed)	10.30-11.30
ShellSport Sunbeams practice (Indy Circuit)	11.45-12.00
BMW County Championship practice	12.10-12.25
EVENING NEWS SHELLSPORT SUNBEAM RACE (10 laps, Indy Circuit)	13.40
MARLBORO/DAILY MAIL RACE OF CHAMPIONS (40 laps)	14.30
AURORA FORMULA 2/HITACHI BRITISH FORMULA ATLANTIC RACE (25 laps)	15.45
CHEQUERED FLAG SPORTS 2000 RACE (15 laps)	16.45
BMW COUNTY CHAMPIONSHIP RACE (12 laps, Indy Circuit)	17.30

THRUXTON F2

Daly and Henton Philips favourites

The British public have had all too few opportunities of seeing Formula 2 cars in action in recent years, but the BARC, through their traditional Easter Monday fixture, have done much to keep the British rounds of the European championship alive. This year, Thruxton circuit hosts round 3.

Once again, the £40,000 prize fund meeting is being backed by Philips Car Radio, and the 28-strong entry includes current Grand Prix drivers Clay Regazzoni and Derek Daly.

The entry list, in fact, is much the same as that for Silverstone, so all the ingredients for a fabulous meeting are there. Practice, as always, will be on Saturday (April 14), while the 11th F2 International itself takes place on Easter Monday over 55 laps of the 2.356-mile Hampshire circuit.

Heading the runners is Silverstone winner, Eddie Cheever, in the superb Ing Stirano-developed Osella FA2/79, already a proven design in both wet and dry conditions. The works Polifac Junior Team March-BMW 792s of Marc Surer (second at Thruxton last year), Ricardo Zunino (who made his F2 debut here two years ago) and Beppe Gabbiani, should pose a strong challenge.

Runner-up at Silverstone, Derek Daly is joined once more by Stephen South in the ICI Racing Team's pair of immaculate green March 792s, both drivers having much experience at Thruxton from their FF1600 and F3 days. Stephen has his third outing with the team, one more than the Irishman, who missed Hockenheim due to his Ensign F1 commitments. Teo Fabi and Argentina's saloon champion Juan Maria Traverso pilot the March Racing entries.

Bobby Rahal created a tremendous impression at Hockenheim with his handling of the works Chevron-Hart B48, as did Huub Rothengatter in the Alan Docking-run Racing Team Holland example. Although the Dutchman has raced at the circuit before, the American has no such experience to fall back on, but both will be doing their utmost to uphold the honour of the Bolton *marque*. The eloquent Italian F3 ace Siegfried Stohr is back behind the wheel of the only other Chevron entered, the Stebel/Voxson car.

The Toleman Group Motorsport team showed extremely well at the opening rounds, despite Rad Dougall having to use their year-old March chassis as they only had one of the exciting new Ralt RT2s ready in time. Alex Hawkridge, Toleman's Team Manager, confidently expected to have a second car for Hockenheim and a third for Thruxton so, on paper, it would seem that Brian Henton and the South African will definitely run Ron Tauranac's exclusive machines. The third chassis is also entered for an as yet unnamed driver and no doubt the March 782 will be available as a T-car if necessary.

Private Marches were in strong evidence at Silverstone, none being more impressive than the BP-backed example of Derek Warwick, last year's Vandervell F3 champion. A Hampshireman himself, Warwick's circuit racing career took off at Thruxton with a Hawke FF1600 car, the youngster moving into F3 with Chevron, Ralt and March chassis and proving a great favourite with his local crowd behind him.

The Everest March team of Giancarlo Minardi will have their cars on hand for Angel Guerra and Clay Regazzoni (an amazing driver to watch on a driver's circuit such as Thruxton), while Alberto Colombo's Sanremo Racing *equipe* have Pirelli-shod (like the Osella) Marches for Ariel Bakst and Colombo himself. Eje Elgh is a quick man at Thruxton, the combination of the fearless Swede and the Marlboro Team Tiga March being a formidable one with the expertise of Tim Schenken and Howden Ganley beind it. Markus Höttinger, the Austrian saloon car ace, makes his first visit to Thruxton with the Bob Salisbury-run March 792.

The beautiful Onyx Race Preparation Pilbeam of Patrick Neve is coming, the Belgian hopefully having cured the fuel system maladies which prevented the Hart unit running smoothly at Silverstone.

SUPPORTING RACES

One rung down from F2, the Vandervell F3 circus visits Thruxton for the second time this year with former kartist Andrea de Cesaris, from Rome, anxious to prove his supremacy again in his Marlboro Team Tiga March. The works 793s of Chico Serra and Mike Thackwell have been going well of late while the Triumph-powered Marches of Unipart team drivers Nigel Mansell and Brett Riley will be wishing to expand upon their only victory so far this season — Mansell's win at the prestigious Silverstone International Trophy meeting. The Derek McMahon Chevrons of Stefan Johansson, Bernard Devaney and Eddie Jordan have not proved as easy to drive as the Marches as yet.

The Ralt RT1 drivers have not fared so well either, although Kenneth Acheson is beginning to get his act together and Rob Wilson is now finding an improvement in his ICL chassis. Both men eagerly await their RT3 'wing cars though.

Former G2 and special saloon star Jonathan Buncombe joins Vince Woodman in the two-car Equipe Esso Capri team for the Tricentrol British saloon car qualifier. Vince will commute between Thruxton and Castle Combe where he races his 3.4 Capri GA in the special saloon race while further Capris are out in the hands of regular pilots Gordon Spice, Chris Craft, Stuart Graham, Jeff Allam, Holman Blackburn and Colin Vandervell.

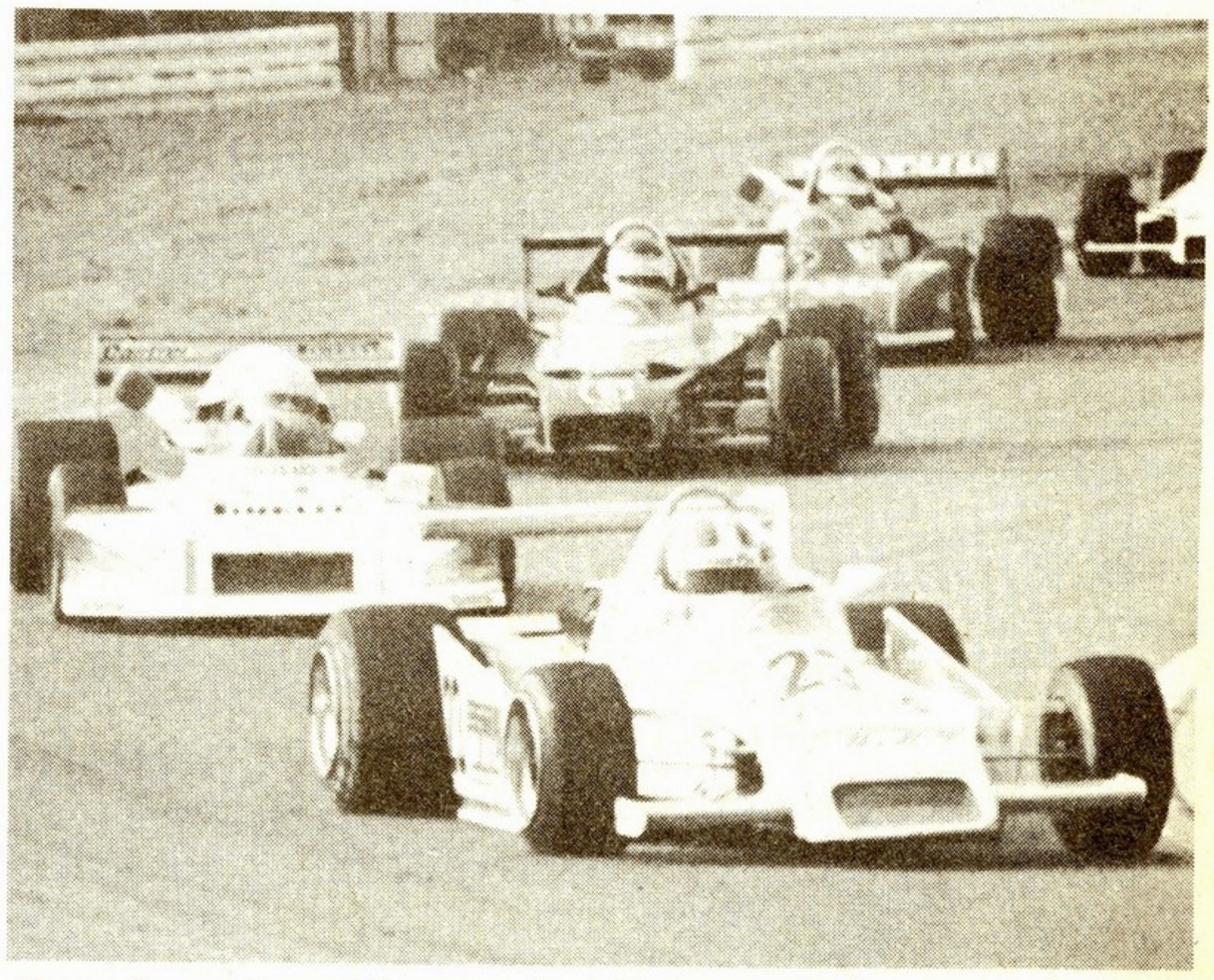
In the smaller capacity classes five Triumph Dolomite Sprints (that of Gerry Marshall among them) and three Vauxhall Magnums including Barrie Williams's Ego Computers version challenge Tom Walkinshaw's raucous Mazda; Richard Lloyd heads the 1600cc class with the Akai Golf and local men Richard Longman, Alan Curnow and Tom Pitcher fight out the tiddlers' class.

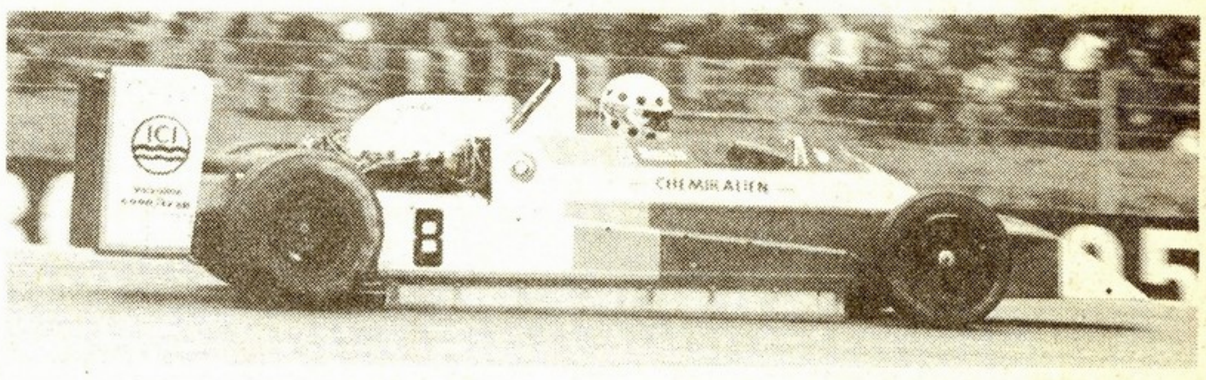
The P&O Normandy Ferries FF1600 contenders come to Thruxton for the first time since the sponsorship package was announced and a representative entry has been received. Among them, David Sears (Rushen Green Royale), Terry Gray (Van Diemen), Jean-Pierre Debacker and Martin Longmore (Crossles) and Brian Sims (Perivan Image) should feature. As an extra attraction for the crowds, the BARC have gone to some length to secure the services of the RAF Red Arrows aerobatic display team with their nine Hawker Siddeley Gnats which will appear midway through the afternoon. Next to motor racing, we can think of no finer spectacle!

MAWP

THRUXTON F2 ENTRY LIST

Marc Surer (CH)	Polifac BMW Junior Team	March 792 BMW
Ricardo Zunino (RA)	Polifac BMW Junior Team	March 792 BMW
Beppe Gabbiani (I)	Polifac BMW Junior Team	March 792 BMW
Teo Fabi (I)	March Racing Limited	March 792 BMW
Juan Traverso (RA)	March Racing Limited	March 792 Hart
Bobby Rahal (CDN)	Chevron Racing Team	Chevron B48 Hart
Derek Daly (IRL)	ICI Racing Team	March 792 BMW
Stephen South (GB)	ICI Racing Team	March 792 BMW
Eddie Cheever (USA)	Osella Squadra Corse SRL	Osella FA2/79 BMW
Alex Ribeiro (BR)	—	March 792 Hart
Alberto Colombo (I)	Sanremo Racing	March 792 BMW Heidegger
Ariel Bakst (RA)	Sanremo Racing	March 792 BMW Heidegger
Brian Henton (GB)	Toleman Group Motorsport	Ralt RT2 Hart
Rad Dougall (ZA)	Toleman Group Motorsport	Ralt RT2 Hart
Angel Guerra (RA)	Team Everest	March 792 BMW
Clay Regazzoni (CH)	Team Everest	March 792 BMW
Siegfried Stohr (D)	Trivellato Racing Team	Chevron Voxon BMW
Patrick Neve (B)	Onyx Race Engineering	Pilbeam MP42 Hart
Eje Elgh (S)	Marlboro Team Tiga	March 792 BMW
Huub Rothengatter (NL)	Docking Spitzley Racing/Racing Team Holland	Chevron B48 Hart
Wolfgang Locher (D)	BFO Racing with Motor Race Consultants	March 792 Hart
Markus Hottinger (D)	Bob Salisbury Racing	March 792 BMW
Armin Hahne (D)	MM Mampe Team	Maurer MM1 BMW
Alain Couderc (F)	Motul Nogaro	AGS JH16 BMW
Carlo Giorgio (I)	Jolly Club Milano	March 792 Hart
T.B.N	Toleman Group Motorsport	Ralt RT2 Hart
Derek Warwick (GB)	Team BP with Theodore Racing	March 792 Hart
Adrian Russell (GB)	Aycliffe Team Russell	March 782 Hart





Above: Outstanding at Silverstone, Huub Rothengatter's Chevron was also impressive at Hockenheim last Sunday. Colombo (March), Rahal (Chevron) and Couderc (AGS) follow. Below: Eddie Cheever's Osella. Bottom: The rapid ICI March of Stephen South.

THRUXTON TIMETABLE

Saturday April 14

Formula 3 practice	10.00-10.30
Formula 2 practice	10.40-11.40
Formula Ford 1600 practice	11.55-12.15
Formula 3 practice	14.00-14.30
Formula 2 practice	14.40-16.10
Touring cars practice	16.25-17.25

Monday April 16

Formula 2 untimed practice	12.30-13.00
VANDERVELL FORMULA 3 RACE (15 laps)	13.30
PHILIPS CAR RADIO FORMULA 2 EUROPEAN CHAMPIONSHIP RACE (55 laps)	14.30
RED ARROWS DISPLAY	16.30
TRICENTROL BRITISH SALOON CAR RACE (20 laps)	16.50
P&O NORMANDY FERRIES FORMULA FORD RACE (10 laps)	17.45

correspondence

the editor is not bound to agree with readers' opinion

Formula Ford discontent

As an entrant of a race-hire Formula Ford 1600 car, I telephoned the BRSCC to obtain information concerning the date change for the Dunlop Novices Championship round scheduled for the Race of Champions meeting at Brands Hatch (April 14/15).

I was informed of a change from Sunday to Saturday for the FF race. In passing, I enquired whether there would be qualifying heats or a consolation race. To my disgust, I was informed that neither system will be operated, and that 84 entries had been accepted for 35 grid positions. This leaves 49 teams without a race!

While I appreciate the need for extra practice for the Formula 1 brigade, and the difficulties facing the BRSCC and Brands Hatch, surely it would be sensible to postpone the FF event, and run it at a circuit and on a date on which all entries could at least run in a heat or even a consolation race.

Unfortunately, I was also involved in the Silverstone fiasco at the BRDC International Trophy meeting. Some drivers waited 30 hours from practice until the final, only to see it abandoned (admittedly due mainly to uncontrollable circumstances). A few other unfortunates did not race at all, due to an over-subscribed entry list.

Personally, I feel morally obliged to advise Jeff Smith (the driver of my hire car), who has made great personal sacrifices to raise the necessary finance to contest this year's novices championship, to reconsider his entry for Brands Hatch. Possibly he should be running at a club meeting elsewhere, where we will receive just consideration.

The time has surely arrived for a spokesman to be appointed to protect the interests of all FF1600 drivers and entrants, and help to bring back the element of enjoyment for all in what is, after all, still meant to be a sport.

WARRINGTON, CHESHIRE — MARK BIRRELL
Markian (Northern) Racing

I suppose it was only a matter of time before the discontent among the Formula Ford 1600 drivers came to the surface. It is grossly unfair, week in week out, to give the FF lads the most inconvenient time for scrutineering, by far the shortest practice periods, and then (more often than not) make them wait all day for the last race on the programme.

To add insult to injury, we get situations where 90 to 100 FF teams enter for a meeting, possibly more than all the other formulae put together, which means they contribute more entry fees. When the prize money is shared, the FFs get a minute fraction of what is paid out, compared with the other teams.

Not content with all this, the organizers seem to think the FFs can get by with a much shorter race than anyone else. If the norm is, say, 12 to 15 laps, the FFs are often fobbed off with eight laps, which quickly develops into a mad dash for the flag, leaving no time for any race strategy to take place.

There was even more lunacy at the recent International Trophy meeting at Silverstone. Trying to race in semi-darkness and heavy rain, the FF teams lost several thousand pounds worth of expensive machinery, and can count themselves lucky that there were no bad injuries.

When one considers the magnificent racing these boys provide, I cannot help but wonder how such a situation can arise. Is it possible that they are so desperately keen to race, they allow themselves to be pushed around to satisfy the needs of the other competitors? If so, it is time they formed an association and committee to look after their interests.

TODWICK, YORKS — J. A. BOOTH SNR

Unnecessary changes

I feel that I must bring to your attention recent irrational decisions made by our governing body — the RAC — which make me regret my return to our sport following a four-year 'retirement'.

Last September, I purchased an FF2000 car and worked out a careful shoestring budget — which enabled the purchase of six 'wet' and six 'dry' tyres. The tyre manufacturers made no mention of any impending tyre specification changes — and I understand that no official announcement has been made through the sporting media.

The outcome — I was informed at the first meeting at Thruxton — is that I can turn the 1978 tyres into flower pots. They are ineligible in 1979.

The RAC is our governing body, acting on behalf of all competitors, and must have approved the tyre changes suggested by Dunlop — who have a monopoly of the formula. This must have taken place early in 1978.

Why change the tyres specs at all? If the tyres are unsuitable or causing problems, then the manufacturer should be obliged to give allowances based on the life left in competitors' obsolete tyres. And the RAC must insist on this. Also the RAC should have made an official announcement early enough to allow competitors to run down their tyre stocks.

Motor racing is expensive enough to deter many would-be competitors, but actions such as these hit the private, unsponsored teams hardest. I have for sale an FF2000 car complete with the most expensive flower pots in the world — £250 for a set of four.

OAKLEY, BUCKS — CHRIS WOODCOCK

Silencing

The regulations regarding permitted noise levels in Formula Ford for 1979 were first published some 12 months ago. They were confirmed in the December 14 issue of AUTOSPORT. And again in the 1979 Blue Book.

I fully condone the RAC view that, if controlling noise level is going to mean the difference between racing and not racing, then some control is necessary. So, as manufacturers, we set about ensuring that our cars would comply.

The first step was to carry out our own measurements under the specified conditions, which showed that, with Formula Ford engines, the level was a few dBa below the specified limit with no silencer at all.

Consultation with the Association of Competition Car Manufacturers confirmed that most engines would be within the limit, but that a few could be marginally outside.

This was confirmed at Thruxton on April 1, when our engine measured 109dBa and only about 10 per cent of unsilenced engines were slightly over the limit.

To be certain there could be no argument due to measurement errors, we brought along our Mallock silencer, which reduced the level to 99dBa.

At scrutineering, we were told that an RAC edict had been issued to say that the 115dBa limit had been abolished, and only cars fitted with Ford-manufactured silencers would be passed. I asked to see the regulation that we were alleged to be infringing. Neither the car scrutineer, the Chief Scrutineer nor the Chief RAC Formula Ford Eligibility Scrutineer could produce any written evidence to support the change in rule.

It was simply a verbal edict issued half an hour before practice was due to start.

I then applied to the Clerk of the Course to appeal to the RAC steward, but was told that this had already been done, and the steward had ruled in favour of the scrutineers.

A news item in a recent RAC *Competitors News* mentioned that Fords could supply silencers suitable for Formula Ford. The expression 'mandatory' was used to describe them, which must surely be a gross infringement of the Trades Descriptions Act, as the only 'mandatory' requirement in the written regulations was for a 115dBa noise limit.

The direct result of this April Fool's Day *débâcle* at Thruxton was that more than half the entry who had taken the trouble to study the regulations carefully were excluded from the championship, and the minority who were ignorant of noise measurement had been obliged to buy expensive silencers.

The RAC may not be bound by FISA rules calling for 12 months notification of regulation changes, but can a verbal change at half an hour's notice really be constitutional?

Let us hope that the mistake can be speedily rectified, before the championship becomes a farce, or competitors are subject to unnecessary expense.

NORTHAMPTON — ARTHUR MALLOCK, MIEE, C.ENG
Mallock Racing

On posing . . .

On page 4 of your April 5 edition, you made a reference, in a *Pit & Paddock* article on A. J. Foyt, to Ascot Racecourse. You described it as a "Poseur's Paradise in Berkshire".

Despite the fact that I believe a *poseur* is a rain-soaked neanderthal in a fake Ferrari jacket trudging round Brands Hatch in the hopes of being mistaken for Gilles Villeneuve, I also believe that Formula 1 racing could learn an awful lot from horse racing.

Ascot, and around 17 other horse racing courses in England, provide the following amenities and advantages that I believe Silverstone, Brands Hatch and so many other circuits around Britain and Europe lack.

The facility to see the world's top animals and jockeys, in many different categories, nearly every weekend each year.

The facility for racegoers to spectate in clean, concreted and often covered enclosures, very close to excellent lavatorial facilities.

The additional interest of on-course betting. One can return home having paid for the day!

Well marshalled and numerous car parks.

Trainers and jockeys who are only too willing to talk to racegoers.

Catering facilities and bars which serve varied and plentiful food.

Racing that is close, exciting, brief and well organized. In the event of any dispute, the decisions of the Stewards are accepted as final in a gentlemanly manner.

People like Her Majesty the Queen, Robert Sangster and Lord Porchester, who put large sums of their *own* money into the sport, for the sport's *own* good, and the crowd's enjoyment.

If a bunch of bickering, prima-donna individuals, spending vast sums of other people's money on a distant procession of lumps of irrelevant tehnology, are not *poseurs*, I don't know who are. . .

LONDON EC3 — N. F. J. B. SAMENGO-TURNER

Bring back the drivers

What thrilling motor racing we saw on television on March 24. Passing galore!

The IROC Atlanta race was just what motor racing should be — with Bonnett, Andretti, Cale Y, Bobby Allison and Sneva all on a photo-finish, touching doors at 150mph! Earlier, we had Barry Sheene and Mick Grant duelling together, and passing and re-passing at Donington.

Oh, to get the Grand Prix prima-donnas duelling side by side again! Bring back the drivers!

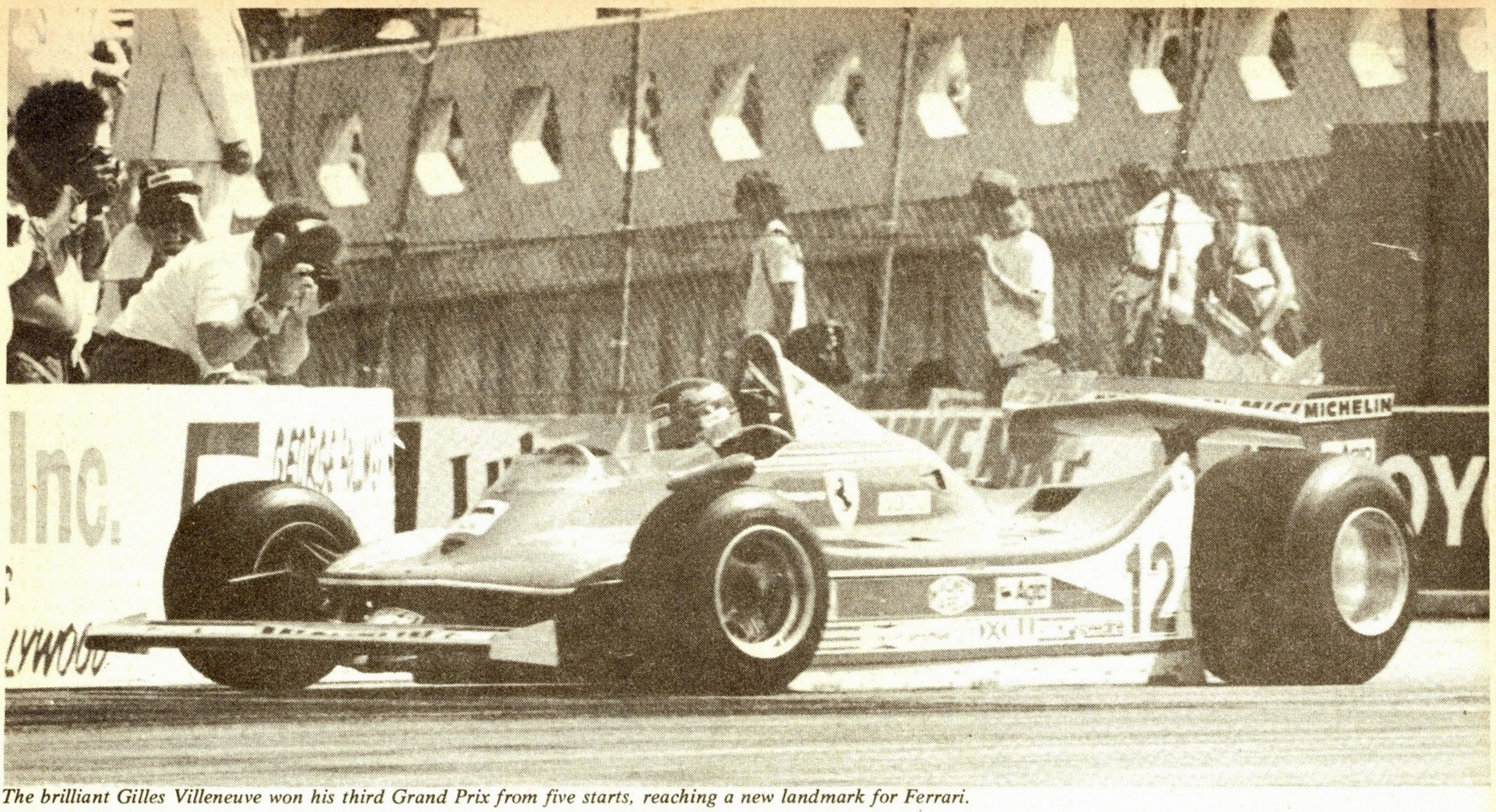
FARNHAM, SURREY — JIM WRIGHT

Then as now?

AUTOSPORT (April 9, 1954) described a new creation from Lotus, the 1½-litre sports racing Lotus-MG, 25 years ago this week. Tested in a wind tunnel, this smooth-lined aerodynamic machine featured a De Dion rear axle and inboard rear brakes, which were cooled by a clever lubrication system designed to replenish the axle casing with cooled oil from the engine every ten seconds. The car, which was to be driven by Colin Chapman himself, was of semi-monocoque construction.

Piero Taruffi won the Tour of Sicily in a 3.3-litre Lancia, setting a record speed for a circuit which boasted 10,000 corners. Maglioli set off at tremendous speed in the 4.9-litre Ferrari, but spun off on a fast bend near Enna and the Ferrari overturned, the driver escaping with just a few bruises.

Most intriguing among the rumours in AUTOSPORT's pages was a suggestion that Enzo Ferrari was contemplating moving his operations from the established Modena and Maranello home, names synonymous with Ferrari, to Lugano in Switzerland. Apparently, he was dissatisfied with working conditions in Italy, claiming to need more capital for expanding his American market. Moneyed interests in Switzerland were certainly anxious to foster a motor industry, and there could have been no better start than with prestigious Ferrari.



The brilliant Gilles Villeneuve won his third Grand Prix from five starts, reaching a new landmark for Ferrari.

Another T4 two-one!

Ferrari's 75th Grand Prix victory — Magnificent drive by Villeneuve leaves Scheckter behind — Jones a fine third in outdated Williams — Andretti fourth after Depailler and Jarier drop back from close battle — False start controversy — Report & Photography: JEFF HUTCHINSON

Things seem to be happening in twos this season. Gilles Villeneuve and Jody Scheckter repeated their South African Ferrari T4 debut double with another one-two at Long Beach last Sunday. Villeneuve led all the way, taking new race and lap records in the process.

The Canadian drove a faultless race to head home his team-mate, who got bogged down behind the Ligier of Patrick Depailler and the Tyrrell of Jean-Pierre Jarier in the opening laps. Scheckter never came close to catching Villeneuve, who now heads the World Championship points table.

As a Grand Prix, it was a disappointment. Once again the prospect of a close race, which practice had promised, never really materialised. Two of the race favourites (Carlos Reutemann, who started on the front row with Villeneuve, and Jacques Laffite, who headed the third row) were both forced to start from the back of the grid in their spare cars. Reutemann's Lotus 79 developed electrical problems, and Laffite's Ligier JS11 seized its gearbox on the way to the startline.

Depailler's early challenge for the lead soon faded along with his Ligier's brakes, while Jarier was forced to drop out of an exciting battle for second place with a severe tyre vibration, which eventually forced him to the pits for a change of rubber.

Third place was fought out between Depailler and Mario Andretti behind a fast disappearing Scheckter, but it was eventually a hard-driving Alan Jones who came through to take the place for Williams. Andretti's Lotus 79 finished fourth, 4secs behind, and Depailler came in a distant fifth, struggling to the finish with the added problem of no fourth gear.

It was only the race for third place which kept the race alive for the 81,000 spectators. Behind the first five cars, all of which completed the full 80 laps, there were just five more running at the finish. The demanding twists and turns of the Long Beach streets took their toll on the remaining 14 starters, accidents and mechanical failures claiming seven of those before quarter distance.

A first-corner accident eliminated Patrick Tambay's McLaren and Niki Lauda's Brabham-Alfa Romeo, when Tambay drove into the back of the BT48. The same incident sent Jan Lammers's Shadow to the pits with a broken rear wing, although he quickly rejoined the race. Shortly after mid-distance, he collided with Didier Pironi's Tyrrell, putting his Shadow out of the race and ultimately causing the 009 to drop out with broken rear suspension.

A lap behind the leaders, Hector Rebaque was heading his Lotus for sixth place until he collided with Derek Daly's Ensign. That put both of them out of the race just nine laps from the finish, and left Jarier with the final point for sixth place, a lap clear of Elio de Angelis in the other Shadow.

The only other classified cars still running at the end were Nelson Piquet's Brabham, which pitted twice for fresh tyres, and Jochen Mass's ninth-placed Arrows.

James Hunt's Wolf was another first-lap retirement with a broken driveshaft, the same problem also putting out Emerson Fittipaldi's Copersucar. Brake problems put out Laffite and Riccardo Patrese (Arrows), the warm weather and tortuous turns of the Long Beach track playing havoc with transmission and brake systems.

The Renault team was forced to withdraw its two RSO1 cars for Jean-Pierre Jabouille and René Arnoux after a string of driveshaft failures during qualifying. Jabouille's caused a high-speed crash which left the Frenchman lucky to walk away with no more than a sprained wrist.

It was one of those races after which the winner could only say, "I had no problems at all." He had a problem before the race, however. There was nobody at the startline to direct the cars to the grid after rolling around from the dummy grid. Villeneuve inadvertently rolled past the startline, followed by several other cars, and was given a ridiculously harsh 10,000 Swiss Francs fine by the organisers. Instead of fining him, they should have paid him the money for, had the start not been delayed, Laffite and Reutemann would both have missed the race altogether. Laffite's car, in fact, would probably have seized its gearbox a few yards from the startline. The organisers also collected the same amount of money from Reutemann, who was a little over-anxious to get his spare car out of the pit road to join the race. Once again the men who wield the power within motor racing showed that they have little idea of exercising it in a sensible way.

If the full field of cars make it to the grid in Spain in three weeks time, we should be in for a better race than we have had in the last couple of GPs. Ferrari will have opposition from the new Lotus and Williams to contend with, while both Laffite and Scheckter will be out to make sure the Canadian does not run away with his third win of the year. They will be pressed...

F1 WORLD CHAMPIONSHIP LONG BEACH GP 4

ENTRY & PRACTICE

From the long, fast turns and straights of Interlagos, Buenos Aires and Kyalami, the Grand Prix racing people found themselves once more breathing the smog-heavy air of the Los Angeles basin in downtown Long Beach. The area is one of the most densely populated regions of America, blessed by natural surroundings of Pacific-washed golden beaches to one side, snow-capped mountains on the other, and a temperate climate to match the south of France. It is also an area which dramatically depicts the ecological curses of modern man. The sun fights its way through a brown haze of polluted air, trapped in limbo between the San Gabriel mountains and the coastline by a strange geographical quirk. Most of the pollution comes from the endless flow of cars weaving their way to-and-fro across the basin on vast six-lane freeways, and from the many oil refineries dotted around the landscape, like monuments to the traffic they serve. Oil is what made Long Beach rich. Strange, bird-like pumps peck incessantly at the ground on almost every street corner and vacant lot.

In a motoring environment bound by anti-pollution/smog devices which strangle the mechanical efforts even of the biggest of the gas-guzzling American V8 engines, the idea of running noisy, unsilenced, 'pro-pollution' racing engines through the streets seems to verge on madness. But then, so do many things in this part of America. That's what makes the race so popular. Now, in its fourth year, it is a regular part of the Grand Prix schedule, and will hopefully continue for many more years to come.

It did not take long for this race to become known as the 'Monaco of the West', although there are places around its 2.02 miles and twelve turns which might be at the Nurburgring, were it not for the concrete skyline instead of sinister German pine forests.

The buildings echo the sounds of a Grand Prix car before it flashes into view, suspension dropping as it goes light over the brow of the hill heading down to the main straight. The car gives a viscious kick towards one of the five-miles of 4-ton concrete blocks which border the track, but a burst of power and a stab of opposite lock will stop the drift inches from the wall. Here you can almost measure a driver's courage and skill in centimetres.

The constant on-off power demands, sometimes with the wheels barely kissing the track surface, and the heavy braking between short dashes from corner to corner, soon search out any weakness in braking and transmission systems. Not surprisingly, mechanical failures here are high, but it seems a small price to pay for the entertainment value of watching Grand Prix cars dashing through the streets, instead of billiard-table smooth, modern tracks surrounded by acres of catchfencing. There are, perhaps, a few more bent wheels, damaged nose sections and injured prides than usual, but, as we were to see during practice, a bad crash here is certainly no worse than at other circuits.

By the time the teams had started to arrive the previous weekend, Chris Pook and his dedicated band of Long Beach Grand Prix organisers already had most of the track retaining fences and old car tyre "spherical elastic attenuators" in position. There were to be no delays this time, unlike in previous years, and Pook quite justifiably had a big smile on his face as he walked down the pit lane as the cars rolled out for the first practice session, dead on the assigned 10am starting time last Friday.

After South Africa, the regular practice arrangement has been altered, giving half an hour less qualifying time than before. This is an effort to cut down the costs placed on Goodyear because of the old system of three timed sessions. Now there is one hour of untimed practice each morning, and a 90min timed session each afternoon.

It certainly made sense not having a timed first session in Long Beach. As you would expect, the first hour was spent 'cleaning' the track and laying a base coat of rubber, on which times improved with every lap of practice. The dusty surface on the track, which had naturally not seen the usual pre-race testing like other circuits do these days, made for some interesting angles of attack on several corners. Some resulted in a win for the walls . . .

It took Gilles Villeneuve just a lap and a half before he slid off the road and bent the front end of his Ferrari T4, which caused him to miss most of the first session. "It was a stupid mistake, trying to go fast too soon," admitted Villeneuve. But he was soon to make amends for his mistake. In the final Friday session, the first to count for grid positions, he set a time good enough for the front row of the provisional grid, even though he was far from happy with the way his Ferrari was behaving: "It is very difficult to drive. Understeering and oversteering, not a good balance, but it is always the same on a street circuit the first day. Tomorrow we begin to tune the chassis a bit better." He did just that — and 24 hours later, the young Canadian had set the first pole winning time of his career, showing the rest of the 26-car field that he intended to carry on where he had left off in South Africa.

"The car is better, but not perfect — it is always a bit of a compromise on tracks like this," said Gilles with the confidence that comes from being a winner. Ferrari, anticipating the need for a compromise, made use of a new little wing supported by a light tubular frame mounted on the rear crossmember. This took care of the extra downforce which would have to be generated through the many slow corners, where a wing-car least excels.

Ferrari also tried a gearbox-mounted rear wing on Villeneuve's car during the final session, and it was with this configuration that Gilles improved his time in the final few minutes of practice. That was when most of the Goodyear runners had used up their quota of qualifying tyres. They could do nothing but watch the Ferrari run quicker and quicker as the session progressed.

Scheckter did not try the other wing set-up and he felt that perhaps this was the reason for the tenth of a second he trailed his team-mate — enough to put him back on the second row. "I got a clear lap — I just couldn't squeeze any more time out of the car," said Jody, who certainly did his best. He would balance the Ferrari in a ten-degree drift, using his lightning-fast senses to keep the car pointing the way he wanted to go. It was sheer poetry.

But even Scheckter can make mistakes, which he did on Friday morning not long after Villeneuve's accident. He came rushing up on Didier Pironi's Tyrrell at the end of the straight and misjudged both his own speed and that of Pironi's under braking. He ran into the back of the Tyrrell, bending the suspension of both cars pretty badly. The Ferrari was bad enough for Jody to get into the spare chassis, and Pironi, likewise, had to climb into his spare 009 until his regular car could be fixed.

Despite the change of pace for this race — a 170mph top speed on the straight with an average lap time of just a little over 90mph — it was still very much the same teams contesting the front few rows of the grid. Lotus, Ligier and Tyrrell were all well placed to challenge the Ferrari pair.

Last year's winner, Carlos Reutemann, was now getting a taste of how the Ford men must have felt chasing his Ferrari around here. "With the Ferrari the engine is much more smooth. Easier to drive. With the Ford, you have to be much more aggressive," said Carlos, who had set the quickest time the first day but was bumped from pole by Villeneuve by the end of the final session. Reutemann, now much more at home with the Lotus 79 after several days of constant tyre testing in Spain, thought that he might well have held his pole time, but halfway into the final session his Martini Lotus 79 was sidelined by a broken driveshaft joint, his second of the weekend. "Tomorrow I will have to be careful not to put on the power before the car is settled on the track," said the Argentine driver. He was also worried that his brakes would be hard-pushed to stand the pace of those first few hectic laps on full tanks: "It will be a difficult race for sure — but an interesting one."

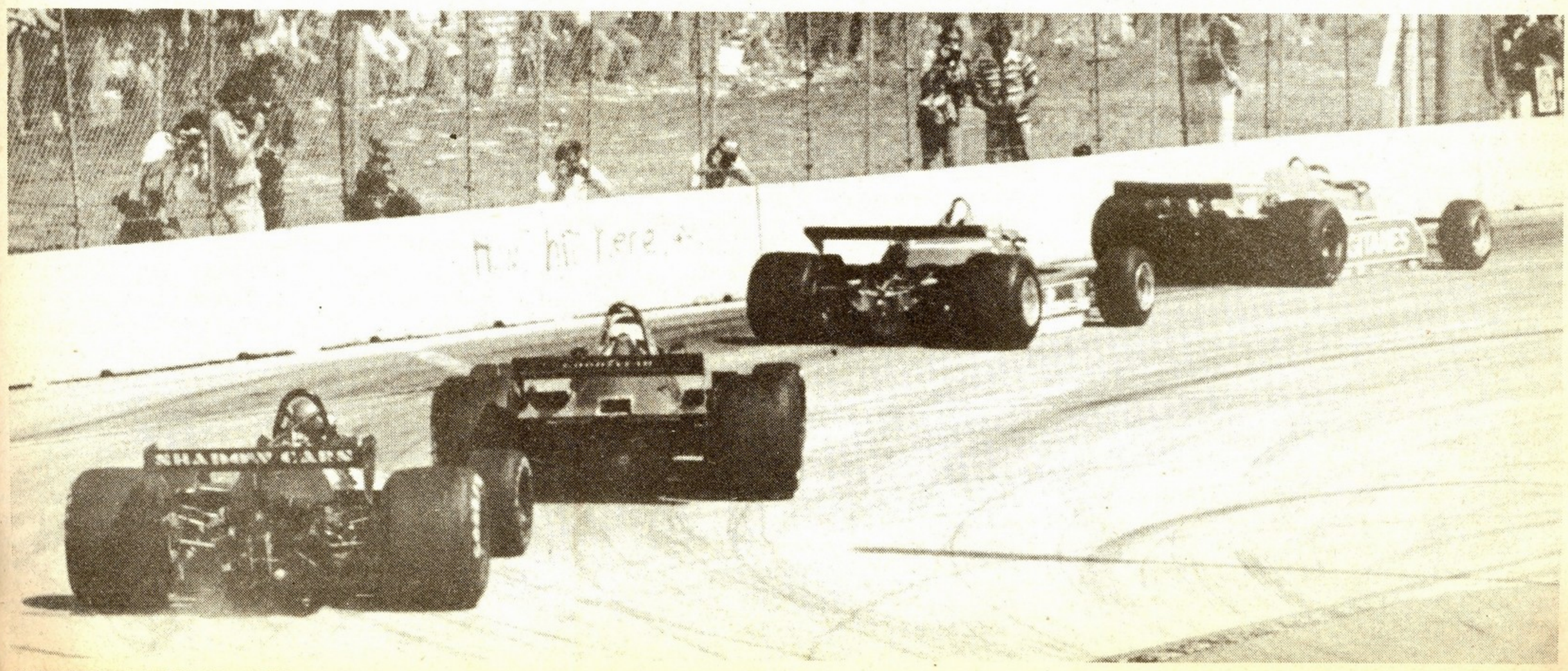
Making it even more interesting were the two Ligier JS11s, Patrick Depailler heading Jacques Laffite with almost identical times just a couple of tenths off the front row. As usual, the two blue and white Ligiers were running like clockwork, the only problem being one of brake cooling. "After four fast laps, the rear brakes overheat and the pedal begins to fade," explained Laffite, although he was confident that fresh ducting fitted for the race would solve that problem. He was also finding that the constant sawing at the wheel from one corner to the next was aggravating an old wrist injury, although he was not worried that it was going to upset his race performance. Laffite took the T-car for a run for a few laps but did not get very far. The output shaft from the gearbox sheared, so even Ligier were not completely without their problems. Since the previous race, the sidepods had been extended forward slightly, otherwise the cars remained the same as they had been in South Africa, Depailler's car having been repaired rather than replaced.

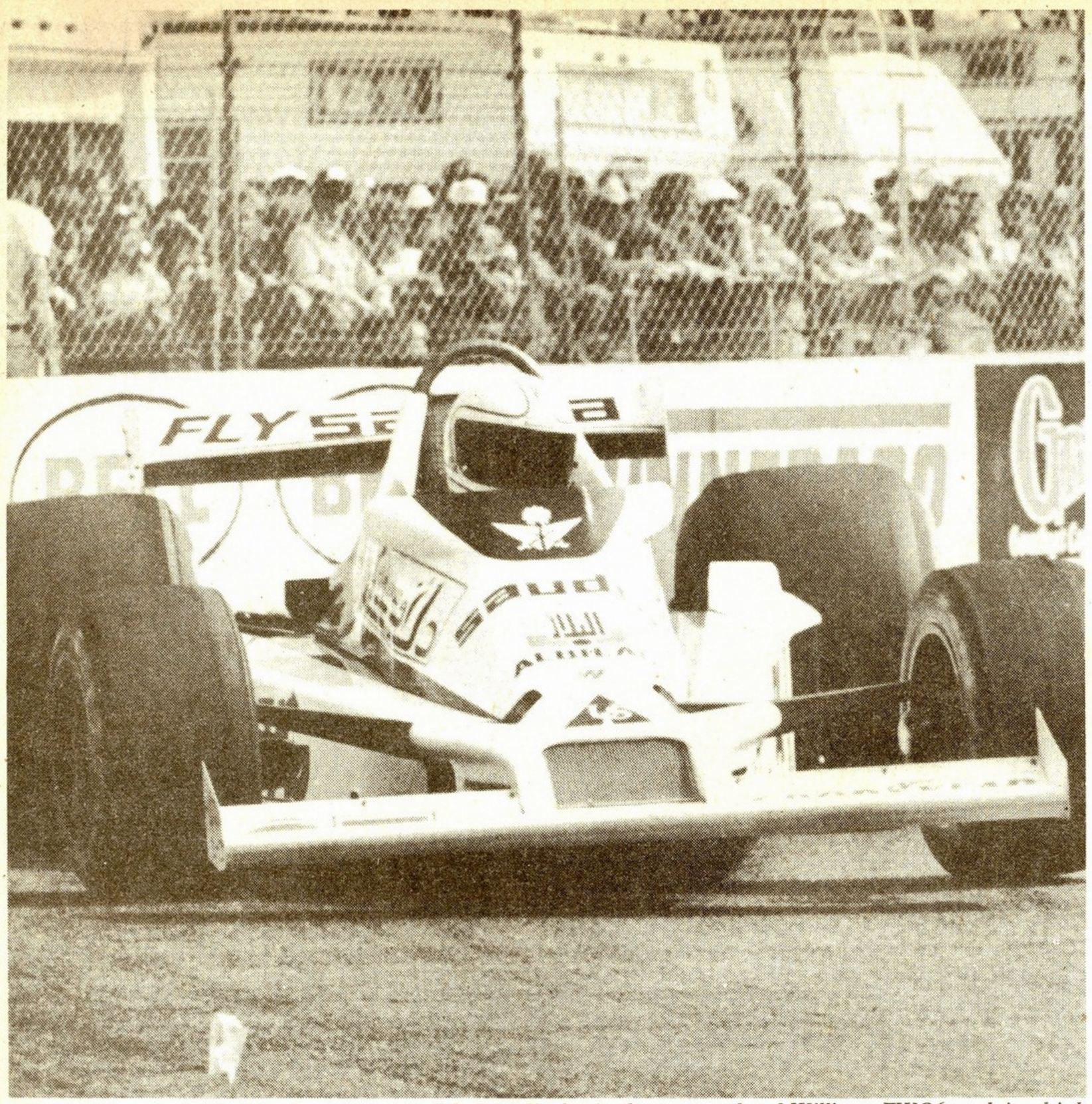
Mario Andretti found himself back on the third row with the number one Lotus 79, half a second slower than Reutemann without really knowing the reason why: "For sure I could have gone a bit better if I had been on qualifiers at the end of the session, but I ran out of them. I set my best time on a set that had already been scrubbed for half a dozen laps. I seemed to have the wrong setup for the track conditions." Mario did not look particularly happy about starting from the third row on a track that is so difficult to overtake on. "Half the laps on qualifying tyres are a waste of time," he said, "but that goes for everyone."

Jean-Pierre Jarier headed the fourth row of the grid, his Tyrrell running well throughout practice. But his team-mate, Didier Pironi, was starting the race from 17th position on the grid. His tangle with Scheckter on Friday had upset his sorting programme, which was only just beginning to come right by the time the chequered flag came out. He was hoping for a considerably better placing in the race itself.

James Hunt was more happy with his Wolf than he had been a few weeks ago, the car now considerably better in straightline performance thanks to a complete check of the mechanicals since the last race. Extra ducting had also been added to the top of the sidepods in a bid to improve cooling. Hunt was running a brand new chassis, WR8, which had only had a few shakedown laps at Donington before coming to Long Beach. But it behaved perfectly: "Our only problem all weekend has been a master switch which vibrated itself loose and cut the electrics," said Peter Warr. Hunt missed the last few minutes of Saturday's untimed ses- ▶

The battling trio of Laffite, Scheckter and Jarier lap Jan Lammers's Shadow at the hairpin.





As he had done in 1978, Alan Jones put up a fabulous display in the now outdated Williams FWO6 to claim third.

continued

sion. Spring changes partially eliminated an early understeer problem, something which seemed to be affecting most of the cars. Hunt's only complaint was that his time would have been faster had he not been held up by a slower car on his quick lap.

One of the bonuses to those teams without the latest wing-car technology is that a slow track like Long Beach narrows the advantage of the newer cars. This could not have been better illustrated than by the performance of Riccardo Patrese and Alan Jones in their respective Arrows and Williams chassis, both last year's cars. Both lapped far quicker than they had the previous year with the same chassis. Jones's long-awaited new car finally arrived by air on Saturday, but it was kept under wraps until it could be properly sorted out on Monday, when the team planned to start a long testing programme at Ontario Motor Speedway.

Jochen Mass put the second Arrows well up on the grid, in 13th place, while Clay Regazzoni in the second Saudia Williams was back in 15th place after parking his car halfway through the final session. "The engine was getting worse and worse, there was no point in trying to go any quicker," said Clay who, apart from that, was also happy with the way his car was running here.

The Parmalat Brabham team were running under par considering their performance in South Africa. Niki Lauda and Nelson Piquet were both sharing the sixth row of the grid, Lauda four-tenths faster than Piquet, 1.2secs off the pace. Almost certainly, the Austrian could have put himself a couple of rows nearer the front in the final session had he not had an assortment of problems. A sick engine in the morning meant a rush change for the afternoon practice, which left him only 30mins in which to set his time. The car's handling was still not balanced and, as in South Africa, a loose wing was found to be the cause. Apparently the rear wing mounting is a very delicate affair, and when the car was pushed to the pits after its engine change it seems that the mounting was damaged.

Piquet, now with a few more hours of the BT48 under his belt, is certainly looking more at home with the car. He was sliding it around just like an old hand, and certainly pleased the Brabham team who were taking his times. It cannot be long before Piquet wins his first Grand Prix.

Sharing the seventh row with Mass was the little Dutchman Jan Lammers, who won himself a set of qualifying tyres at the end of the first day's practice and made the best of them in the final session. Lammer's skid-school experience proved useful to him as he threw the Samson Shag Shadow around the tight turns of Long Beach, confirming the impression he gave of being far more confident with the car: "Each race there are fewer people in front of me on the grid. That's the way I like it."

Emerson Fittipaldi had little to smile about after his practice with the Copersucar. He had started out with the latest F6 chassis, but was later forced to run the old F5A. His best time in the new car was over 6secs slower than the old one, and not surprisingly Emerson complained that the new car was impossible to drive, with no grip at all.

If the Copersucar team looked miserable, you should have seen the faces of the McLaren personnel. With John Watson and Patrick Tambay sitting 18th and 19th on the grid, it did not need to be said that the McLaren team are no nearer to finding the cause of their cars' handling problems than they had been at the last race.

The team had brought along an old M26 chassis as the spare car, the third M28 staying at home in England where designer Gordon Coppuck is working on a complete revision of the car in a bid to pull the team out of the hole that they have dug for themselves.

The problems presented to each team at the different circuits illustrate just how fine the limits are between success and failure in current Grand Prix racing.

Who could believe that the car which started on the front row of the grid at the last race was struggling to make it onto the back row of the grid for this race? That, however, was the case for the Renault team, whose weekend turned into a chapter of disasters which eventually left Jean Sage with little choice but to withdraw their two cars. A driveshaft and gearbox problem side-lined Jean-Pierre Jabouille on the first day. Then, during the first session on Saturday morning, he was lucky to escape with no more than a sprained wrist after another driveshaft failure put his Renault into the wall at 170mph. "I had just looked down to check the revs when the driveshaft went and the car turned left into the wall. It went around and banged the wall several times. I was just a passenger," said Jabouille, who stepped out with good words to say about the concrete barriers that had probably saved him from serious injury.

Things had not been going much better for René Arnoux. He had been sidelined on Saturday by a loose oil line which caused a dramatic blaze when he coasted to a halt in the pit lane. He also suffered a driveshaft breakage on Sunday morning, fortunately without the dramatic consequences of Jabouille's failure, and that persuaded the Renault team to withdraw from the race lest it should happen again, and cause another bad accident perhaps involving other cars.

The Renault withdrawal moved Hans Stuck up to the tenth row alongside Elio de Angelis in the second Shadow. The Italian spoiled his chances of winning qualifying rubber when he hit the wall in the opening practice hard enough to force him to use the team's T-car for the remainder of the weekend. His brand new would-be race car was badly buckled behind the front suspension pick-up points. Stuck's final efforts in his further revised ATS chassis were spoiled when gearbox problems forced him into the spare car.

This had a slightly different front suspension geometry to the latest car which also featured a brake balance adjuster and rear roll-bar adjuster. "It's really good. Just like having a new toy to play with," said Stuck, who had never driven a car with either appendage before.

Last qualifier would have been Arturo Merzario who, after an assortment of problems with his new A2 chassis, ended up running his older car in the race. It all started out with a broken engine, then a split oil radiator, but he was finally prevented from running the new car when the subframe supporting the front suspension pick-up point sheared, and he decided that it would be unwise to attempt overnight repairs and then risk another failure in the race.

Jabouille's non-start let Hector Rebaque's Lotus 79 into the race, while Derek Daly benefitted from Arnoux's last-minute withdrawal after another troubled time with the new Ensign MN09. The latest Ensign has been completely revised since the last race, and now features 'conventional' side pod-mounted radiators. The front suspension geometry has also been rethought. Despite all the changes, however, the car appears to be no better than it was in South Africa.

When Daly finally did get to run the car, following clutch problems and a broken driveshaft, he found it sliding badly as soon as he applied the power. "We knew there was really a problem when we hoisted up the side skirts and ran them like that, and there was no difference at all!" said Daly. "We just don't have any downforce, other than that from the front and rear wings. I took the front wings off for a few laps and the car was undriveable." Derek's weekend was not made any easier by the news that Rosberg had been running very well in his F2 car at Hockenheim . . .

THE GRAND PRIX

Apart from the surprise announcement from the Renault camp that the second RSO1 would not be running, there was drama during the race morning warm-up in the Ligier pit, when Laffite stopped his race car with the gearbox seized. A new 'box was hurriedly fitted, and the JS11 was back on the track once more as the cars completed a couple of laps prior to lining up on the dummy grid opposite the pits.

The Lotus team was thrown into confusion yet again just before the start. This time, Reutemann's car expired with an electrical problem, and he was forced into the pits to have it fixed. But still the problems were not over.

As the field moved half the way round the circuit from the dummy grid to the startline area on Shoreline Drive, Villeneuve arrived to find it totally devoid of people. He could not see anybody flagging him down or pointing to the startline, so he continued to roll the Ferrari down the road, with Depailler — up alongside him in the absence from the front row of Reutemann — waving him on to do another lap, and most of the rest of the field following. Laffite got only 50yds past the startline when his car suddenly locked up its rear wheels and turned sideways, half blocking the track. Once more, the gearbox has seized because of a lubrication problem which the team had missed the first time.

There was general confusion. The stranded Ligier had to be hoisted up on a wrecker and carried back to the pits. Its driver, meanwhile, hitched a lift back to the pits in a course vehicle and jumped into his T-car, with which he would have to start from the back of the grid.

After a long wait, the field eventually had a second attempt at starting the race, and this time it went off without a serious hitch.

Villeneuve made a cracking start, pursued by Scheckter, Depailler and Jarier. After the long drag down to the first corner, the two Ferraris went round side-by-side, Jody trying to get past around the outside. Gilles, however, emerged still in the lead, and before the end of the opening lap Depailler had snicked the Ligier past Scheckter's Ferrari. At the hairpin, however, there was another first-corner shunt.

Behind the leaders, the field arrived in one great bunch. Tambay darted out to the side, only to find the sand-covered non-racing line at the edge was like braking on ice: "The front wheels locked up, and I slid straight on into the back of Lauda," said Patrick, who ended his race on the spot after climbing high in the air over Niki's rear wheels. The Brabham, minus its rear wing and with flattened exhaust pipes, was retired also.

In the confusion which followed, Lammers got his Shadow out of shape and damaged the rear wing, which put him into the pits for several laps. And that

Reutemann's problems at the start were compounded later when the gap between de Angelis and the wall diminished rapidly . . .

was not all. Hunt trickled the Wolf WR8 slowly back to the pits at the end of the first lap with a broken driveshaft. With four cars out on the first lap, and two more of the favourites starting from the back, things were not exactly shaping up for an epic race.

Up at the front, however, we had some racing. Jarier also passed Scheckter to join Depailler in splitting the Ferraris, although Villeneuve was pulling out from the Ligier by almost a second a lap. Andretti came next, then Patrese and Jones, although it did not take long for the Australian to find a way by the Arrows.

Within 10 laps the situation had changed considerably. Villeneuve was even further ahead. Depailler, who was experiencing braking difficulties, had dropped back to fourth place, leaving Jarier and Scheckter battling for second, the Tyrrell driver having slipped ahead at the hairpin on lap 8.

Jarier, who had started the race with a front tyre vibration problem, was having to work very hard to keep the Ferrari at bay, and it seemed only a matter of time before Scheckter made it a one-two for the red fire engines, although Jody had clipped his front wing in his pursuit of the Ligier. By this time, though, it was too late to do anything about the French-Canadian, unless he had problems, and this is what Scheckter was now counting on. The South African had, in fact, opted for a harder compound tyre than Gilles, but only this factor or mechanical maladies could rob the Ferrari number two.

Further down the field, we had already lost Laffite with no brakes on the Ligier — the team had not had time to modify the T-car's brake ducts, so it came as no surprise when he pitted after eight laps.

Piquet was running well in the opening laps, pushing Jones and then Patrese for seventh place, but that drive soon faded when the Brazilian was forced to stop for fresh rubber. He fell back to 14th position with Piquet out of the running, and Pironi's Tyrrell moved up to fill the place, the field thinned still further with Fittipaldi's disappearance from the lap charts with a broken driveshaft. This problem also afflicted Reutemann, who had previously pitted for new tyres and to check for damage after banging the wall under braking for the Queens hairpin.

If the race was getting a little watered down at the back end of the field, there was certainly nothing to complain about up at the front. On lap 27, Jody finally passed the Tyrrell for second place and a great fight soon developed between Jarier, Depailler (who had managed to restore his brakes for a while after playing with the balance adjuster), Andretti and, after a time, Jones, who caught the group before half-distance.

The crowd was loving it as time after time Depailler would try to outbrake Jarier, and Andretti tried to outmanoeuvre them both. He managed to slip by Depailler a couple of times, but the Ligier was soon ahead again after a few corners: "The engine wasn't pulling more than about 10,400 revs on the straight. The rest of the cars were much quicker than I was," said Mario.

For lap after lap this string of four cars had the crowd on its feet, cheering as Mario made a passing move, subdued again when, a couple of laps later,

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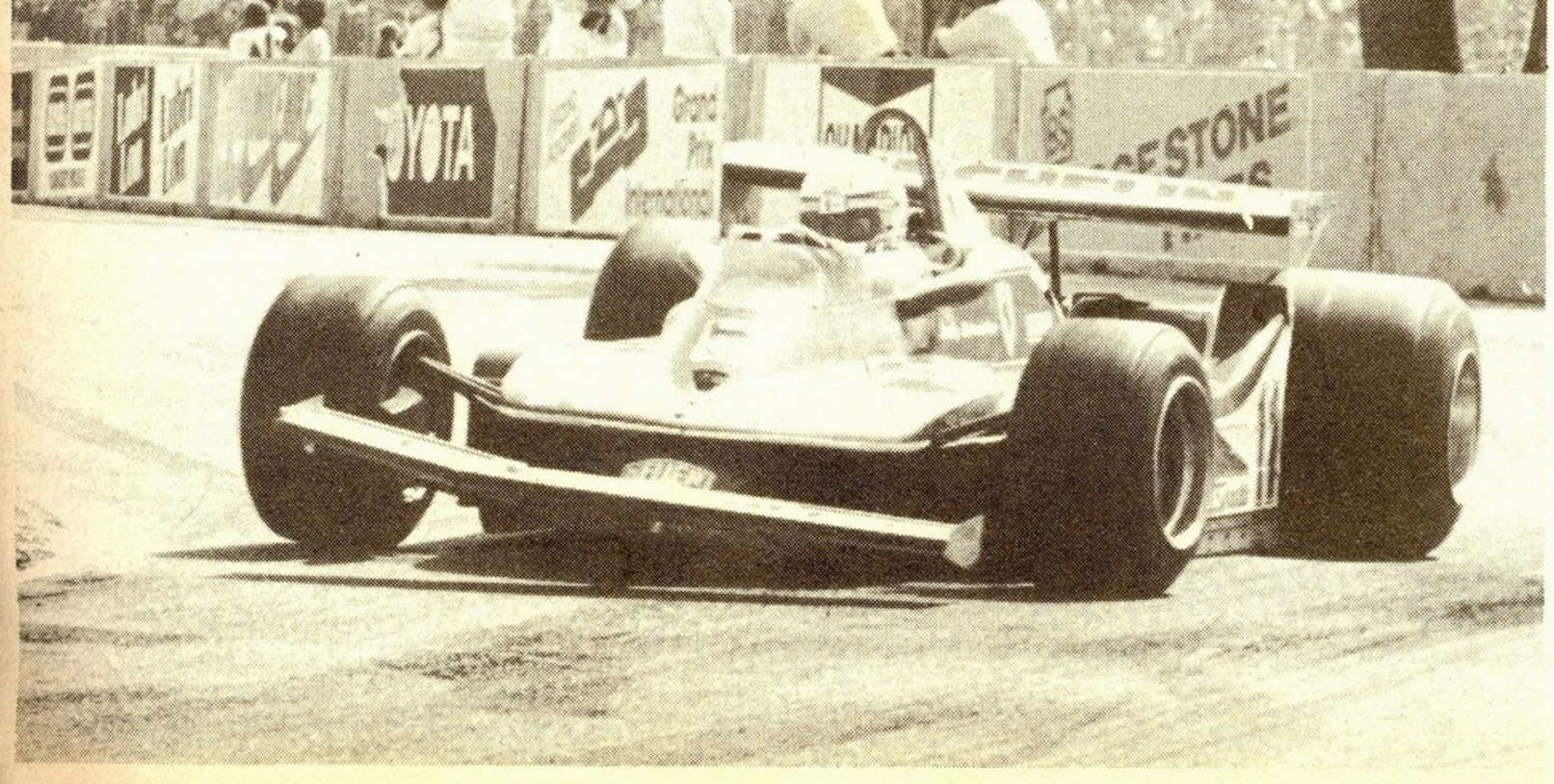
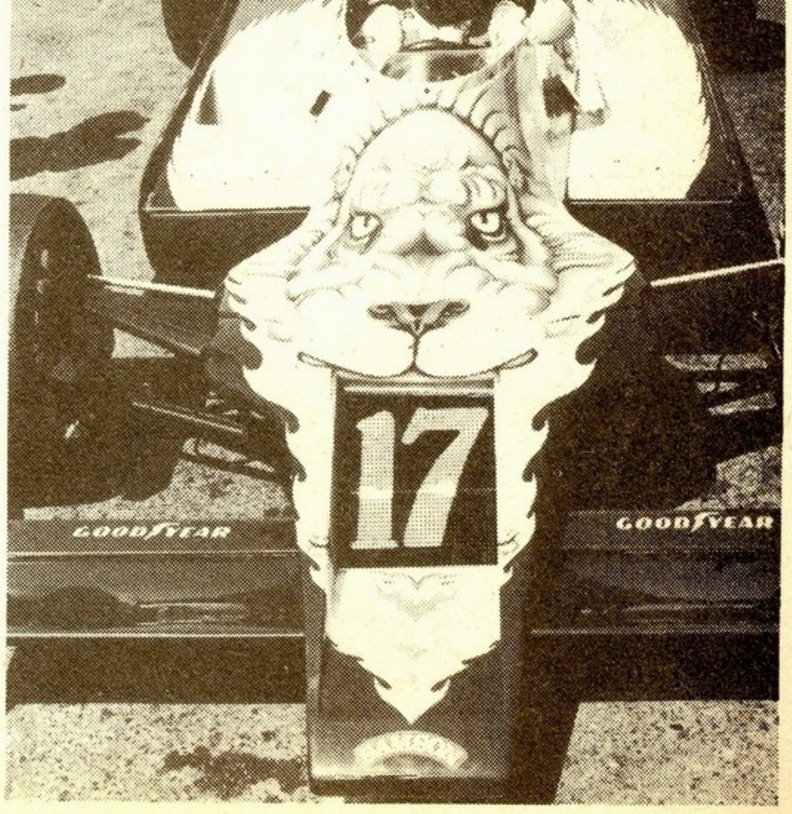
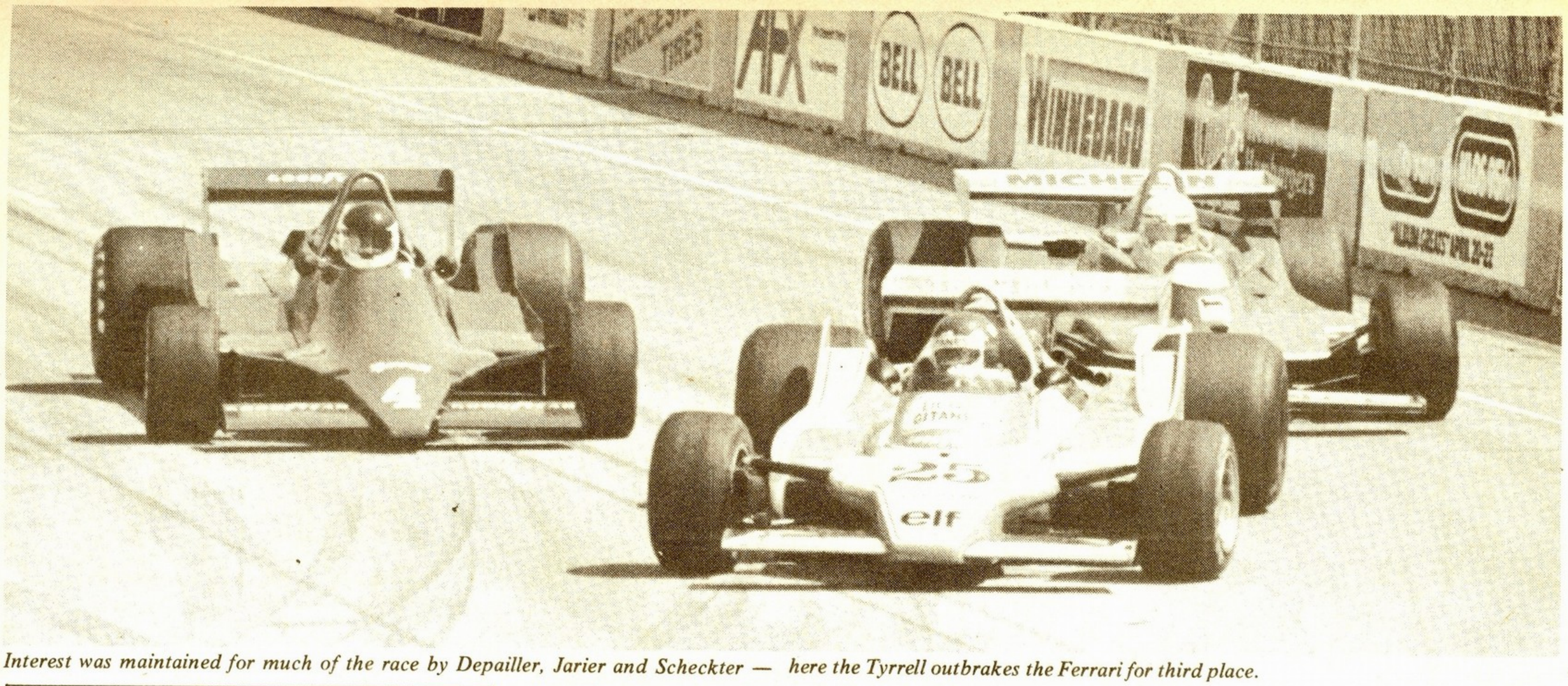
Left: With the front wing bent from a mid-race incident Scheckter hustled his Ferrari past Depailler and Lafitte for second place. Right: Lammers's Samson Shag Shadow!







Interest was maintained for much of the race by Depailler, Jarier and Scheckter — here the Tyrrell outbrakes the Ferrari for third place.

continued

Jones slipped ahead to claim fifth place. Jarier held on to third position until lap 44, tyre vibration by then so bad that he could hardly see the road ahead of him. Then Depailler moved ahead, followed by Jones a lap later. The following lap, Jarier headed for the pits for a new set of front tyres, but the Tyrrell crew changed all four wheels in chaotic fashion: unfortunate, because 'Jumper' had provided the most exciting racing of the day.

Behind this leading group of five cars, now a lap ahead of the rest of the field, Rebaque had moved up to sixth place. He had been helped by Patrese returning the Arrows to the pits with a brake pedal which went all the way to the floor, Regazzoni slowing and then retiring with engine problems, and Pironi falling into the clutches of de Angelis's Shadow with his ill-handling Tyrrell.

Further down the order, Lammers had stopped again for more tyres and Stuck's efforts had been marred by a lengthy stop to replace three rear wheel bearings, followed by another to free a binding steering rack. Watson was making his third tyre stop after a miserable race at the back of the field, quitting for good with a bad misfire, thought to have been caused by a faulty metering unit. Daly's race was little better, a misfiring engine ruining his run.

Lap 48 saw the eventual demise of Lammers when he tangled with Pironi in a misjudged overtaking manoeuvre. The Shadow clouted the side of the Tyrrell, rebounding into the wall, while the Frenchman, who had been up an escape road with rear suspension failure, crawled round to the pits, his race run.

With 60 laps of the race gone, the battle for the lead was by no means decided. Depailler, the front tyre of his Ligier going off, was being pulled in by Jones who went ahead to take third place two laps later. Andretti, now trailing but in a not too distant fifth, was nursing his engine and failing brakes, but the blue Ligier was in bigger trouble, for fourth gear was now inoperative. Suddenly the gap to fourth place began to shrink, and the crowd was given the prospect of an exciting finish as Andretti crept ever closer.

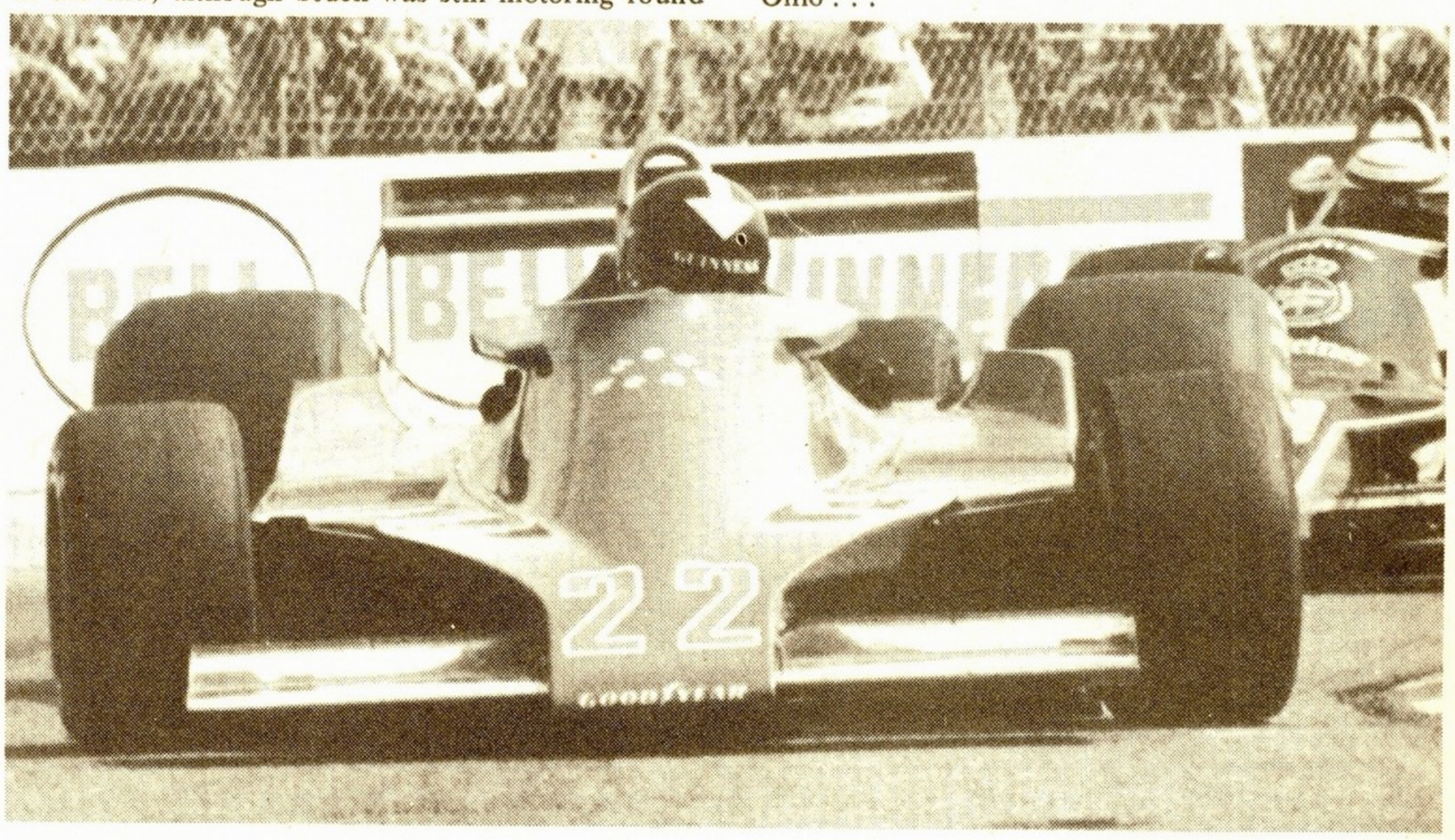
With 10 laps to go, there was another moment of excitement as further down the field the hapless Mexican, Rebaque, came rushing up on Daly's Ensign, now lapping a good 30mph slower than the pace. This was at the same narrow chicane where Villeneuve had tangled with Regazzoni the previous year when leading the race; the track narrows down to a very restricted line at the apex of the turn on the exit. Daly, with little choice but to turn into the corner, looked in his mirrors to see Rebaque heading for the fast disappearing gap between the Ensign and the wall. Daly tried to straighten his car, but the Lotus rode right over the front of the N179, bouncing clean across the road into the tyres. The Ensign spun round and stalled, and Derek could not restart it. To add insult to injury, an obviously over-excited Rebaque, who was responsible for the incident, jumped from his car and banged Daly over the head. Fortunately the Irishman was still wearing his helmet at the time. . .

With just five laps to go, Mario was right behind Depailler and, to the cheers of the crowd, he pulled the Lotus alongside and drove it past the Ligier under braking for the turn at the end of the pits.

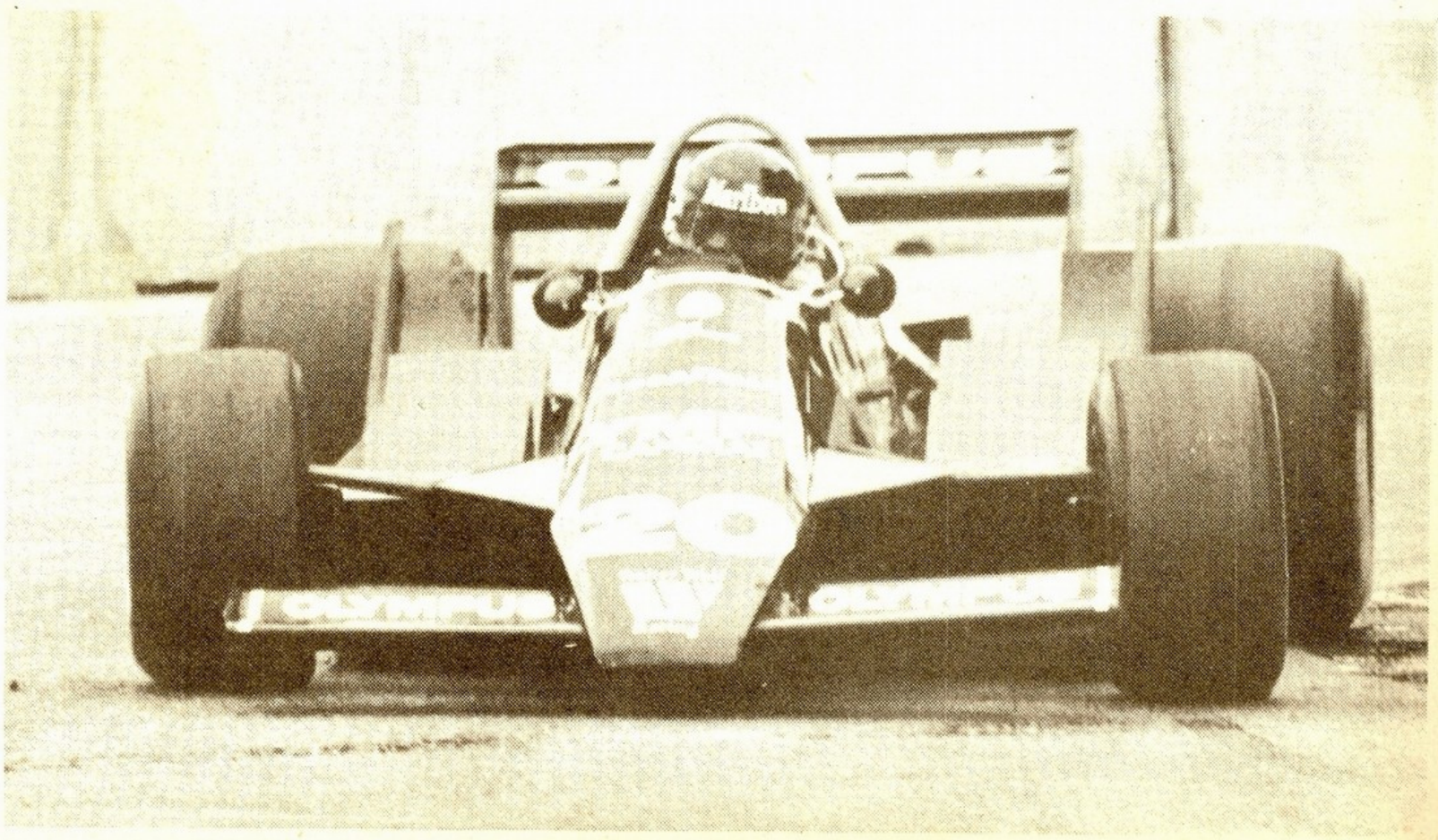
Soon, it was all over. Villeneuve crossed the finish line a deserving victor after an absolutely faultless race, a different story this year. Scheckter came in half a minute later, an obviously disappointed second, while Jones, whose only problem had been a soft brake pedal during a magnificent effort, was delighted with his third place. Driving the old Williams, he had beaten Andretti's Lotus 79 by just over 4 secs. Depailler was grateful for his two points for fifth place, although Jarier might have hoped for a greater reward than his single point for sixth. De Angelis was seventh, a further lap behind, with Piquet a distant eighth after another stop for tyres and a broken exhaust pipe had slowed his progress even further. Mass, in ninth position, was the only other classified finisher still running at the end, although Stuck was still motoring round when the chequered flag came out, many laps behind after his long stops; because of his push-start, he was excluded from the results in any case.

This was certainly not the best Grand Prix we have seen at Long Beach, but it had its moments, and must have silenced for good those critics of Villeneuve who have suggested that he is not a regular race winner. Gilles: "People said I was lucky in Montreal because Jarier dropped out. In South Africa, they said I only won because of the rain, and the problem of tyres. But whatever they say about that, this race was all mine."

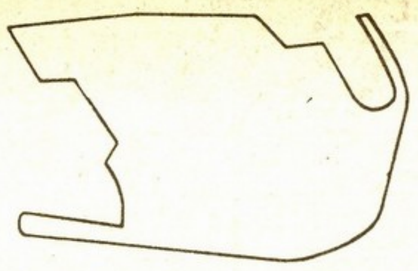
And Ferrari and Michelin have now won the last four North American *Grandes Epreuves,* which will not have impressed the Goodyear top brass at Akron, Ohio . . .



Above: Daly had a troubled race in the revised Ensign N179, pictured ahead of Patrese's Arrows. Below: James Hunt qualified well but his Wolf broke a driveshaft on the opening lap.



USA WEST GRAND PRIX. DATE 8 APR. 1979 CIRCUIT LONG BEACH



WORLD CHAMPIONSHIP ROUND 4 **LENGTH** 80 **laps of** 2.019 **mile circuit.** 161.52 **miles**

WEATHER FINE. WARM. DRY. LIGHT BREEZE. **No. of STARTERS** 24 **FINISHERS** 10

WINNER G. VILLENEUVE **in** FERRARI 312 T4 **av. speed** 87.808 **mph**

FASTEST LAP G. VILLENEUVE **in** FERRARI 312 T4 **No.** 12 **on lap** **in** 1 **min.** 21.200 **sec.** 89.557 **mph**

EXISTING LAP RECORD A. JONES **in** SAUDIA-WILLIAMS FW 06 **in** 1 **min.** 22.215 **sec.** 88.451 **mph**

PREVIOUS YEAR'S RESULT C. REUTEMANN **in** FERRARI 312 T3 **at** 87.096 **mph**

ENTRIES

NO	DRIVER	CAR	ENTRANT	FUEL/OIL CONTR.	TYRE	CHASSIS	ENGINE	
1	M. ANDRETTI	LOTUS 79	MARTINI RACING TEAM LOTUS	ESSEX VALVOLINE	GOOD	79-5	DFV	
2	C. REUTEMANN	LOTUS 79	MARTINI RACING TEAM LOTUS	ESSEX VALVOLINE	GOOD	79-2	DFV	STARTED REAR OF GRID
3	D. PIRONI	TYRRELL 009	TEAM TYRRELL	– –	GOOD	009-1	DFV	RACE CAR.
3T	D. PIRONI	TYRRELL 009	TEAM TYRRELL	– –	GOOD	009-4	DFV	
4	J-P. JARIER	TYRRELL 009	TEAM TYRRELL	– –	GOOD	009-3	DFV	
5	N. LAUDA	BRABHAM-ALFA BT 48	PARMALAT RACING TEAM	AGIP AGIP	GOOD	BT 48/2	Alfa V12	RACE CAR.
5T	N. LAUDA	BRABHAM-ALFA BT 48	PARMALAT RACING TEAM	AGIP AGIP	GOOD	BT 48/1	Alfa V12	
6	N. PIQUET	BRABHAM-ALFA BT 48	PARMALAT RACING TEAM	AGIP AGIP	GOOD	BT 48/3	Alfa V12	
7	J. WATSON	McLAREN M 28	McLAREN RACING	– CASTROL	GOOD	M 28/2	DFV	
8	P. TAMBAY	McLAREN M 28	McLAREN RACING	– CASTROL	GOOD	M 28/3	DFV	
9	H. STUCK	ATS D2	ATS WHEELS	– –	GOOD	ATS D2-03	DFV	RACE CAR.
9T	H. STUCK	ATS D2	ATS WHEELS	– –	GOOD	ATS D2-02	DFV	
11	J. SCHECKTER	FERRARI 312 T4	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	MICH	312 T4 038	Type 312 B	RACE CAR.
11T	J. SCHECKTER	FERRARI 312 T4	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	MICH	312 T4 039	Type 312 B	
12	G. VILLENEUVE	FERRARI 312 T4	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	MICH	312 T4 037	Type 312 B	
14	E. FITTIPALDI	COPERSUCAR F5A	FITTIPALDI AUTOMOTIVE	– –	GOOD	F5A-1	DFV	RACE CAR.
14T	E. FITTIPALDI	COPERSUCAR F6	FITTIPALDI AUTOMOTIVE	– –	GOOD	F6-1	DFV	
15	J-P. JABOUILLE	RENAULT RS 01	RENAULT-ELF	ELF ELF	MICH	RS 01-04	1.5 TURBO V6 RENAULT	DNS. ACCIDENT ON SATURDAY
15T	J-P. JABOUILLE	RENAULT RS 02	RENAULT-ELF	ELF ELF	MICH	RS 01-02	1.5 TURBO V6 RENAULT	
16	R. ARNOUX	RENAULT RS 01	RENAULT-ELF	ELF ELF	MICH	RS 01-03	1.5 TURBO V6 RENAULT	DNS. BROKEN DRIVE-SHAFT.
17	J. LAMMERS	SHADOW DN9	SAMSON SHADOW RACING	– –	GOOD	DN9-2B (4B)	DFV	
18	E. DE ANGELIS	SHADOW DN9	INTERSCOPE SHADOW RACING	– –	GOOD	DN9-1B (6B)	DFV	
18T	E. DE ANGELIS	SHADOW DN9	INTERSCOPE SHADOW RACING	– –	GOOD	DN9-3B (5B)	DFV	RACE CAR.
20	J. HUNT	WOLF WR8	OLYMPUS CAMERAS WOLF RACING	TEXACO HAVOLINE	GOOD	WR8-1	DFV	
22	D. DALY	ENSIGN N179	TEAM ENSIGN	– –	GOOD	N179/MN-09	DFV	
24	A. MERZARIO	MERZARIO A1B	TEAM MERZARIO	– –	GOOD	A1B-1	DFV	RACE CAR.
24T	A. MERZARIO	MERZARIO A2	TEAM MERZARIO	– –	GOOD	A2-1	DFV	
25	P. DEPAILLER	LIGIER JS 11	LIGIER GITANES	ELF ELF	GOOD	JS 11-03	DFV	
26	J. LAFFITE	LIGIER JS 11	LIGIER GITANES	ELF ELF	GOOD	JS 11-02	DFV	
26T	J. LAFFITE	LIGIER JS 11	LIGIER GITANES	ELF ELF	GOOD	JS 11-01	DFV	RACE CAR. AFTER WARM UP INCIDENT.
27	A. JONES	WILLIAMS FW 06	SAUDIA WILLIAMS	SHELL SHELL	GOOD	FW 06-004	DFV	
28	G. REGAZZONI	WILLIAMS FW 06	SAUDIA WILLIAMS	SHELL SHELL	GOOD	FW 06-005	DFV	
29	R. PATRESE	ARROWS A1	WARSTEINER ARROWS RACING TEAM	– –	GOOD	A1-06	DFV	
30	J. MASS	ARROWS A1	WARSTEINER ARROWS RACING TEAM	– –	GOOD	A1-05	DFV	
31	H. REBAQUE	LOTUS 79	REBAQUE F1 TEAM	– –	GOOD	79-1	DFV	

RESULTS

POS	NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS.
1	12	G. VILLENEUVE	FERRARI 312 T4	80	1h. 50m. 04.00s.	87.808 mph.	LOCK FER	KONI	FERRARI 312. TRANS.	CHAMPION	LUCAS	MARELLI DINOPLEX
2	11	J. SCHECKTER	FERRARI 312 T4	80	1h. 50m. 18.00s.		LOCK FER	KONI	FERRARI 312. TRANS.	CHAMPION	LUCAS	MARELLI DINOPLEX
3	27	A. JONES	WILLIAMS FW 06	80	1h. 51m. 25.09s.		GIRL-F LOCK-R FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
4	1	M. ANDRETTI	LOTUS 79	80	1h. 51m. 29.73s.		LOCK FER	KONI	HEW FG 400	NGK	LUCAS	LUCAS
5	25	P. DEPAILLER	LIGIER JS 11	80	1h. 51m. 48.92s.		LOCK-F GIRL-R FER	KONI	HEW FGA 400	CHAMPION	LUCAS	MARELLI DINOPLEX
6	4	J-P. JARIER	TYRRELL 009	79			LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
7	18	E. DE ANGELIS	SHADOW DN9	78			LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
8	6	N. PIQUET	BRABHAM-ALFA BT48	78			GIRL FER	KONI	BRABHAM-ALFA	CHAMPION	LUCAS	MARELLI DINOPLEX
9	30	J. MASS	ARROWS A1	78	NOT RUNNING AT FINISH.		LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
10	3	D. PIRONI	TYRRELL 009	75	NOT RUNNING AT FINISH.		LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS

RETIREMENTS

NO	DRIVER	LAPS	REASON
20	J. HUNT	0	BROKEN DRIVESHAFT.
8	P. TAMBAY	0	ACCIDENT WITH LAUDA.
5	N. LAUDA	0	ACCIDENT WITH TAMBAY.
26	J. LAFFITE	8	OVERHEATING BRAKES.
24	A. MERZARIO	13	ENGINE.
14	E. FITTIPALDI	19	BROKEN DRIVESHAFT.
2	C. REUTEMANN	21	BROKEN DRIVESHAFT.
29	R. PATRESE	40	OVERHEATING BRAKES.
17	J. LAMMERS	47	ACCIDENT WITH PIRONI.
28	G. REGAZZONI	48	ENGINE.
9	H. STUCK	49	DISQUALIFIED FOR PUSH START AFTER STALLING.
7	J. WATSON	62	METERING UNIT.
22	D. DALY	68	ACCIDENT WITH REBAQUE.
31	H. REBAQUE	68	ACCIDENT WITH DALY.

CHAMPIONSHIP POINTS

DRIVERS

G. VILLENEUVE	20
J. LAFFITE	18
J. SCHECKTER	13
C. REUTEMANN	12
P. DEPAILLER	11
M. ANDRETTI	8
J-P. JARIER	5
J. WATSON	4
A. JONES	4
D. PIRONI	3
E. FITTIPALDI	1
N. LAUDA	1

MANUFACTURERS

FERRARI	20
LIGIER-FORD	20
LOTUS-FORD	16
TYRRELL-FORD	8
McLAREN-FORD	4
WILLIAMS-FORD	4
COPERSUCAR-FORD	1
BRABHAM-ALFA	1

PRACTICE 1

DATE FRI. p.m. 6 APRIL WEATHER FINE. COOL. DRY.

2	C. REUTEMANN	1m. 20.126s.
12	G. VILLENEUVE	1m. 20.186s.
26	J. LAFFITE	1m. 20.225s.
11	J. SCHECKTER	1m. 20.291s.
1	M. ANDRETTI	1m. 20.574s.
25	P. DEPAILLER	1m. 20.867s.
20	J. HUNT	1m. 20.913s.
4	J-P. JARIER	1m. 20.916s.
5	N. LAUDA	1m. 21.436s.
6	N. PIQUET	1m. 21.565s.
15	J-P. JABOUILLE	1m. 21.635s.
28	G. REGAZZONI	1m. 21.767s.
29	R. PATRESE	1m. 21.831s.
3	D. PIRONI	1m. 22.000s.
16	R. ARNOUX	1m. 22.088s.
30	J. MASS	1m. 22.350s.
14	E. FITTIPALDI	1m. 22.498s.
27	A. JONES	1m. 22.532s.
8	P. TAMBAY	1m. 22.569s.
17	J. LAMMERS	1m. 23.161s.
18	E. DE ANGELIS	1m. 23.433s.
9	H. STUCK	1m. 23.724s.
7	J. WATSON	1m. 23.725s.
31	H. REBAQUE	1m. 24.808s.
22	D. DALY	1m. 25.076s.
24	A. MERZARIO	NO TIME

PRACTICE 2

DATE SAT p.m. 7 APRIL WEATHER FINE. COOL. DRY.

12	G. VILLENEUVE	1m. 18.825s.
2	C. REUTEMANN	1m. 18.886s.
11	J. SCHECKTER	1m. 18.911s.
25	P. DEPAILLER	1m. 19.025s.
26	J. LAFFITE	1m. 19.032s.
1	M. ANDRETTI	1m. 19.454s.
4	J-P. JARIER	1m. 19.580s
20	J. HUNT	1m. 19.643s.
29	R. PATRESE	1m. 19.727s.
27	A. JONES	1m. 19.910s.
5	N. LAUDA	1m. 20.041s.
6	N. PIQUET	1m. 20.456s.
30	J. MASS	1m. 20.608s.
17	J. LAMMERS	1m. 20.740s.
28	G. REGAZZONI	1m. 20.768s.
14	E. FITTIPALDI	1m. 21.033s.
3	D. PIRONI	1m. 21.192s.
7	J. WATSON	1m. 21.304s.
8	P. TAMBAY	1m. 21.411s.
18	E. DE ANGELIS	1m. 21.961s.
9	H. STUCK	1m. 22.828s.
24	A. MERZARIO	1m. 22.938s.
31	H. REBAQUE	1m. 22.990s.
22	D. DALY	NO TIME.

PRACTICE 3

DATE ____ WEATHER ____

STARTING GRID

POLE

2 C. REUTEMANN *1m. 18.886s.	12 G. VILLENEUVE 1m. 18.825s.
25 P. DEPAILLER 1m. 19.025s.	11 J. SCHECKTER 1m. 18.911s.
1 M. ANDRETTI 1m. 19.454s.	26 J. LAFFITE *1m. 19.032s.
20 J. HUNT 1m. 19.643s.	4 J-P. JARIER 1m. 19.580s.
27 A. JONES 1m. 19.910s.	29 R. PATRESE 1m. 19.727s.
6 N. PIQUET 1m. 20.456s.	5 N. LAUDA 1m. 20.041s.
17 J. LAMMERS 1m. 20.740s.	30 J. MASS 1m. 20.608s.
14 E. FITTIPALDI 1m. 21.033s.	28 G. REGAZZONI 1m. 20.768s.
7 J. WATSON 1m. 21.304s.	3 D. PIRONI 1m. 21.192s.
18 E. DE ANGELIS 1m. 21.961s.	8 P. TAMBAY 1m. 21.411s.
24 A. MERZARIO 1m. 22.938s.	9 H. STUCK 1m. 22.828s.
22 D. DALY 1m. 23.888s.	31 H. REBAQUE 1m. 22.990s.

* 2, REUTEMANN, AND 26, LAFFITE, BOTH STARTED THE RACE FROM THE PIT LANE.

LAP CHART

AUTOSPORT

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
12 G. VILLENEUVE	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
11 J. SCHECKTER	25	25	25	25	25	25	25	25	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	11	11	11	11	11	11	11	11	11	11	11	11
25 P. DEPAILLER	11	11	11	11	11	11	11	4	25	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	4	4	4	4	4	4	4	4	4	4	4	4
1 M. ANDRETTI	4	4	4	4	4	4	4	11	11	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	1
4 J-P. JARIER	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	25
20 J. HUNT	29	29	29	29	29	29	29	29	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
29 R. PATRESE	27	27	27	27	27	27	27	27	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
27 A. JONES	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
5 N. LAUDA	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	3	3	6	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
6 N. PIQUET	31	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	28	28	28	30	30	30	30	30	30	30	30	31	31	31	31	31	31	31	31	31
30 J. MASS	3	31	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	31	31	31	31	31	31	31	31	30	30	30	18	18	18	18	18	18
17 J. LAMMERS	30	30	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	18	18	18	18	18	18	18	18	18	18	18	30	30	30	30	30	30
28 G. REGAZZONI	22	9	9	18	18	18	2	2	2	2	2	14	14	14	14	14	14	14	14	18	9	9	9	6	6	6	6	6	6	6	6	6	6	6	6	6	6
14 E. FITTIPALDI	9	18	18	9	2	2	18	14	14	14	14	18	18	18	18	18	18	18	18	9	(6)	6	6	9	9	9	9	9	9	9	9	9	9	9	9	9	9
3 D. PIRONI	18	24	24	2	14	14	14	18	18	18	18	(2)	9	9	9	9	9	9	9	2	2	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
7 J. WATSON	24	14	2	14	9	9	9	9	9	9	9	9	24	7	7	7	(7)	22	22	22	22	7	7	7	7	7	7	7	7	7	7	7	7	7	7	(7)	17
8 P. TAMBAY	14	22	14	24	24	26	26	26	24	24	24	24	7	22	22	22	22	2	2	7	7	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	7
18 E. DE ANGELIS	7	2	7	26	26	24	24	24	7	7	7	7	22	2	2	2	2	7	7	17	17																
9 H. STUCK	2	7	26	7	7	7	7	7	(26)	22	22	22	2	17	17	17	17	17	17																		
24 A. MERZARIO	26	26	22	22	22	22	22	22	22	17	17	17	17																								
31 H. REBAQUE	(17)	17	17	17	17	17	17	17	17																												
22 D. DALY	(20)																																				
2 C. REUTEMANN																																					
26 J. LAFFITE																																					

-1 LAP

LAP CHART BY COURTESY OF MICHELLE DUBOSC

38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
4	4	4	4	4	4	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
25	25	25	25	25	25	4	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	25	25	25	25	25	25	25	25	25	25	25	25	25	25	1	1	1	1	1
1	27	27	27	27	27	27	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	25	25	25	25	25	25
27	1	1	1	1	1	1	1	(4)	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	4	4	4	4	4	4	4	4		
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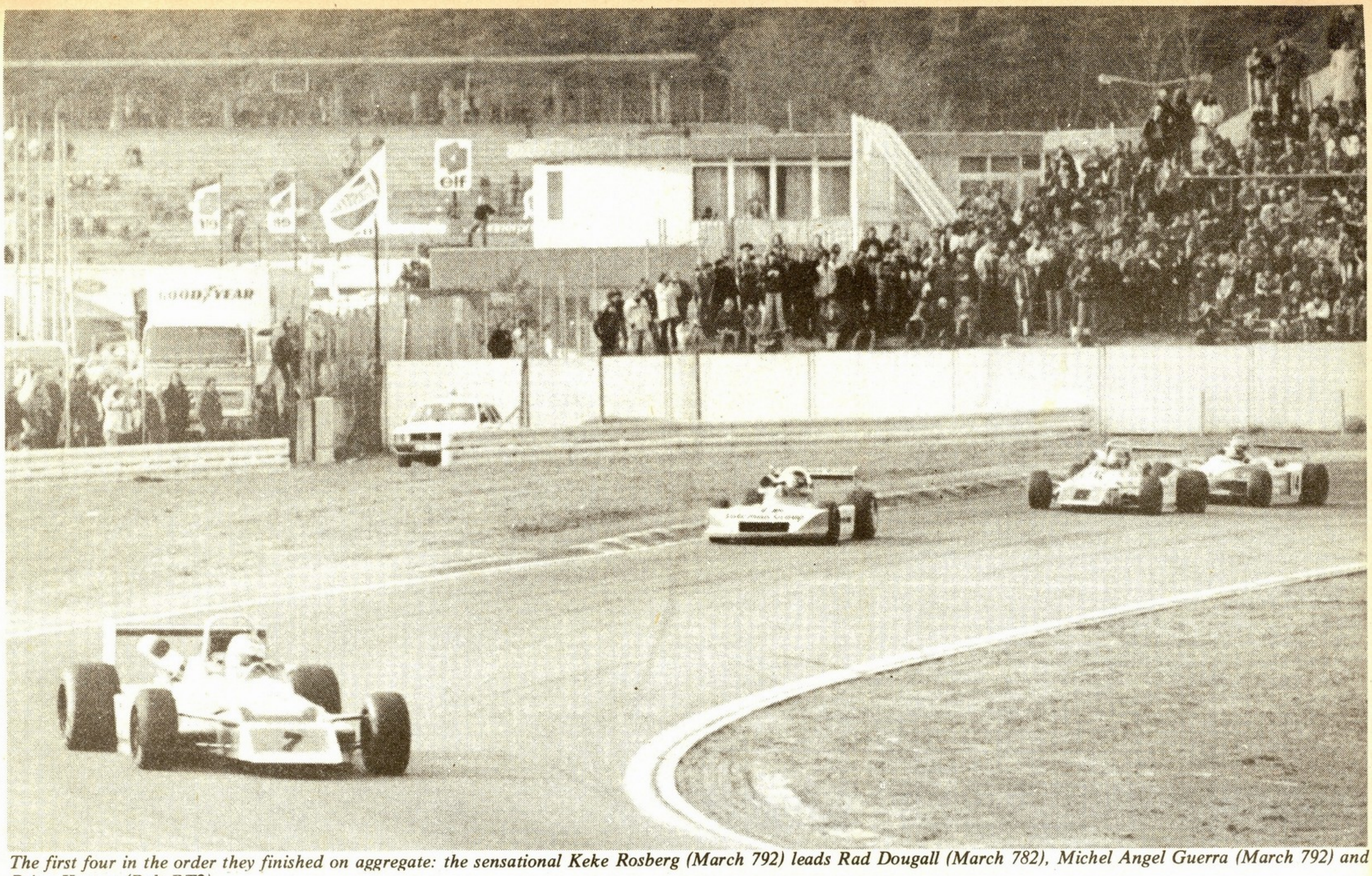


The first four in the order they finished on aggregate: the sensational Keke Rosberg (March 792) leads Rad Dougall (March 782), Michel Angel Guerra (March 792) and Brian Henton (Ralt RT2).

This is an understudy?

Rosberg stands in and wins both races for ICI March team — Henton's Ralt quick again but Dougall is second for Toleman — South unlucky — Guerra third — Rahal's second-half charge for Chevron — Cheever fifth — Report & photography: BOB CONSTANDUROS.

Keke Rosberg scored flag-to-flag victories in both heats of the Jim Clark Rennen at Hockenheim last Sunday to give March, Project Four and ICI their first Formula 2 victories of the season. In the first heat, the talented Finn beat Brian Henton's Toleman Ralt, whose gearbox seized on the last lap; sadly this slowed Henton in the second heat. However, the Toleman Group were well represented for, after finishing third in the first heat, Rad Dougall with the team's March chased Rosberg all the way through the second heat to finish second on aggregate.

Third on aggregate was Michel-Angel Guerra in Everest's March, while Henton salvaged fourth place. Silverstone winner Eddie Cheever finished fifth, after losing a skirt and part of his Osella's wing in the first heat, and having the wrong tyres in the second, and the final point went to the works March driver Teo Fabi.

ENTRY & PRACTICE

Twenty-seven cars and drivers arrived at Hockenheim for the second round of the European Formula 2 Championship, the main change being that Keijo Rosberg took over Derek Daly's ICI March 792. Otherwise, the first ranks of the grid remained pretty much as at Silverstone.

The big question was whether March had sorted out their latest cars after the Silverstone weekend. Little rollers were fitted to the sliding skirts to ensure that they did not stick in the 'up' position, as at Silverstone. The lower front wishbones and rear crossmembers were also new, and finally uprated shock absorbers were used. In general, these modifications seemed to work, although some of the skirts still tended to get stuck. However, the problem generally was still too much downforce, and many drivers felt that their 792s wandered down the straights.

After a little unofficial practice on the Friday evening, qualifying began with a one-hour session on a dry if cold Saturday morning, followed by a slightly damper 90mins session in the afternoon. Of this second session, only about ten minutes were absolutely dry, and that was the time to have new tyres fitted and a car all ready to go hard. Both the Project Four and the Polifac BMW Junior March teams had a man in just that situation, and Marc Surer and Stephen South whittled away their times, cutting tenths off one another's latest until they both got down to 1m 56.9s. Compare that to Giacomelli's pole time of 1:59.0 last year!

Surer, who did the time first and so gained pole position, didn't exactly have everything going for him, either. He spun and lost a skirt at one stage, tried various aerodynamic adjustments (including a single-plate wing), and had an oil leak in the first session.

Team-mate Ricardo Zunino slowly worked down to a ninth quickest time, after a little trouble with understeer, but the final member of the Junior Team, Beppe Gabbiani, had a miserable day. After electrical problems in the first session his engine blew up only four laps into the second. Gabbiani qualified 25th.

South's was a very good effort in the ICI March. He had to have an engine change after the first session, and Stephen felt that his car wandered all over the road. But the second session went well, after "solving a few problems", as Project Four's Ron Dennis put it.

Keke Rosberg was disappointed not to get pole position, but he tried hard for it. With fragile skirts under the cars, there was to be no kerb-hopping for Keke. In fact, the former Chevron driver was not blipping the throttle in his normal style, either: "I bet no-one realises it's me driving that car," joked Keke, "I've really changed my driving style for the car. I'm smooth, and it's a nice car to drive, with a good engine." The Finn set the third quickest time.

Fourth quickest was Brian Henton in the lone new Ralt RT2, the Toleman Group entered driver, helped by the presence of Ron Tauranac, working down to a good time before oil and water mixed in the Hart engine late in the second session. Teammate Rad Dougall was again using the March 782, and his fifth quickest time was a fine effort especially when Giacomelli's 'record' from the year before is considered; Rad's first session was cut short when the exhaust broke. His new Ralt was in the transporter, but unready.

The Italian Everest team's March 792s now have modified wings, sidepods and rear suspension, and Michel-Angel Guerra qualified sixth. The Everest cars were 'bouncing' on the straights due to excess downforce, but stiffer Konis cured that. Guerra's team-mate Ferrante Ponti also did well to record an eighth row time, considering that this driver (from Como in Italy) had only driven Formula Italia previously, and had never seen the circuit before.

Eje Elgh spent most of both sessions in the Marlboro Team Tiga 792 trying out aerodynamic experiments. "It's all over the place, wandering under braking, and I'm losing grip in the middle of the Sachs Curve. It didn't feel very good!" said the Swede. In the afternoon, after more aerodynamic adjustments, things were better, and he set seventh best time.

Just two-tenths slower was Eddie Cheever in his Pirelli-shod Osella. The Silverstone winner was using Lockheed brakes (replacing the Girlings used before), and the next modification blew in the untimed practice session, and the fuel pump broke and cut short his first official session; then a broken skirt lost him time in the second qualifying period.

Behind Zunino and Fabi came Bobby Rahal, the

F2 EUROPEAN CHAMPIONSHIP HOCKENHEIM 2

Qualifying

Marc Surer	March-BMW 792	1:56.9
Stephen South	March-BMW/Mader 792	1:56.9
Keke Rosberg	March-BMW 792	1:57.8
Brian Henton	Ralt-Hart RT2	1:57.9
Rad Dougall	March-Hart 782	1:58.4
Michel-Angel Guerra	March-BMW/Mader 792	1:59.1
Eje Elgh	March-BMW 792	1:59.2
Eddie Cheever	Osella-BMW FA2/79	1:59.4
Ricardo Zunino	March-BMW 792	1:59.8
Teo Fabi	March-BMW/Mader 792	2:00.2
Bobby Rahal	Chevron-Hart B48	2:00.4
Huub Rottengatter	Chevron-Hart B48	2:00.4
Derek Warwick	March-Hart 792	2:00.4
Juan Traverso	March-Hart 792	2:01.6
Ferrante Ponti	March-BMW/Heidegger 782	2:01.9
Siegfried Stohr	Chevron-BMW/Trivellato B48	2:02.8
Jochen Dauer	Chevron-BMW/Konrad B48	2:02.2
Wolfgang Locher	March-Hart 792	2:02.4
Alberto Colombo	March-BMW/Heidegger 782	2:02.5
Markus Hottinger	March-BMW 792	2:03.3
Patrick Neve	Pilbeam-Hart MP42	2:03.6
Alain Couderc	AGS-BMW/Pipo JH16	2:04.7
Bernard de Dryver	Chevron-BMW/Mader B48	2:04.7
Ariel Bakst	March-BMW/Heidegger 782	2:05.8
Beppe Gabbiani	March-BMW/Mader 792	2:06.7
Andre Chevalley	March-BMW/Cermec 792	2:07.6
Klaus Waltz	March-BMW/Wiegel 782	2:08.0

first of the Chevron runners in his works car, and a newcomer to Hockenheim. "we're getting there slowly; I've got trouble in the infield, too much oversteer, but it's OK in the fast corners," said the American. After an engine change from a somewhat 'tired' Hart, the metering unit seized in the second session and, although Rahal did try the T-car, most of the session was lost.

Sharing Rahal's time was Huub Rottengatter in his Alan Docking tended Chevron, Docking trying to 'tune out' downforce and go for straightline speed at the expense of handling in Hockenheim's tight infield.

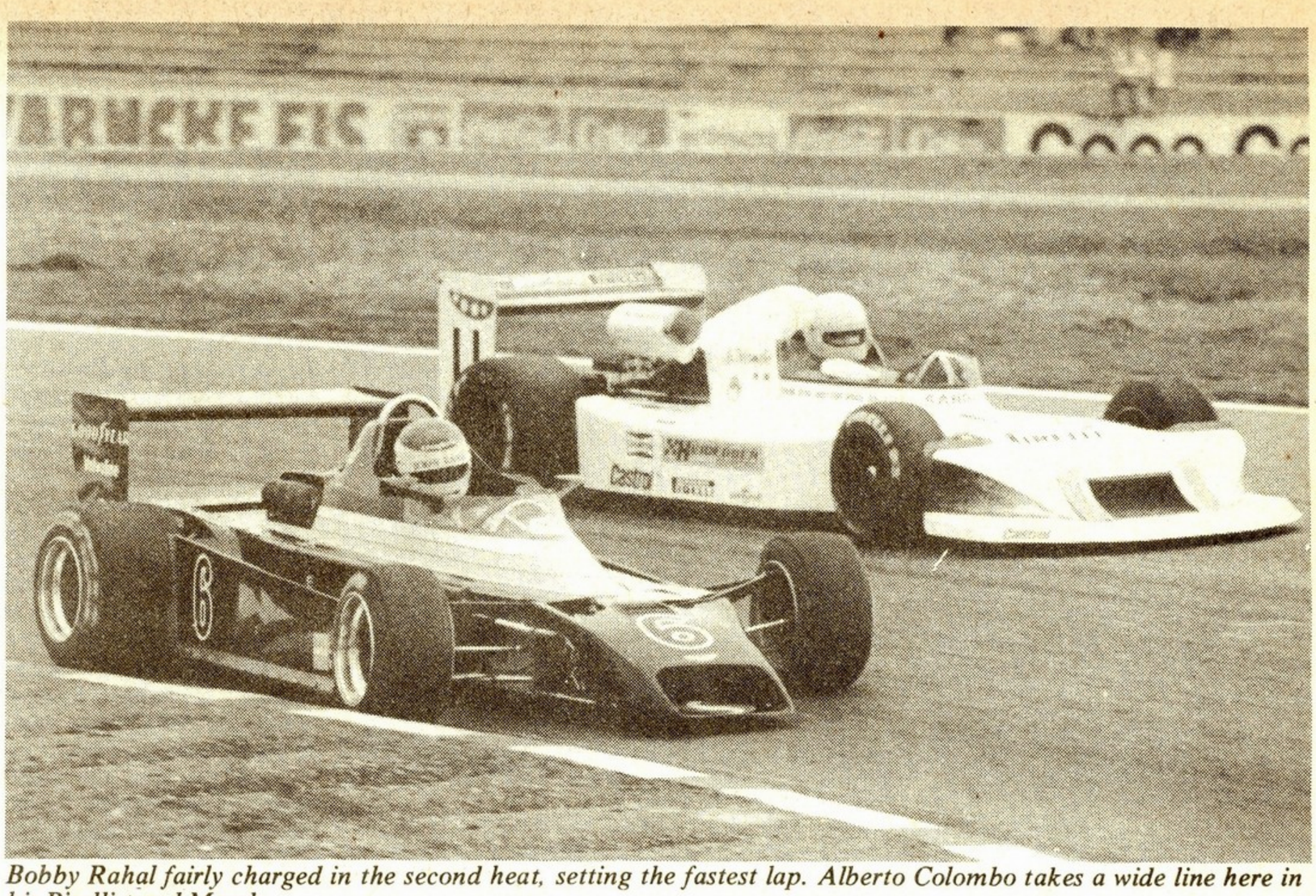
Also on 2:00.4 was Derek Warwick in the BP March. Derek was another newcomer to Hockenheim, but worked away intelligently in the first session, hampered by a misfire at high revs. In the second session, the skirts started sticking and Derek had a small accident on the last lap, with little damage.

Juan Traverso's March was 14th fastest, but the other Bob Salisbury run March, that of young Markus Hottinger (a Jägermeister sponsored car), ended up 20th on the grid after falling foul of the March 'wanders' and crashing just before the second chicane.

Fastest was Siegfried Stohr in Trivellato's Chevron B48 which suffered a loss of revs in the first session and had an engine change, and next was Jochen Dauer's KWS-tended B48. Dauer had the wrong gear ratios in the first session, and went off the road after three laps in the wet in the second — another bent monocoque.

Wolfgang Locher was another to crash in his Brian Henton Racing March 792, and he too dented the tub. Poor Alberto Colombo was way back on the tenth row, his experimental Heidegger engine overheating, and finally blowing up.

It was disappointing to see Patrick Neve's Pilbeam so far back, but Patrick was still feeling that they were learning about the car. They were using some new skirts, and ecpect to change the sidepods before Thruxton. Alain Couderc had had little testing time with the outdated-looking AGS. Bernard de Dryver's Chevron was very new, and three oil pipes split and the metering unit packed up.



Bobby Rahal fairly charged in the second heat, setting the fastest lap. Alberto Colombo takes a wide line here in his Pirelli-tyred March.

RACES

Under an overcast sky, the grid formed up, but without two drivers. Gabbiani had the pick-up for a front radius arm break; although it was mended just before the start, he was finally black-flagged for starting from the pits. Elgh had the same treatment after the clutch played up before the off, and he had to be push-started.

After a chaotic start, Rosberg and Surer were first into the stadium, followed by South. Warwick and Rottengatter spun coming into the infield section, and Colombo already had trouble with his front suspension after a coming-together on the first lap.

By the second lap, Rosberg and Surer had pulled away from South, who was pulling away from Henton, followed by Dougall, both Dougall and Surer with broken exhausts.

Poor South's chances evaporated when he picked up a puncture after five laps. Rosberg was being closely harried by Surer, the Swiss driving his works March very close to Rosberg's ICI car. Behind Henton and Dougall, Cheever, Guerra and Fabi were following closely, and Warwick.

Just before half-distance, Surer's March lost a skirt and a lap later, coming into the first chicane, he went off. The car was quite badly damaged, but looked repairable. Fabi was another to lose a skirt, and slowly he was slipping back, to be overtaken by Warwick. It was clear that Cheever was also in trouble: lapping Rahal, he had gone off on the dirt. Another skirt lost, and furthermore the wing started to come loose. It finally fell off, into the path of Warwick's March. Exit another skirt!

Guerra quickly disposed of Cheever, and closed in on Dougall as Warwick also got past Cheever in the final laps. Cheever was sixth, Traverso seventh, and Colombo finally got past Fabi at the end.

The final drama involved Henton, whose Ralt seized in second gear as he entered the stadium for the final time: he cruised round to finish second, but he was 18.6secs behind the flying Rosberg at the end.

Between the two heats, there was therefore much work to be done, especially on the cars of Henton and Surer. The Swiss did not make the start of part two, and neither did poor South, whose March broke a driveshaft on the warming lap. And Gabbiani's dreadful luck continued when the oil tank split on the warm-up.

Once again, Rosberg took off into the lead and stayed there. Dougall took up the challenge, followed by Guerra, Henton and Cheever. The Osella was up to third on the second lap, and Eddie tried to close on Dougall. Guerra, Henton, Fabi, and Warwick followed, but Derek hit the back of Teo's car and damaged the nose a lap later.

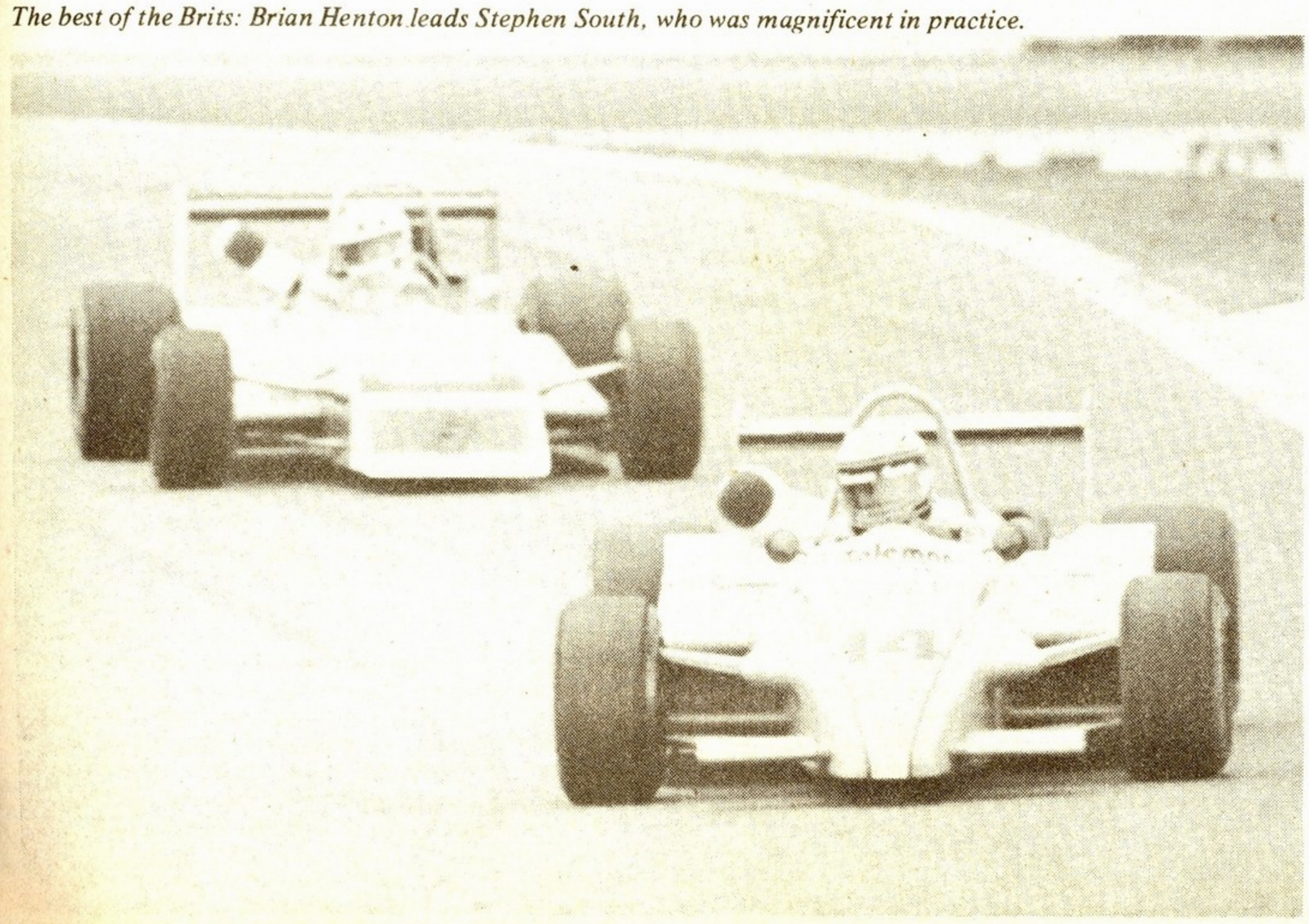
The third place battle was one that held attention. Cheever led it, and Fabi moved up when Henton's gearbox again played up. By lap 7, Rahal had joined in behind Cheever, Fabi, Guerra, a gap to Henton and Warwick, with Elgh catching them all.

Cheever was catching Dougall's second-placed car, and taking Fabi with him, when at half-distance he began to drop back, having chosen the wrong compound tyres.

Rahal came storming through this battle, overtaking Guerra, then Fabi, and finally Cheever. Fabi had a turn to drop behind Guerra, the Italian's March losing oil, yet Teo came back, not only to overtake Guerra, but Cheever too, and finish fourth behind Rosberg, Dougall and Rahal. It was a good battle.

Cheever managed to stay fifth, in front of Guerra, and Henton lost his shadow, Warwick, when Derek's radiator lost its water as a result of his early collision with Fabi. To round off his race, Henton spun at the last corner. Elgh should have finished next, but lost a skirt and found the car dangerous to drive, so slowed down to finish 15th.

The best of the Brits: Brian Henton leads Stephen South, who was magnificent in practice.



Jim Clark Rennen
Martini Gold Cup
European Formula 2 Championship, round 2
Hockenheim, April 8
2 x 20 laps

1, Keke Rosberg (March-BMW 792), 1hr 28, 27.1s, 125.825mph;
2, Rad Dougall (March-Hart 782), 1h 20m 54.3s;
3, Michel-Angel Guerra (March-BMW/Mader 792), 1h 21m 07.1s;
4, Brian Henton (Ralt-Hart RT2), 1h 21m 12.4s;
5, Eddie Cheever (Oselia-BMW/Osella FA2/79), 1h 21m 28.0s;
6, Teo Fabi (March-BMW/Mader 792), 1h 21m 28.4s;
7, Bobby Rahal (Chevron-Hart) B48), 1h 21m 49.0s; 8, Juan Traverso (March-Hart 792), 1h 22m 04.0s; 9, Siegfried Stohr (Chevron-BMW/Trivellato B48), 1h 22m 18.9s; 10, Alberto Colombo (March-BMW/Heidegger 782), 1h 22m 26.7s; 11, Alain Couderc (AGS-BMW/Pipo JH16), 1h 23m 05.4s; 12, Ariel Bakst (March-BMW/Heidegger 782), 1h 24m 34.6s; etc.

Fastest lap: South, 1m 59.02, 127.598mph.

Heat 1 (20 laps): 1, Rosberg, 40m 12.2s, 125.895mph; 2, Henton, , 40m 30.8s; Dougall, 40m 32.6s; 4, Guerra, 40m 35.6s; 5, Derek Warwick (March-Hart 792), 40m 54.2s; 6, Cheever, 49m 56.8s; 7, Traverso, 40m 57.3s; 8, Colombo, 40m 57.7s; 9, Fabi 41m 00.5s; 10, Stohr, 41m 01.1s; etc. **Fastest lap:** South, 1m 59.0s, 127.598mph.

Heat 2 (20 laps): 1, Rosberg, 40m 14.9s, 125.755mph; 2, Dougall, 40m 21.7s; 3, Rahal, 40, 23.8s; 4, Fabi, 40m 41.6s; 5, Cheever, 40m 31.2s; 6, Guerra, 40m 31.5s; 7, Henton, 40m 41.6s; 8, Traverso, 41m 06.7s; 9, Stohr, 41m 17.8s; 10, Colombo, 41m 29.0s. **Fastest lap:** Rahal, 1m 59.2s; 127.385mph.

edited by Rupert Saunders

John Taylor's Fiesta before its demise on the York National Rally.

Taylor debuts new Fiesta

There were two Ford works, or works supported, Fiestas out at the weekend; John Taylor debuted his 1700cc BDA-engined car on the York National Rally and Roger Clark gave his G2, 1600cc engined version its first forest shake-down on the Esso Plains Rally. Unfortunately neither car actually finished its event, Taylor retiring after ten stages on the York event and Roger Clark going out on just the second stage of the Plains.

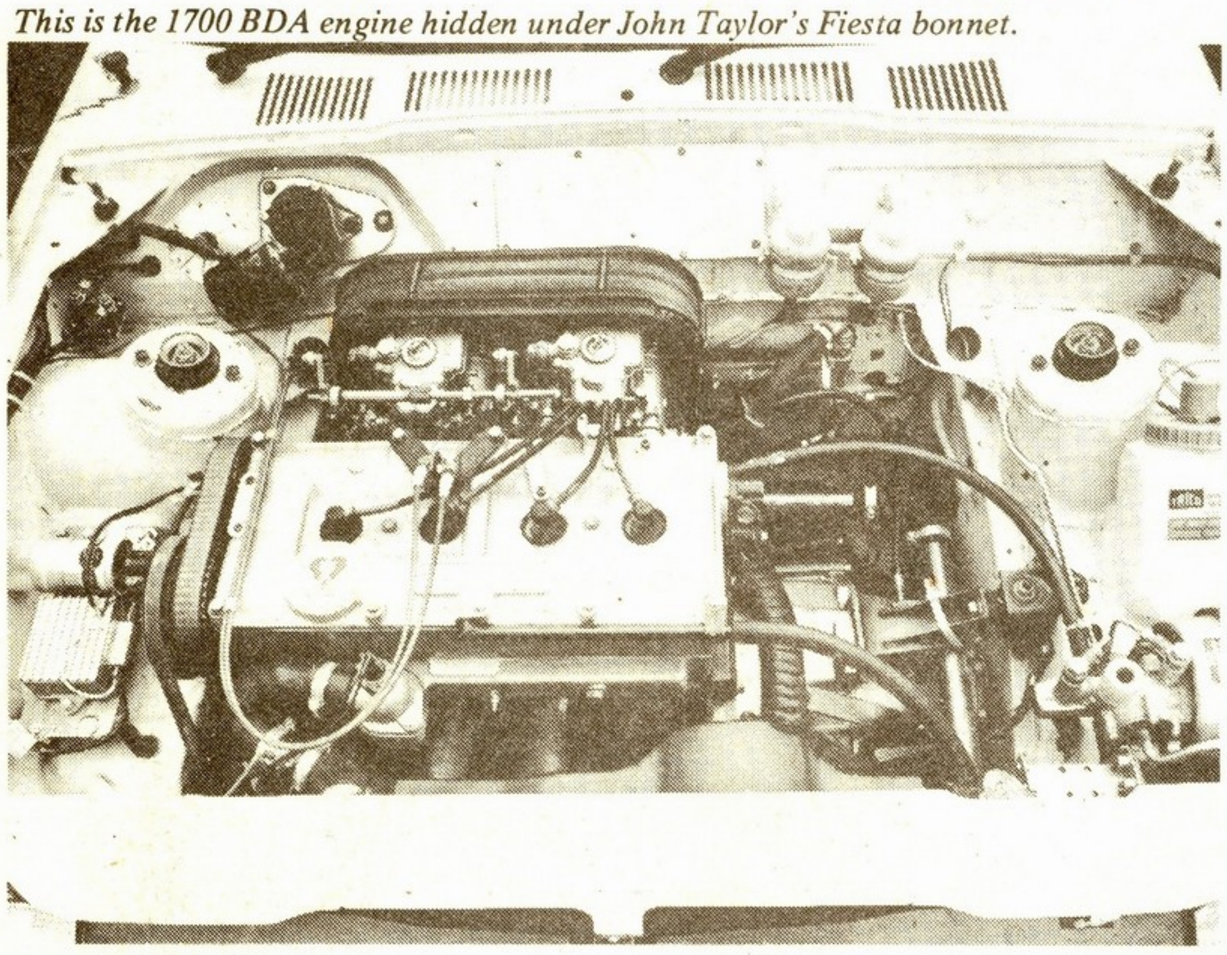
"That's development for you," commented a philosophical Peter Ashcroft on Monday. "You don't learn everything in one day. Obviously we learnt nothing from Roger's outing but John's was more successful. We found out most of the things that we wanted to know in the first few stages."

Clark's retirement was caused by a sticking valve and a bent pushrod which left him with no option but to pull out. The car was brand new, having been finished the day of the start of the event, and featuring revised springs and weight distribution from the tarmac car. The team are building the two cars side by side and will have the tarmac version out on this weekend's Circuit.

Taylor's retirement was caused by the top engine mount breaking and the fan hitting the radiator but by that time the team had found that the car was quite good in fast corners but slow out of slow corners. Once again, the car had been finished only just before the event and there had been little or no time for development so now the team will be working on spring rates and dampers in order to find the missing traction.

Besides his Fiesta programme and his commitment to drive in the Sedan Products, John Taylor has also announced that he will be driving on selected foreign events with his Haynes of Maidstone Escort. He and co-driver Phil Short hope to run on the 24 Hours of Ypres, Hunsruck, Tour of Madeira and the Algarve rallies subject to negotiations. He doesn't envisage defending his Tarmac championship title, although the Sedan series will mean visits to the Circuit, the Manx and the Ulster.

This is the 1700 BDA engine hidden under John Taylor's Fiesta bonnet.



Italians build Turbo-Alfa

The Alfa Romeo tuning firm, Autodelta, are to build a Turbo-charged Alfetta for use in Italian National and International events later in the year. The car will be driven by Mauro Pregliasco who has already done some testing. Indeed Pregliasco first saw the car back in 1978 and Alfa Romeo have apparently already built some 150 production cars.

The Turbo Alfetta will replace the 1500cc Alfasud which Autodelta launched on the Targa Florio and is expected to be ready by mid-July. The car is expected to have an engine developing about 225bhp and a wide torque curve. The exact rally progamme has not yet been decided and will depend on the success of testing sessions.

Munari: Safari favourite

The cream of the world's long-distance rally drivers are gathered in Nairobi for the start today (Thursday) of this year's Safari Rally. The event has attracted teams from Fiat, Datsun, Peugeot and Mercedes with the added interest of a couple of privately run Porsche 924 Turbos, which should mean a pretty cosmopolitan atmosphere at the rally headquarters. Not all these teams are full works efforts of course, Mercedes are still claiming that their six cars are all private entries, although they have now confessed that the drivers will be receiving 'works assistance.' We gather that this includes an air cargo of some 200 boxes of spares, each box weighing between 50 and 250kg, which was flown out to Kenya last week.

So far practice has gone fairly well for most teams, though Peugeot have had one car crash in testing and Alex Janda rolled one of the private 924s fairly heavily. There are some fears among the Fiat drivers that their tyres may not be entirely suitable for the job in hand, Pirelli having selected some hard rubber that will last the distance rather than provide the ultimate in performance.

All the drivers take this rally seriously of course, but this year both Fiat and Mercedes are going to incredible lengths to achieve victory. Fiat have been in Africa since February and Sandro Munari, for whom the Safari is as much a personal battle as anything else, has covered over 20,000km in practice. He has driven the entire route three times and covered some special stages even more times. Walter Rohrl, on the other hand, only arrived in Africa on March 12 and has been recceing with an ordinary Fiat 131, rather than a proper practice car.

The weather is always a crucial factor in any Safari Rally and this year it is no more predictable than ever. Over the last few weeks it has been relatively dry but there were a couple of heavy rainstorms over the weekend and there is always the danger of sudden storms in the mountains. The toughest leg of the rally is reckoned to be the first leg which runs to the northwest of Nairobi and, of this leg, the first 500km is thought to be the toughest of all. One experienced driver commented that only about 20 cars would survive to tackle the second leg down to Mombasa and the third leg, north-east to Mount Kenya.

If the weather stays dry then the favourites, in most eyes, are Fiat, with Sandro Munari. Other tipped teams are

Munari - long recce.

Datsun and Peugeot though nobody is discounting Mercedes. Bjorn Waldegaard, Hannu Mikkola and Vic Preston Jnr are driving their new 5-litre, alloy-engined 450 SLCs which develop about 300bhp. Despite its bulky appearance, the car only weighs 100kg more than the little Fiat 131.

An outsider who could be worth watching for is Robin Ulyate in his works Fiat. Ulyate has done much of the development of the Safari specification 131 and has a wealth of experience in the country.

The Safari will see one novel means of communication. For years now the rally has been followed by a host of light aircraft; this year the organisers will be using carrier pigeons. One particularly remote section of the event is out of radio range and so the pigeons are being used to carry back information from a passage control. Next year, runners and cleft sticks?

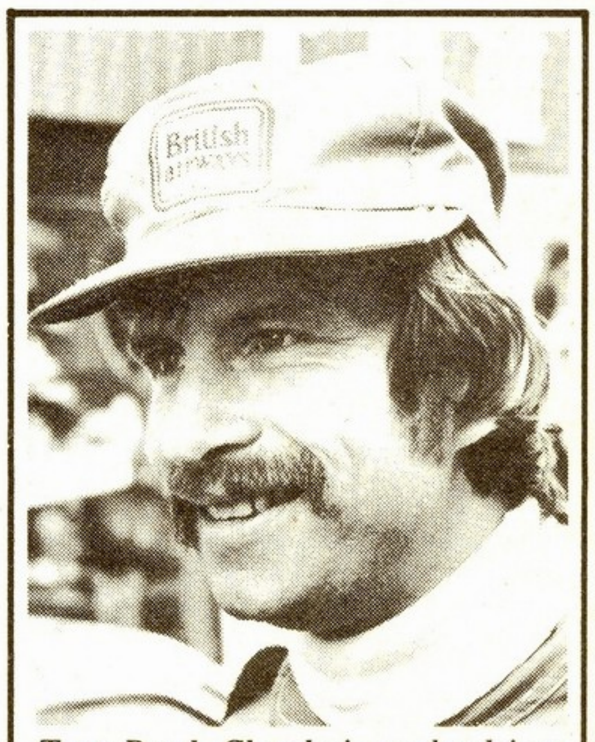
The leading entries are: 1, Rauno Aaltonen (Datsun); 2, Joginder Singh (Mercedes 280E); 3, Markku Alen (Fiat 131); 4, Simo Lampinen (Peugeot 504); 5, Harry Kallstrom (Datsun 160J); 6, Vic Preston (Mercedes 450); 7, Sandro Munari (Fiat 131); 8, Timo Makinen (Peugeot 504); 9, Shekhar Mehta (Datsun 160J); 10, Bjorn Waldegaard (Mercedes 450); 11, Walter Rohrl (Fiat 131); 12, Jean-Pierre Nicolas (Peugeot 504); 14, Hannu Mikkola (Mercedes 450); 15, Robin Ulyate (Fiat 131); 16, Andrew Cowan (Mercedes 280E); 17, John Hellier (Datsun 160J); 18, Jean Claude Lefebure (Peugeot 504).

Sclater new business

Chris Sclater has started his own rally preparation company, operating out of his former premises in Queensbury Mews West, Kensington, London. The company Chris Sclater Automotive Ltd. will work initially on Chrysler Sunbeams but other competition and road vehicles may be handled at a later date.

In addition to preparing the Lotus Sunbeams, Sclater will also have an agency for Janspeed Turbocharger kits, Bilstein and Magard. Chris also hopes to have a car built by the company available for testing and hiring purposes and to do a certain amount of competing himself.

"Setting up this business has prevented me from being actively involved in rallying so far this year, but my personal participation in all sorts of rallies will be an important part of the company's activities," commented Chris on the launch of the company.



Tony Pond, Chrysler's works driver, is to be personally sponsored by Peter Russek Manuals. Tony will carry the Peter Russek name on his overalls for all events this year, starting with the Circuit of Ireland and including the Lombard RAC Rally. His programme for the year now includes a number of events in Europe such as the Tour de France, San Remo and Corsica.

Circuit goes ahead despite petrol problems

Despite a petrol shortage, and a telephone strike in Eire the Benson & Hedges Circuit of Ireland will be going ahead as planned this weekend with the start from the Carrickfegus Leisure Centre at midday on Friday.

There are no major changes to the entry list except that Ronnie McCartney will not now be running his Mercedes 280D, having shelved the programme, and will be driving a Group 4 Escort RS1800 instead. He will be carrying number 96 on the car (the wavelength for Ulster's commercial radio station Downtown) but will be running in 12th spot. Originally at number 12 was Graham Elsmore, but he will now be taking over the number 6 slot vacated by Ari Vatanen. This should make BL Cars servicing easier. Another man to move slots will be Chris Daisy with the Gunnar Nilsson Campaign car who will be carrying number 106 but be running 53rd. The organisers have made a contribution towards the Camapign by returning Chris his entry fee.

John Lyons will definitely be running in Jimmy Davison's Ford Escort RS2000 with Vladivar Vodka backing. He is also now the owner of the ex-Peter Clarke Group 1 Escort RS2000 from last year and, if the Datsun is not ready in time, he may use this on the Welsh Rally.

San Remo goes gravel

This year's San Remo Rally will contain several sections on gravel stages, thus reverting to its format of several years ago. The gravel stages will be held high in the mountains of the San Marino area, northwest of San Remo, but the final night of the event will still be nearer home, on the tarmac tests above San Remo itself.

The rally has had an all-tarmac format for the past four or five years.

● The current points positions in the Castrol/AUTOSPORT Championship after the second round on the York National Rally are: Drivers Overall; David Stokes 27, Jimmy McRae 25, George Hill 24, Peter Clarke 20, Malcolm Wilson 15, Robin Farrington 14, Geoff Simpson 13, Brian Culcheth 12, Tim Brise 12, Terry Kaby 11. Group 1 Drivers; Ivor Clark 29, Mike Stuart 23, Alex Jackson 23, John Cleary 23, Julian Raymond 18. Co-drivers Overall; John Warner 27, Mike Nicholson 25, Ron Varley 24, Phil Boland 20, Keith Thomas 15. Group 1 Co-Drivers; Ken Wilson 29, Frank Rowlands 23, Dave Orrick 23, Mark I'Anson 23, John Daniels 18. Class 1; Roger Lane 10. Class 2; Ivor Clark 9. Class 3; Rod Badham 8. Class 4; Ian Beveridge 8. Class 5; David Stokes 7.

Chrysler win Cyprus

The Chrysler Sunbeam of Kypros Kyprianou dominated the Tour of Cyprus Rally, run on Saturday and Sunday, by leading the rally from start to finish. The event is more or less a test run for the island's Rothmans international Rally in September.

A total of 23 crews started the rally which was held over a 480 mile route. Conditions were very dry on the 16 special stages and so caused a lot of problems with a very high tyre wear rate. The event was split into two identical sections and, with the road sections much easier than in the past, there were not the usual spate of road penalties picked up by competitors.

The winning car and an Avenger for Dimi Mavropoulos were entered by the local Chrysler agent Nicos D. Solomonides who prepare the cars in Cyprus, but with a great deal of guidance from Chrysler UK. Dimi came second in his Avenger giving it its last outing before it is replaced by another Sunbeam. The team are hoping to have the Lotus engine in the cars in time for the September international.

The top three placings out of the 12 finishers were: 1, Kypros Kyprianou/Marios Koutsoftides (Chrysler Sunbeam); 2, Dimi Mavropoulous/Theodoros Vassiliades (Chrysler Avenger); 3, Vahan Terzian/Alkis Logginos (Citroen GS).

Escort consistency pays

Chris Atkinson had another fine win in the Escort Championship category of the Esso Plains rally last weekend, and has already pulled out an eight point lead over John Beadle, with Ian Hughes just one point adrift in third place. Along with Dick Slaughter (fourth in the standings), these are the only drivers to score in all events so far, where consistency is already proving to be as valuable as pace.

The inclusion of an optional limited slip differential in this year's Championship specification now seems to be fully justified by the cars' improved performance. An unacceptable engine breathing 'tweak' featured in some cars last weekend, but was spotted by series scrutineer Bruce King, and all cars once again appeared to be competing in strictly standard form. Atkinson's performance is more praiseworthy than it looks, for in 1978 he admitted to being too slow in the forests in the same car; a year's practice — and valuable Esso sponsorship! — seem to have altered all that.

Ian Hughes was lucky to finish second in the category last weekend, as he suffered broken rear shock absorbers in the afternoon run after leaving the last allowable service point, and struggled for traction thereafter. Willie Lawrie (in John Nicol's 1978 car) should have been in the top three, but suffered road penalties and faded out of the scene. Paul Jelfs (fourth last weekend) had his best run for some time, while Rene Livingstone (in the 1978 Championship-winning car) is still struggling to get on terms with 1300cc driving. As far as 'old hands' Atkinson and Hughes are concerned, John Beadle, who is new to this championship, is beginning to look ominously consistent, with two thirds and a sixth in his three runs.

Charlie Wood took his first Mazda Hatchback win.

Wood wins the Mazdas

Charlie Wood took his first win in the Mazda Hatchback Challenge on the York National when his Broxhead Motors and Car Care Plan machine beat Fred Almond's Kenord of Hexham and Waxoyl supported car by 53secs.

This result, however, still keeps Fred in the lead of the series as he won the Gwynedd round on which Charlie came third. The present points standing is Fred 19, Charlie 18, Ashley Evans 16 and Geoff Stewart 15.

Charlie had a trouble free run at the weekend, but was being pushed hard by Fred who lost some time when he went off. The class was led for quite a while by Geoff Stewart in his National Breakdown car, but a four minute off demoted him to third place. This off was quite a nightmare for his co-driver Stuart France who had to push the car with his arm in a sling (he had dislocated his shoulder while playing rugby). For theeir stirling efforts they received the NGK Man of the meeting Award.

A welcome return to the Mazda Challenge was made by Scotsman John Wilson who has managed to get support from several Scottish Mazda dealers and so will be running his car under the Scottish Dealer Team banner. John was doing well until held up for quite a time when he found his old protagonist from last year, Martin Watson, who is now in a Chrysler Sunbeam, stuck across a stage in some mud. Eventually Wilson finished sixth.

The Peter Russek Manuals Award for the best turned out car went to Charlie Wood, winner of the award on the Gwynedd. Peter Russek's comment on the subject is that he is quite prepared to keep giving Charlie the award while his car is so smartly turned out.

● Third in Group 1 on the York National was former *Triple C* Champion Mike Stuart in his Quicks Ford Escort RS2000. Mike had his first outing in the car on the Gwynedd, but problems had struck and he had had a rather unhappy event. He was hoping for better things on the York although the team got off to a bad start with two punctures on the service barge on the way to the event. Then on the rally a shock absorber broke on the long Dalby stage (SS8) and Mike had to drive four stages like this. To add to this problem a plug lead jumped off and then they had to use a lot of road time to replace the shock absorber. All in all Mike was not too unhappy with his result and was very encouraged by his third in Group 1 as this was the first rally that he had been able to have a real go in. Last year he drove a MkI 1300cc Escort and he has kept this car to do other events apart from Castrol/AUTOSPORT rounds and the Welsh and RAC Rallies, on which he will be using the Escort RS2000.

● Results on the York National were produced by Martin Liddle's usual very efficient computer system, but this time Martin was not in charge as he was on the Esso Plains Rally. In his stead was David James who did a very good job and Martin can be complimented on doing such a good job at teaching him how to work the system.

● Saturday was not a happy day for Robin Farrington, who, despite sporting new overalls and a haircut, just could not get on the pace in his Escort RS1800. When he got home he stripped the car down and found that the exhaust valve had been going all during the rally. This explained why he had had problems with no torque at all and why he had had to rev hard coming out of corners. Robin finished seventh overall and although was certain there was no way he could have challenged for the lead, felt that without this problem he might have been in with the scrap for second.

Andy Dawson fixing his plug leads at the Dalby wood yard.

Above: Attilio Bettega won the Costa Smeralda Rally driving this works Alitalia Fiat 131. Below: Verini is using a Conrero Opel Ascona this year and finished fifth in Sardinia.

Battle of the Fiats on Costa Smeralda

Sardinia's Costa Smeralda Rally produced a terrific battle between the three Fiat 131 Abarths of 'Lucky', Attilio Bettega and Adartico Vudafieri, who each represented a different Fiat team. Only Bettega was in an official Alitalia-Fiat, while the ex-Conrero driver 'Lucky' was running in the red and black colours of 4 Rombi, and Vudafieri under the Jolly Club/Broms Car banner. After Vudafieri crashed on the last day, the unlucky 'Lucky' finally lost his lead to Bettega when a gear-box problem cost him one minute road penalty.

Starting from the picturesque resort of Porto Cervo, where the crystal clear, blue Mediterranean sea laps the coast of the Costa Smeralda, this co-efficient 1 European Championship event boasts no less than 31 super-smooth gravel stages totalling some 300 kms of the 1,250 km. route. All the stages were on good gravel roads twisting through the rugged hills, although a few had become rutted through training.

The rally began with a five stage prologue on the Wednesday evening, last year's winner Maurizio Verini leading the field of 111 starters away in only his second outing in the Conrero Opel Ascona. Frederico Ormezzano, who now drives for the Alfa-Romeo team, reached only stage three before his Alfa-Sud stopped with an electrical failure and, on the following stage, Verini too had electrical problems, the Ascona stopping for 1½ mins with a fire under the dashboard.

On the final stage of the prologue Vudafieri clipped a rock with his Fiat removing most of his front wing which was then placed in the road by some spectators, and as a result Dario Cerrato drove his Gp 2 Conrero Kadett GTE off the road, thinking he was avoiding a large rock. His co-driver leapt from the stricken car and managed to catch the idiot spectator, who now needs some new front teeth.

So, at the end of a very eventful prologue, 'Lucky' led by just 4 secs from the Jolly Club Stratos of 'Tony', while Bettega held third from Zordan's Porsche and the leading Gp2 car, the Alfetta GTV of Mauro Pregliasco.

The 6am restart on Thursday morning was welcomed by dark skies which by 10am opened to let out a torrential downpour. It was in the middle of this downpour that the rally ground to a halt after just five of the morning stages had been completed. A strike by workers in a talcum powder factory blocked the access road to a group of five stages which had to be abandoned. 'Tony' was already missing, the differential having failed on the Stratos on only the second stage, where Fusaro in the Alitalia-Fiat Ritmo also retired with a leaking gearbox.

The rally was restarted in mid-afternoon from Illorai where the cars had been held until their normal time. Attilio Bettega just got his nose in front of 'Lucky' for one stage before 'Lucky' regained the lead. By the time the cars returned to Porto Cervo at 2am 'Lucky' still held onto his 18 sec. lead over Bettega while Vudafieri had recovered to lie third having passed Pregliasco.

Now only eight special stages remained on Friday afternoon for Vudafieri and Bettega to try to catch 'Lucky'. On the first stage, a repeat of the very first stage of the rally, Adartico Vudafieri's 'attack' came to an abrupt end with a spectacular exit as he crashed on the rocks at the edge of the sea; directly in front of the TV cameras. 'Lucky's' luck changed as the afternoon progressed, a gearbox problem dropping him 1min road penalty, and giving the lead to Bettega.

HUGH BISHOP

1. Bettega/Perissinot (Fiat 131 Abarth), 3h 46m 04s; 2. 'Lucky'/Pons (Fiat 131 Abarth), 3h 47m 05s; 3. Pregliasco/Reisoli (Alfa-Romeo Alfetta GTV), 3h 51m 57s; 4. Zordan/dalla Benetta (Porsche 911), 3h 53m 13s; 5. Verini/'Rudy' (Opel Ascona), 3h 58m 19s; 6. Tognana/Cresto (Opel Kadett GTE), 4h 00m 11s; 7. Anna Cambiaghi/Vittadello (Lancia Stratos), 4h 03m 04s; 8. Zandona/Stradiotto (Opel Kadett GTE), 4h 05m 49s; 9. Noberasco/da Monte (Opel Kadett GTE), 4h 06m 02s; 10. Presotto/Sghedoni (Ford Escort RS), 4h 08m 56s.

Briant wins Moonraker

Mick Briant and Dave Kirkham duly won the second round of the *Motoring News* Championship by taking victory on the Tavern MC's Moonraker Rally in Somerset last Saturday night. But they did not have things their own way by any means. A very much back-on-form Bill Gwynne/Steve Fellows crew fought long and hard before losing by just over 1min. The other thorn in the side of the winners was the new pairing of Geoff Birkett and Eric Cowcill.

Cowcill, called in at the 11th hour when regular navigator Dave Orrick cried off, linked with Birkett in the Opel Kadett extremely well and in fact they led the 95 crews into first petrol having taken 1min off Gwynne and 2mins off Briant. By second petrol, however, Briant had nipped back in front and he held on to win, although the Opel crew set quickest time on the classic four mile selective down Cheddar Gorge which rounded off a fine night's rallying.

Starting from Thornton Dean services on the M5 the rally action came immediately, without recourse to a run-out, and took in the Blackdown Hills south of Wellington where some ice and snow flurries made conditions unpleasant especially for the marshals. The route wound its way back to near Wellington for petrol and in the second third of the night the only blight occurred. A local appeared, as he has done in the past, to travel part of the route at a snail's pace and this caused many crews to have to cut out a loop to stay in time. The loop contained four passage checks and missing each cost a crew 20mins. Among those to suffer were Andy Chambers/Peter Raine who eventually finished seventh with a cricket score and Ted Cowell and John McKerrell who finished eighth with an even bigger penalty.

At second petrol, when Briant held a minute advantage over Gwynne and Birkett, the novices finished leaving the experts and semi-experts to continue for the last 40 miles over the Somerset levels culminating with the selective.

So, what happened to some of the regular *MN* circus? John Bloxham and Richard Harper again failed to make the start, their Fiat 131 still without a complete engine; Mike Pattison and Dave Taylor blew the clutch on their Escort a few miles before arriving at the start on their Escort a few miles before arriving at the start and Peter Gerbez succumbed with engine troubles on his Escort in the third part of the route. Finally the TR7 of Lawrence Jones and Peter Watts only went as far as first petrol where the crew retired with unknown problems.

At the same point Russell Brookes and Paul White called it a day with the Andrews Heat for Hire Escort 1300 with nasty noises in the back axle. They were only practising for this weekend's Circuit of Ireland and were reported to have been in fourth place 4mins adrift of the BDA brigade.

1, Mick Briant/Dave Kirkham (Escort RS 2000), 48m 30s; 2, Bill Gwynne/Steve Fellows (Escort RS 2000), 49m 35s; 3, Geoff Birkett/Eric Cowcill (Opel Kadett), 50m 25s; 4, Peter Smith/ Jeremy Matthews (Opel Kadett), 53m 3s; 5, Theo Bengry/Paul Watkins (Opel Kadett), 58m 2s; 6, Rod Wiltshire/ Roger Hunt (Escort RS 2000), 69m 36s. **Semi-experts:** Mick Furnival/Paul Taylor (Escort), 148m 41s. **Novices:** George Mullins/Tom Nutt (Dolomite Sprint), 199m 0s.

A high speed roll for the Escort of Paul Derry on the recent Greenhous Stages from which both car and occupants escaped relatively unscathed.

Malcolm Wilson drove faultlessly to win the York National by four minutes in his Total Oil sponsored Escort.

Total domination

Malcolm Wilson wins York National by four minutes — Puncture delays Jimmy McRae — Group 1 won by Julian Raymond — David Stokes leads championship — Disappointing debut for BDA-engined Fiesta — Report: ANN BRADSHAW — Photography: TONY NORTH.

It was a pleasure to be in the Yorkshire forests on Saturday. The tracks were covered with glutinous mud and were lashed with bitter chilling winds, cold driving rain and sleet. A comment like that might be just the proof anti-rallyists need to be able to label us as mad. But to any rally fans who braved the weather and conditions, only sheer pleasure could be derived from watching the winner of the York National Forest Rally give a faultless performance over the fast stages. It was without doubt highly enjoyable to watch 23-year-old Malcolm Wilson throw his Total Oil Escort RS1800 round the stages in a drive that was executed with exact precision and skill. Last year we got used to watching Hannu Mikkola dominate rallies with outstanding performances and Saturday's drive by Malcolm can only be likened to those classic drives on the Welsh, Scottish and RAC Rallies.

On an event that lasted for about ten hours and covered 95 competitive miles he managed to beat his opposition, which in most cases was as much as a decade older than him in age and experience, by four minutes. Malcolm had much pressure on him at the start. He won this event last year and, being labelled as this country's top up-and-coming driver, had an awful lot to lose by making the slightest mistake. With surprising good sense and self-control for one so young, he kept his head and, with a co-driver who had never sat beside him before, turned in a copybook performance. It is true to say that Malcolm knows and likes these stages, but more experienced men than him have often fallen down with the same advantages. All praise must go to him and co-driver Keith Thomas for getting on with the job and, as well as collecting some valuable points in the Castrol/AUTOSPORT Championship, giving Total Oil their first rally win.

Despite the muddy covering of the stages most other drivers managed to keep their heads with only five retirements in the top 20. George Hill and Ron Varley were more than happy with their second place in the Martin Group Vauxhall Chevette, which is their best result for many rallies. So were David Stokes and John Warner who came third in their Warner Motors Ford Escort RS1800 and took the lead in the Castrol/AUTOSPORT series. Although Wilson seemed to be in a different rally there was some fierce competition behind him with the second, third and fourth men covered by a mere six seconds. In fourth spot was another young driver, Tim Brise. Tim was having his second outing in the Dealer Opel Team Kadett GT/E and acquitted himself very well in a car that both he and the team know was far from perfect. Strikes since he rolled the car on the Gwynedd had meant they had not been able to re-shell it.

Perhaps the biggest disappointment of the event, both for spectators and the driver, was the none-too-promising debut of the 1700BDA-engined Ford Fiesta for John Taylor, which, after early problems expired with a holed radiator halfway through the event. One man who was far from disappointed was Group 1 winner Julian Raymond in his Autopoint of Gloucester Escort RS2000. This was his first event in Yorkshire and only his second event in the car, having graduated from last year's Ford Escort 1300 Championship. Julian was a very happy winner of this class since, right up to the last stage he had been lying behind Ivor Clark's Mopar Chrysler Avenger; with home in sight Ivor tossed his car off and was stranded for a minute and a half while Julian managed to grab the lead by 22 seconds.

2 CASTROL/AUTOSPORT CHAMPIONSHIP
YORK NATIONAL RALLY 2

Just as Malcolm had a reputation to live up to on Saturday, so had the organisers of the rally. Last year many people could not heap too much praise on the organisers of the Raylor Rally (this was the event's name last year and one which many people, including some of the organisers, have found difficult to forget), the York Motor Club. This year all was not plain sailing; they had no sponsor, though this was not reflected in their organisational ability. The club managed to come up with the same slick performance and, when the rally did run late, it was mainly for reasons beyond their control.

They came up with a format of 95 stage miles in an overall distance of 230 miles. Service halts were held in such places as Pickering and along Forest Drive and seemed well chosen with plenty of space. In order to keep the event as short as possible they had dispensed with a lengthy lunch halt and the longest stop was just 30 minutes. This idea was greeted with enthusiasm by all as most competitiors usually come well stocked with food and long halts, like the unavoidably prolonged one on the Gwynedd, do tend to affect the drivers.

Organising a national championship rally without a sponsor is no easy task and usually calls for corners to be cut. Thankfully any economies that were made on the York National were not obvious and did not affect the rally. The paperwork seemed well up to the usual standard and so did the road book. One complaint heard from one competitior, which seemed valid, was that it is a pity that very few rallies specify scrutineering times for cars so that competitors would then have to spend a minimum amount of time there. But this is not a criticism that can only be levelled at the York Motor Club as most Castrol/AUTOSPORT round organisers seem to follow the same system.

ENTRY

The only really new amchine on the event was the Haynes of Maidstone, 1700BDA-engined Fiesta for John Taylor and Phil Short. Before the event Taylor was not too keen to commit himself to any predictions as to how well the car would go. Testing had not included forestry work for the car and so what antics the front wheel drive beast with its 220bhp would get up to was yet to be seen.

For the Castrol/AUTOSPORT Championship Andy Dawson was due to drive a Castrol supported Group 5 Datsun Sunny, but it seems this car is about six man weeks of work away from completion. With problems over power loss from the Violet, Dawson had decided that it was more important to bring one of these machines along. It was very much a test exercise for the car with part of the development work including some new Japanese Dunlop tyres. These were what Dawson described as his "telephone tyres" since he designed them over the telephone to Japan a few weeks ago.

Heading the entry list was Malcolm Wilson in his Total Oil Escort RS1800. This was Wilson's usual car but with a different engine after his Gwynedd one had blown up in West Cork. Sitting next to Malcolm was Keith Thomas as Terry Harryman was taken ill at the last minute. Although Thomas had never co-driven for Wilson before, he had been with his father, Ken, and they had won the Clubmans Trophy together on the RAC Rally several years ago.

Tim Brise was out in the DOT Kadett GT/E, but unfortunately he was missing the demon 2.6-litre engine that he had on the Gwynedd. Instead he was using the 2-litre, 16-valve one normally used in the Manta. The team had been in rather a dilemma whether to do the event or not as strikes had meant no new body shell and they were having head gasket problems with the big engine. Luckily for them and Brise, they decided that the most important thing for him was experience, especially as his only other visit to Yorkshire was on the recent snowy Mintex; so they trundled along the rather secondhand car.

The rest of the entry list read like a regular Castrol/AUTOSPORT round with Jimmy McRae hoping to consolidate his series lead in his SMT Vauxhall Chevette, Terry Kaby in his tired looking Dunham and Haines/Castrol Triumph TR7 V8 (hopefully soon BL Cars will find him a new shell), George Hill (Martin Group Chevette), David Stokes (Warners Motors Escort RS1800), Willie Rutherford (Mazda/Car Care Plan Mazda Hatchback), Tony Drummond (Hepolite/Glacier Racing Escort RS1800) and Peter Clarke still in his left hand drive AC-Factors Escort RS1800, that he says is a spare in case his young Finnish driver should ever need one. Yuk Hodgson was out again in 'Piggy' Thompson's Vauxhall Chevette (that he drove so well on the West Cork Rally), fitted with a new engine and Ivor Clark also had a new engine in his 2-litre Mopar Chrysler Sunbeam. He claimed it was producing 138bhp.

An unfortunate off into logs dropped Willie Rutherford down from his second place.

RALLY

Rally competitiors in Britain this year have got used to driving on snow, so on Saturday the conditions were quite a change. Although there was still some snow lying around, most of it had gone from the stages leaving, awful sticky mud that proved to be just as treacherous as snow in some places. But this did not put Malcolm Wilson off who, after setting equal fastest time with Terry Kaby on the first stage on Barnfield Wood, just disappeared into the distance building up his impressive lead stage by stage, in the process scoring 13 fastest times out of the 17 stages. Although he did do everything right on the sixth stage, Newton Dale, his car decided to act up and stalled. Luckily a potentially disastrous situation was averted when the car fired up after only 15 seconds.

The first driver to get into the wars was John Taylor when his battery appeared to go dead between stages one and two. Luckily the crew managed to get the car going again and the fault was eventually traced to the alternator. But this was a bad start to an even worse day which lasted only ten stages. On only one of these did Taylor manage to get the car into the top ten fastest times.

Willie Rutherford was another man who had a disaster day with his first problems being major suspension trouble on the first four stages. This was reflected in his times, with him just struggling into the top ten, being as much as 15 seconds off the pace on one stage. Brake problems were the curse of George Hill and David Stokes. Hill, who was suffering from an upset tummy, had all his brakes on the front, while Stokes had fitted some new wheel bearings which had come loose and the resultant wobble knocked the back brakes off.

The first two top men to have excursions were Tim Brise and Robin Eyre-Maunsell both on Wass (SS4). Brise took all the blame for his 40 second off on a slippery tightening corner which left his car without any damage. Eyre-Maunsell was not so lucky as he badly bent his steering rack, so giving the Little Brothers service crew the job of changing it at the following service point.

After the first four stages it was Wilson in the lead on 13mins 28secs, Kaby 13mins 39secs, McRae 13mins 43secs, Drew Gallacher 14mins 01secs, Rutherford 14mins 05secs, Allan Arneil 14mins 07secs.

Stage six (Newton Dale) saw Brise and Stokes in the wars again. Stokes got a front puncture and had to travel about two miles on it. Unfortunately he jumped on the flying crossroads and landed heavily bending the steering rack in the process. Brise also jumped on this stage with the result that his oil tank came loose, shorted on the battery and caused a fire in the boot. Luckily co-driver Lyn Jenkins came to the rescue with his Goodyear cap and beat the flames out.

McRae and Kaby were managing to keep Wilson in

▶

Tim Brise drove well in an Opel Kadett that was a little secondhand.

continued

their sights but their trouble free runs were not to last too much longer. McRae come to grief on stage eight (Dalby 1) with a puncture. He ran on it for about four miles of this long 15 miler but when he came to a steep hill it was just too much. The car refused to go up the hill and so they had to roll back down in order to change the wheel. This could have turned into a very nasty incident as the silent TR7 was next on the road and came upon the stricken Chevette very rapidly. Luckily some quick thinking averted an accident, but only just. The wheel was changed but not until McRae had lost five minutes and his second place.

This stage was also the scene of troubles for Drew Gallacher's Team Lockhart/Shell Escort RS1800 and Andy Dawson. It was the same stage on which Gallacher retired last year with a broken ignition pack and this year the engine stopped and took about four minutes to re-start. Gallacher lost heart here and never really got fired up again, finishing a lowly eleventh. Dawson's problems were two plug leads that came off and he took about 17½ minutes to do a stage that most drivers were taking about 14 minutes on. In the middle of this long stage was a wood yard and most of these problems took place near there, with one onlooker being heard to enquire whether it was a service halt or not!!

The leaders tiptoed across stage nine (Dalby 2) and then into Staindale where more troubles were waiting for Taylor, Kaby and Tony Fowkes. Fowkes slithered off in his Escort RS1800 and took a maximum but despite being well out of the running he carried on for testing purposes. Kaby's mishap was about 400 yards before the flying finish on a downhill 90 right. The car slid off, up a bank and hit a tree. Although the car was badly damaged at the front nearside corner, Kaby only lost about a minute and still held on to his second place, but his service-crew, Nigel Riddle had to do some fairly vicious work with a hammer to get the car in working order again.

This stage was the end of the road for the Fiesta when an engine mount broke and the engine moved, holing the radiator. Taylor seemed quite despondent with the car which he described as a "bit of an animal". One of the main problems had been coming out of hairpins as traction was really bad below about 30mph. Add to this, the brakes locking on the same stage and the car hitting a bank, and it is not difficult to guess why Taylor was despondent. He admitted that he had not found it easy to get used to driving the car blind but also seemed worried that the car had shown as many bad points as it did.

So, with ten stages gone, the order was Wilson 54mins 12secs, Kaby 56mins 15secs, Rutherford 56mins 37secs, Stokes 56mins 52secs, Hill 56mins 59secs and Clarke 57mins 10secs. Surprisingly Robin Farrington was not going as quickly as he had done on previous rallies this year and was lying down in eighth place. However, Ivor Clark was going well in the lead of Group 1 being about a minute and a half in front of his nearest rival.

Most people had learnt about the slippery stages by now and were determined to keep on for the remaining seven, but luck was out for Kaby and Rutherford who hit the same logs on Wykeham South (stage 14). The spot they went off at was a 45 left hander downhill. Rutherford slammed into the tree with the driver's door and lost about 8 minutes, dropping from second to 'oblivion', as he put it. One of his main problems during the day had been running with the wrong diff. He was using a 4.6:1 rather than the 5:1 which he should have had in. Kaby was even less lucky. After his coming together with the logs he carried on only to have the back axle break in two further down the stage. The team's troubles did not finish there as, when the car was pulled out of the stage it was impossible to tow, so the crew had to walk two miles down the road with it on a trolley jack. Understandably they were exhausted when they reached the finish about four hours after the others.

Perhaps the silliest accident of the event was Clark's off on the very last stage, when comfortably leading Group 1, with Julian Raymond's Escort RS2000 about a minute and a half behind. He was just trying too hard and went off, badly denting the offside front of the car. His comment afterwards was that it would not happen again on the Granite City. When asked if he would be going slower his comment was, "No, I shall just build my car stronger".

The only other last minute drama was on the last stage at Guisborough when Eyre-Maunsell demolished the 100yard marker board; apart from that everyone else arrived back at the Teesside Post House intact. Wilson was a worthy winner but there was some nail biting while the next few places were sorted out with a lot of people talking about what would have happened if things had been different. All was soon forgotten with most drivers promising revenge in three weeks time on the Granite City Rally.

Above: A puncture cost Jimmy McRae a lot of time and his championship lead. Below: George Hill was pleased with his second overall, his best result for sometime.

results

York National Forest Rally
Saturday, April 7, 1979
Castrol/AUTOSPORT Championship round 2

1, Malcolm Wilson/Keith Thomas (Escort RS1800), 89mins 01secs;
2, George Hill/Ron Varley (Vauxhall Chevette), 93mins 06secs;
3, David Stokes/John Warner (Ford Escort RS1800), 93mins 11secs;
4, Tim Brise/Lyn Jenkins (Opel Kadett GT/E), 93mins 12secs;
5, Peter Clarke/Phil Boland (Ford Escort RS1800), 94mins 04secs;
6, Jimmy McRae/Mike Nicholson (Vauxhall Chevette), 94mins 28secs;
7, Robin Farrington/Tony McMahon (Ford Escort RS1800), 94mins 30secs; 8, Mike Jackson/Steve Howard (Ford Escort RS1800), 95mins 07secs; 9, Jeff Churchill/Roger Evans (Ford Escort RS1800), 95mins 57secs; 10, Andy Dawson/Kevin Gormley (Datsun Violet), 96mins 02secs.

Rally Leaders: SS1, Malcolm Wilson and Terry Kaby; SS2 to end, Malcolm Wilson.
108 starters — 76 finishers

Group 1
1, J. Raymond/J. Daniels (Ford Escort RS2000), 97m 40s; (15th o/a)
2, I. Clark/K. Wilson (Chrysler Avenger), 98m 02s; (16th o/a)
3, M. Stuart/F. Rowlands (Escort RS2000), 98m 06s; (17th o/a)
4, J. Cleary/M. l'Anson (Escort RS2000), 98m 59s; (19th o/a)
5, P. Rook/J. Rook (Ford Escort RS2000), 103m 39s; (28th o/a)

Class 1 — Group 1 up to 1600cc
1, R. Lane/S. Small (Chrysler Avenger), 106m 47s; (39th o/a)
2, K. Adamson/P. Carstairs (Chrysler Avenger), 106m 50s; (40th o/a)
3, R. Jeffs/J. Broughton (Chrysler Avenger), 109m 03s; (49th o/a).

Class 2 — Group 1 over 1600cc
1, J. Raymond/J. Daniels (Ford Escort RS2000), 97m 40s; (15th o/a)
2, I. Clark/K. Wilson (Chrysler Avenger), 98m 02s; (16th o/a)
3, M. Stuart/F. Rowlands (Escort RS2000), 98m 06s; (17th o/a).

Class 3 — up to 1300cc
1, C. Wood/M. Smith (Mazda Hatchback), 105m 20s; (34th o/a)
2, R. Badham, A. Ansell (Mazda Hatchback), 105m 54s; (36th o/a)
3, F. Almond/C. Walker (Mazda Hatchback), 106m 13s; (38th o/a).

Class 4 — 1300cc to 1600cc
1, S. Smith/M. Smith (Chrysler Sunbeam), 101m 51s; (26th o/a)
2, C. Mack/K. Williams (Chrysler Sunbeam), 103m 05s; (27th o/a)
3, I. Beveridge/P. Llewelyn (Escort Mexico), 104m 33s; (31st o/a).

Class 5 — over 1600cc
1, M. Wilson/K. Thomas (Escort RS1800), 89m 01s; (1st o/a)
2, G. Hill/R. Varley (Vauxhall Chevette), 93m 06s; (2nd o/a)
3, D. Stokes/J. Warner (Escort RS1800), 93m 11s; (3rd o/a).

SS1, Barnfield Wood: Wilson 3m 37s; Kaby 3m 37s; McRae 3m 42s; Gallacher 3m 47s; Dawson 3m 51s; Farrington 3m 52s; Rutherford 3m 52s.
SS2, Big Wood: Wilson 2m 26s; McRae 2m 31s; Kaby 2m 31s; Gallacher 2m 31s; Brise 2m 32s; Stokes 2m 33s; Drummond 2m 33s.
SS3, Boltby: Wilson 4m 29s; Mike Stuart 4m 30s; Mike Jackson 4m 30s; Clive Hughes 4m 32s; Kaby 4m 33s; McRae 4m 34s; Brise 4m 34s.
SS4, Wass: Farrington 2m 55s; McRae 2m 56s; Wilson 2m 56s; Allan Arneil 2m 56s; Jeff Churchill 2m 57s; Kaby 2m 58s; Clark 2m 58s; Rutherford 2m 58s.
SS5, Cropton: Wilson 9m 42s; McRae 9m 49s; Kaby 9m 59s; Gallacher 10m 04s; Brise 10m 06s; Stokes 10m 07s.
SS6, Newton Dale: McRae 2m 17s; Gallacher 2m 18s; Kaby 2m 18s; Stokes 2m 21s; Rutherford 2m 21s; Clarke 2m 22s.
SS7, Galehill: Wilson 4m 24s; McRae 4m 31s; Kaby 4m 34s; Gallacher 4m 43s; Arneil 4m 45s; Hill 4m 46s.
SS8, Dalby 1: Wilson 14m 12s; Kaby 14m 34s; Brise 14m 42s; Rutherford 14m 47s; Tony Fowkes 14m 48s; Hill 14m 48s.
SS9, Dalby 2: Wilson 3m 21s; Kaby 3m 26s; McRae 3m 27s; Rutherford 3m 29s; Hill 3m 30s; Stokes 3m 31s; Brise 3m 31s.
SS10, Staindale: Stokes 6m 34s; Wilson 6m 37s; McRae 6m 45s; Drummond 6m 51s; Gallacher 6m 53s; Jackson 6m 56s.
SS11, Bickley: Wilson 5m 39s; McRae 5m 40s; Rutherford 5m 51s; Gallacher 5m 55s; Dawson 5m 56s; Jackson 6m 00s; Brise 6m 00s.
SS12, Langdale: Wilson 7m 42s; McRae 7m 49s; Hill 8m 02s; Brise 8m 04s; Rutherford 8m 05s; Gallacher 8m 07s.
SS13, Wykeham North: Wilson 2m 42s; McRae 2m 43s; Rutherford 2m 43s; Clarke 2m 46s; Churchill 2m 47s; Brise 2m 47s; Stokes 2m 47s.
SS14, Wykeham South: Wilson 5m 02s; McRae 5m 05s; Brise 5m 13s; Gallacher 5m 14s; Jackson 5m 15s; Stokes 5m 18s; Farrington 5m 18s.
SS15, Broxa: Wilson 3m 06s; Hill 3m 10s; John Cleary 3m 11s; Brise 3m 14s; Rutherford 3m 15s; Stokes 3m 16s.
SS16, Harwood Dale: Wilson 2m 41s; McRae 2m 41s; Charles Payne 2m 45s; Stephen Bannister 2m 45s; Rutherford 2m 47s; Eyre-Maunsell 2m 48s.
SS17, Guisborough: Stokes 7m 43s; McRae 7m 46s; Gallacher 7m 48s; Brise 7m 48s; Dawson 7m 51s; Hill 7m 56.

FASTEST STAGE TIMES	1st	2nd	3rd	4th	5th	6th
Malcolm Wilson	13	2	—	—	—	—
Jimmy McRae	2	9	3	—	—	1
David Stokes	2	—	—	1	1	5
Terry Kaby	1	4	2	—	1	1
Willie Rutherford	—	1	1	3	4	2
Tim Brise	—	—	2	3	3	3
Robin Farrington	1	—	—	—	—	—

Geoff Simpson mastered the snowy conditions to win the Plains Rally.

Plain sailing

Controversy without protest was a feature of last weekend's Esso Plains rally, the third in the 1979 Esso-BTRDA Championship. Talk centred around the fortune of the Evans brothers in their Chevette, which completed the last stage with a smashed oil radiator and no way of repairing it, but which still nevertheless managed to turn up at the finish. How it got there, and who helped, is a matter of some discussion, but the Knutsford MC organisers had no hesitation in excluding the car from the results. Left in the rally, the crew would have achieved second place, only 13 seconds behind Geoff Simpson/Ed Morgan in the Tyreservices Escort RS1800.

Although the Plains was the first BTRDA round of the year to be run off as planned, the weather played a major part in the results. Even as the crews left Newtown for a tight little circuit of 16 forestry commission special stages to the south and west of the town, snow began to fall, and almost every stage was soon affected. Experienced crews can usually counteract this hazard with shrewd tyre choice, but as only two service points were authorised — after seven and ten stages respectively — the front-runners had to tackle the morning run on doubtful rubber.

Even after that, the snow, which was deepest of all in the newly-available Tarenig stages west of Llangurig, played a major part in deciding the results. Chris Lord's Chevette, which was in any case due for a re-shelling job this week, was comprehensively written-off when it somersaulted off the edge of the track, Brian Mitchell's and Richard Iliffe's Escorts went off on the same stage for a while, and almost every one of the top seeds fought in vain for grip on these crucial few miles. Only Geoff Simpson, second fastest on Tarenig and fastest of all on the second circuit, could make an impression. ('But I nearly joined Chris down that bank, I can tell you. We had a BIG moment at the same place . . . ')

The Plains was neatly and tightly laid out, with 60 miles of stages, all of which were run off without problems. Almost all were used twice, but only at Tarenig did the dreaded 30-second rule apply, and there were no baulking incidents. It was a great relief to be able to concentrate on the rallying rather than on the problems, and the end-of-event atmosphere was much more cheerful than on events held earlier in the season. There was even an element of competition in the results room, for Martin Liddle's terminal was plugged in to the same computer as that being used on the York National: "They went provisional before us," Martin later said, "but we finalised first, so honours were even!"

Before the snow affected things, three cars and crews — the Evans brothers in their single-cam Chevette, Frank Pierson's old RS1800 and Geoff Simpson's ageing RS1800 — pulled away from the field, with Chris Lord's Chevette, Trevor Smith's Escort and Bill Dobie's RS1800 all close behind. Brian Mitchell's RS1800 was usually in the hunt, but had problems on an early stage as did John Weatherley in the 2-litre Chrysler Sunbeam. Dennis Moody's Escort sounded flat and off the pace ('I spent all the time rebuilding the shell after the Lakeland shunt . . . the engine comes next I suppose!'), while Fred Henderson's Chevette seemed to spend much of the day investigating ditches.

The star at the start, naturally enough, was Roger Clark in the ex-Monte recce Fiesta 1600, resplendent in Esso colours, but after only two stages the engine began to give trouble, and the car was withdrawn at the first service halt when well off the pace; at no time did the smart front-wheel-drive machine get into a top ten stage placing.

Other early problems befell Ian Giles (TR7 V8), due to a navigational error, Pip Dale, with engine trouble in his twin-cam Chevette, and Guy Lockwood, whose Chevette developed locking brakes and eventually put him off the road.

But it was the afternoon run which really caused the problems. On Tarenig, where so many cars seemed to strike trouble, Paul Kynaston's Chrysler Sunbeam was sensationally quick, and in the space of only 15 minutes had thrust itself up to fourth place in the event. Trevor Smith (to whom the snow was no more of a challenge than any other rallycross surface he is used to encountering) and Steve Reed (welcome back . . .) both gained a lot of ground. It was here that Dobie's Escort broke a track control arm, and was stranded in mid-stage, and Frank Pierson's Escort began to suffer from a slipping clutch which later failed altogether. Malcolm Patrick in the ex-works Chevette also went well on Tarenig (third fastest on both occasions), and pulled up to sixth place.

The rest of the afternoon, however, belonged to the two teams from Shropshire. On the last seven stages Simpson's Escort was fastest on all but one occasion with the Evans Chevette (which had been rallying in the area only a week earlier) right behind it; on the other stage the situation was reversed. The Goodyear-shod Tyreservices Escort actually achieved eight FTDs in the day, compared with six by the Chevette. Only Chris Lord and Phil Kynaston (once each) could break that duopoly. The unlucky ones included Brian Mitchell, whose 'off' at Tarenig cost him dear, and John Weatherley, whose Sunbeam was always going fast, but which lost more than four minutes on the Tarenig snow when off the track and a probable third or fourth place. Ian Lawless (who used to organise this event) would undoubtedly have been fifth in his Opel Kadett GT/E, but went off at Kerry, the very last stage, which he admits to knowing like the back of his hand, and dropped to ninth.

Among the classes, the star performances came from Keith Brennan in the 'Tune-In' Escort RS1600, and from Kevin Stones in his scruffy but effective Chrysler Imp. Brennan would certainly not have finished without Roger Clark's help in supplying a temporary electrical repair item, while the flying Stones surprised everyone but Mopar by taking 15th place in his one litre car. He was later heard complaining that he couldn't get the car to handle, and that if it did he might be going even faster . . .

The drama, and the talking point of the day, came at the very end of the last stage, when the Evans Chevette crossed the flying finish only three seconds slower than Geoff Simpson's Escort, then went off the road, and smashed the engine oil cooling radiator. Without service, there was no way it could be repaired, nor by-passed, and it is generally believed that the stricken car was then towed (by another competitor) the few miles to the finish in Newtown itself. Although it was said that loopholes in the regulations might allow it to be reinstated, the brothers sportingly decided not to protest their exclusion, and the prize presentation went off without incident. In any case, however, the Plains had certainly been the best event so far held in this series.

GRAHAM ROBSON

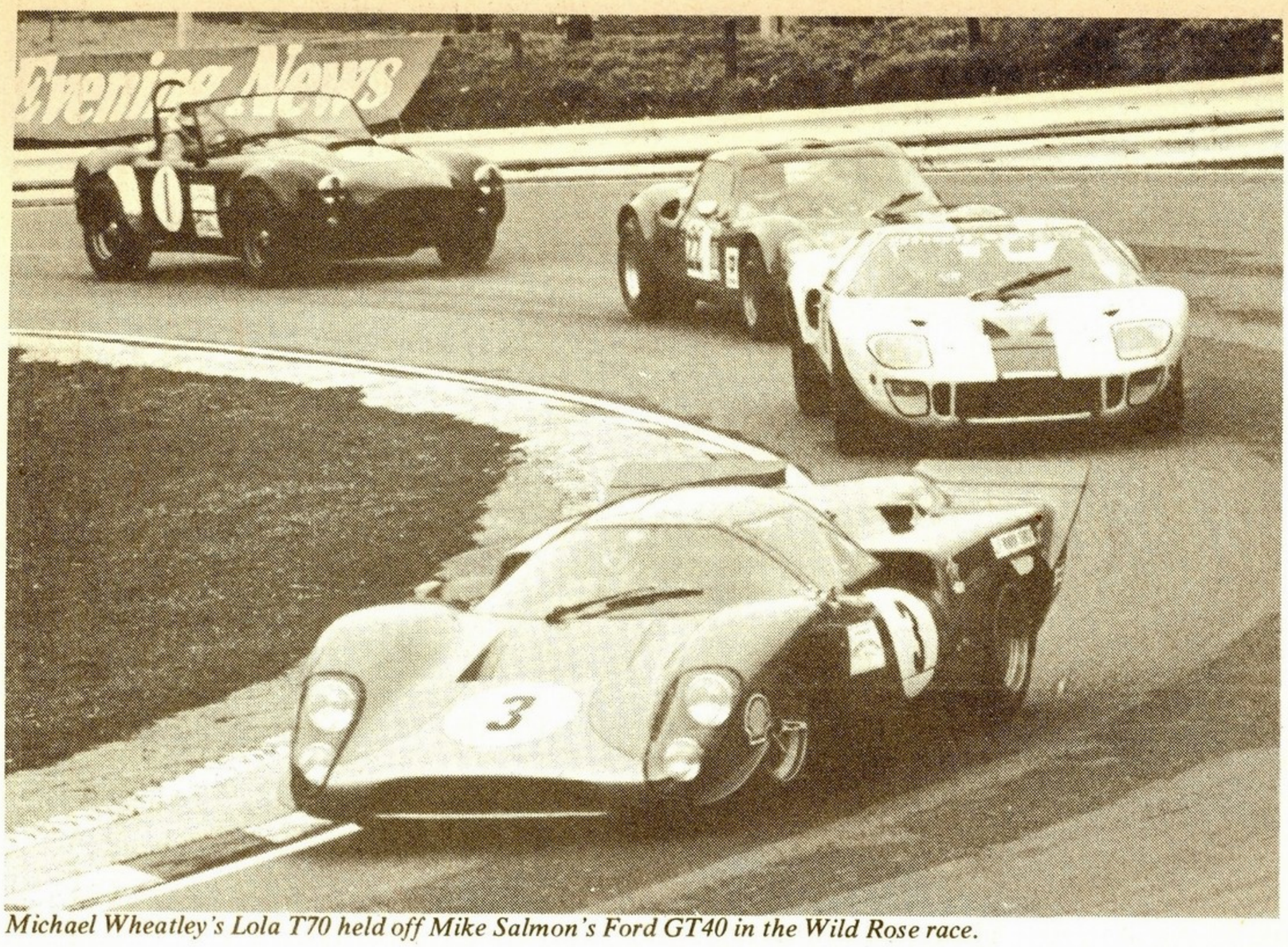
Esso-Plains Rally
Esso-BTRDA Championship, Round 3
7 April 1979

1. G. Simpson/E. Morgan (Ford Escort RS1800) 4062;
2. T. Smith/B. Fox (Ford Escort RS1800) 4198;
3. S. Reed/D. Jobling (Ford Escort RS1800) 4241;
4. M. Patrick/J. Platt (Vauxhall Chevette 2300HS), 4264;
5. R. Iliffe/A. Gilholme (Ford Escort RS1800), 4271
6. A. Hemmings/I. Cooper (Ford Escort RS1800), 4288;
7. P. Kynaston/D. Nimmo (Chrysler Sunbeam), 4290; 8. D. Moody/A. Graham (Ford Escort RS1800), 4320; 9. I. Lawless/J. O'Toole (Opel Kadett GT/E), 4335; 10. B. Mitchell/J. Gittins (Ford Escort RS1800), 4347;

Classes: Up to 1,300cc: K. Stones/J. Sharp (Chrysler Imp), 4475; **1,301 to 1,600cc,** K. Brennan/S. Warner (Ford Escort RS1600), 4432; **Over 1,600cc,** A. Hemmings/I. Cooper (Ford Escort RS1800). **Best Escort Championship:** C. Atkinson/M. Gerrish.

Ian Hughes was leading the Escort category until shock absorber problems dropped him to second.

ESSO
BTRDA Rally Championship '79



Michael Wheatley's Lola T70 held off Mike Salmon's Ford GT40 in the Wild Rose race.

BRANDS HATCH

Binnie takes Esso lead

Motor racing in the South of England seems to be slow getting off the ground this season, Sunday's Brands Hatch meeting only the second of 1979 at the Kent circuit. The BARC's highly varied eight-race programme promised much and started with a bang, but it petered out disappointingly. Heavy overnight rain, clearing to a cold afternoon, hardly added to the attractions of an outdoor entertainment, but there were nevertheless some good races and the standard of presentation, particularly in the Ford 2000 and Clubman's Sports races, was impressively high.

Willie Moore's chances in the Esso FF1600 race looked slim when he found his Royale RP26 set up wrongly for a wet track in practice, and he was left to battle through the opening event, a Formula Ford qualifier, in order to have a crack at the points race later on. He did it in the best possible way by leading throughout, and joining him on the back of the championship race grid would be the next three finishers, John Booth (Van Diemen RF79), Graham Fuller (Crosslé 32F), who came up well from 10th on the grid, and Terry Pudwell (Tiga).

The next event provided the greatest possible contrast, ranging a couple of brutal Cobras against a pair of Lotus 23s in the Grand Prix Models Classic Sportscar championship. Amschel Rothschild found tremendous grip to rocket his Daytona Cobra into an early lead, but the monster almost got away from him at Surtees and the rest all bunched up behind while he sorted things out. This resulted in a rather slow-motion approach to Clearways, and in a tremendous sort-out Brian Cocks and John Brindley came through in their Lotus 23s and Bob Linwood appeared from nowhere in his mighty TVR V8. Linwood soon fell out with a broken drive shaft, leaving Cocks and Brindley to duel for the lead and Rothschild to fight off the advances of Martin Colvill's Cobra. Cocks was without a clutch and lost ground on the corners, but Brindley's car wouldn't run properly on the straights, so the handicaps cancelled each other out and it was Cocks who survived best to take the spoils. Rothschild looked like hanging on to the big class, but Colvill outfumbled him in the confusion after Anthony Clinkard shed half his Ginetta's bodywork in front of the pits.

A packed grid assembled for the Oceanair Clubman's Sports race, only a handful of the 23 cars not originating in the Mallock 'factory'. Sadly, the red flag came out after four laps because Philip Harding had crashed heavily at Clearways and needed hospital treatment for concussion. The four-lap warm-up was just what ex-Formula Fordster Glenn Eagling needed, because he had started from pole position with a brand new set of unscrubbed slicks and looked most unhappy. Things were much better second time round, and when leader Phil Martin-Dye coasted to a halt after 7½ laps, Eagling swooped into the lead. He looked quite comfortable ahead of Nigel Butcher, but the extra waiting around after the crash brought a legacy of overheating, and clouds of smoke were coming from the car in the final laps. Butcher got alongside at Druids on the last lap, but Eagling pressed on despite the fumes, and victory was his reward. Roger Fullager and Robert Glass were closely matched in third and fourth, a couple of seconds ahead of another pair, Reg Holland and Paul Webb.

David Leslie and Peter Morgan are the early stars of this year's Ford 2000 races, and their rivalry continued at Brands over 15 torrid laps. Leslie's Reynard was in front for almost 14 laps despite the heaviest of pressure, but the Lola driver had spotted a chink in Leslie's armour. Picking his moment, Morgan dived for the inside at Clearways with just over a lap to go. Leslie was forced to yield, and an attempt to regain the lead at Paddock found him perilously close to skating off course, so that Morgan finished with a flatteringly large winning margin. Nearly 10 secs behind Leslie came Frank Bradley's Delta, which headed a short train of cars circulating in the order Bradley, Nick Foy (Reynard), Simon Kirkby (Reynard) and Mike O'Brien (Reynard) without a single change despite their closeness.

Mike Berman (Lotus Elan) scored his first win and set a new class lap record, two fine achievements in the face of competition from Jon Fletcher and Dave Bettinson in the STP modsports race. Berman's Elan showed a startling turn of speed, coming from behind to overhaul first Bettinson and then Fletcher. It certainly wasn't Fletcher's day, because he went ploughing at Surtees to avoid a backmarker and collected Bettinson's Super 7 as he rejoined the circuit. The surprised Bettinson therefore took second place at a reduced speed, but the Elan had a wheel knocked askew and lost another place to John Pugsley's class-winning Davrian as Fletcher struggled to the flag.

Cameron Binnie won the Esso championship round and took the series lead.

Cameron Binnie's long drive from Cornhill-on-Tweed was made doubly worthwhile when he not only won the Esso championship qualifier but also took the championship lead from the absent Jim Walsh. It was an easy win for Binnie, who drove his Van Diemen RF79 smoothly to head Grahame Tilley's steadily condicted PRS. Robert Coates (Hawke Mk20B) survived a hairy dice with Mike Taylor (Royale RP24) to take third, but Taylor was less lucky, spinning to the back of the field after a moment with Coates. Next man up Ashley Ward gave the new Elden a good showing, and Ted Whitbourn claimed sixth. Poor Willie Moore, after his earlier difficulties, had trouble with heavy traffic and could only reach 12th place, but his fastest lap was considerably better than anyone else managed.

The Wild Rose Caravan Park historic special GT race proved more of a demonstration than a competition, but it isn't often we get a chance to see immaculately turned out Lola T70 GT and Ford GT40 cars. Michael Wheatley was in the Lola and Mike Salmon in the GT40 and they raced round a few seconds apart for the whole distance. Robert Linwood's Chevron B8 was an even more distant third and won its class.

Racing for pre-1957 saloons is now divided into two championships, and the one witnessed at Brands was for the standard roadgoing variety. This innovation has done little for the competitive side of 'classic' saloon racing, but perhaps that is not the point. Roger Bell won the race easily in Graig Hinton's big Jaguar Mk7 and Roger Bunting's Zephyr was an easy second despite a spin.

PAULINE PHILLIPS

Formula Ford 1600 qualification race (10 laps): 1, Willie Moore (Royale-Smith RP26), 9m 04.1s, 79.64mph; 2, John Booth (Van Diemen-Scholar RF79), 9m 09.9s; 3, Graham Fuller (Crosslé-Minister 32F), 9m 10.7s; 4, Terry Pudwell (Tiga-Rowland FF78), 9m 15.7s; 5, Tony Richards (Hawke-Auriga DL19), 9m 15.8s; 6, John Hutson (Merlyn-Minister Mk24), 9m 16.2s. **Fastest lap:** Fuller, 53.4s, 81.14mph.

Grand Prix Models Classic Sportscar Championship race (10 laps): 1, Brian Cocks (1.6 Lotus 23B), 9m 12.1s, 78.48mph; 2, John Brindley (1.6 Lotus 23B), 9m 12.7s; 3, Martin Colvill (4.7 AC Cobra), 9m 25.9s; 4, Amschel Rothschild (4.7 AC Daytona Cobra), 9m 28.1s. **Front engined GT over 3000cc:** 1, Colvill, 76.57mph; 2, Rothschild; 3, Mike Young (3.8 Jaguar E Type). **Fastest lap:** Colvill, 55.2s, 78.50mph. **1301-3000cc:** 1, Tony Goodwin (1.8 Diva GT), 74.22mph; 2, Cyril Baxter (2.0 Marcos GT); 3, Anthony Griffin (1.6 Lotus Elan). **Fastest lap:** Griffin, 56.3s, 76.96mph. **Up to 1300cc:** 1, John Corfield (1.0 Diva GT 10F), 72.38mph; 2, Robin Longdon (1.2 Lotus Elite); 3, Dave Lewis (1.2 Lotus Elite). **Fastest lap:** Corfield, 58.0s, 74.71mph. **Sports racing up to 1600cc:** 1, Cocks; 2, Brindley; 3, Stephen Mitchell (1.6 Lotus 23). **Fastest lap:** Brindley, 53.8s, 80.54mph.

Oceanair Clubmans Sports championship race (10 laps): 1, Glenn Eagling (Mallock CES Mk16), 8m 31.2s, 84.76mph; 2, Nigel Butcher (Mallock-Nelson Mk20), 8m 31.6s; 3, Roger Fullager (Mallock-RJF Mk14), 8m 35.4s; 4, Robert Glass (Mallock-Davron Mk18 CW), 8m 35.7s; 5, Reg Holland (Mallock-CES Mk18C), 8m 37.2s; 6, Paul Webb (Mallock-Ford Mk16 BW), 8m 37.5s. **Fastest lap:** Phil Martin-Dye (Mallock-CES), 49.6s, 87.36mph.

BARC Ford 2000 championship race (15 laps): 1, Peter Morgan (Lola-Titan T580), 12m 05.9s, 89.54mph; 2, David Leslie (Reynard-Titan SF79), 12m 07.5s; 3, Frank Bradley (Delta-Titan T79), 12m 17.1s; 4, Nick Foy (Reynard-Nelson SF79), 12m 17.7s; 5, Simon Kirkby (Reynard-Neil Brown SF79), 12m 17.8s; 6, Mike O'Brien (Reynard-Titan SF79), 12m 18.2s. **Fastest lap:** Morgan, 47.5s, 91.22mph.

STP Modified Sports championship race (10 laps): 1, Paul Berman (1.8 Lotus Elan), 8m 26.2s, 85.60mph; 2, Dave Bettinson (1.8 Caterham Super Seven), 8m 52.9s; 3, John Pugsley (1.1 Davrian), 8m 54.3s; 4, Jon Fletcher (1.8 Lotus Elan), 8m 55.4s. **Over 2000cc:** 1, Tony Wingrove (2.8 Porsche Carrera), 79.18mph. No other finishers. **Fastest lap:** Wingrove, 52.9s, 81.91mph. **1501-2000cc:** 1, Berman; 2, Bettinson; 3, Fletcher. **Fastest lap:** Berman, 49.0s 88.43mph, **(record). 1151-1500cc:** 1, Steve Everitt (1.4 MG Midget), 79.14mph; 2, Barrie Mutlow (1.5 Sprite); 3, Steve Roberts (1.4 Mini Marcos). **Fastest lap:** Everitt, 53.0s, 81.75mph. **Up to 1150cc:** 1, Pugsley, 81.10mph; 2, Pat Longhurst (1.1 Davrian Mk7); 3, John Digby (1.0 Davrian Mk7). **Fastest lap:** Pugsley, 52.1s, 83.17mph.

Esso Formula Ford 1600 championship race (10 laps): 1, Cameron Binnie (Van Diemen-Minister RF79), 8m 44.5s, 82.61mph; 2, Grahame Tilley (PRS-Minister RH01), 8m 48.5s; 3, Robert Coates (Hawke-Auriga Mk20B), 8m 49.9s; 4, Tom Wood (Van Diemen-Scholar RF79), 8m 51.7s; 5, Ashley Ward (Elden-Auriga F16/79), 8m 53.9s; 6, Ted Whitbourn (Crosslé-Minister 30F), 8m 54.9s. **Fastest lap:** Willie Moore (Royale-Smith RP26), 50.9s, 85.13mph.

Wild Rose Caravan Park Historic Special GT championship race (10 laps): 1, Michael Wheatley (5.0 Lola T70 Mk3B Morand Chevy), 8m 46.5s, 82.30mph; 2, Michael Salmon (4.7 Ford GT40), 8m 48.8s; 3, Robert Linwood (2.0 Chevron B8 BMW), 9m 03.9s; 4, Martin Colvill (4.7 AC Cobra), 9m 30.5s. **Over 2000cc:** 1, Wheatley; 2, Salmon; 3, Colvill. **Fastest lap:** Salmon, 51.3s, 84.46mph. **1301-2000cc:** 1, Linwood, 79.66mph; 2, Anthony Taylor (2.0 Willment-BRM); 3, N Hulme (2.0 Porsche 911). **Fastest lap:** Linwood, 53.3s, 81.29mph. **Up to 1300cc:** 1, John Corfield (1.0 Diva GT), 72.04mph. No other starters. **Fastest lap:** 58.4s, 74.19mph, **Testablishes class record).**

Pre-1957 Saloon Car championship race (10 laps): 1, Roger Bell (3.5 Jaguar Mk7), 11m 09.4s, 64.73mph; 2, Roger Bunting (2.5 Ford Zephyr Mk2), 11m 20.7s; 3, Dennis Carter (1.5 MG Magnette), 11m 37.2s; 4, Barry Clark (1.5 MG Magnette ZA), 11m 40.0s. **Over 2700cc:** 1, Bell, No other starters. **Fastest lap:** 1m 05.1s, 66.56mph. **1902-2700cc:** 1, Bunting, 63.65mph; 2, John Muspratt (2.5 Ford Zephyr); 3, C Logue (2.6 Rover 100). **Fastest lap:** Bunting, 1m 04.8s, 66.87mph. **1252-1901cc:** 1, Carter, 62.15mph; 2, P Clark; 3, Tim Colman (1.5 MG Magnette ZB). **Fastest lap:** Carter, 1m 07.5s, 64.19mph. **Up to 1251cc:** 1, Peter Hanaway (1.0 Morris Minor), 52.51mph; 2, Dave Burrows (1.0 Morris Minor). No other finishers. **Fastest lap:** Edward Davis (1.0 Austin A35), 1m 10.0s, 61.90mph.

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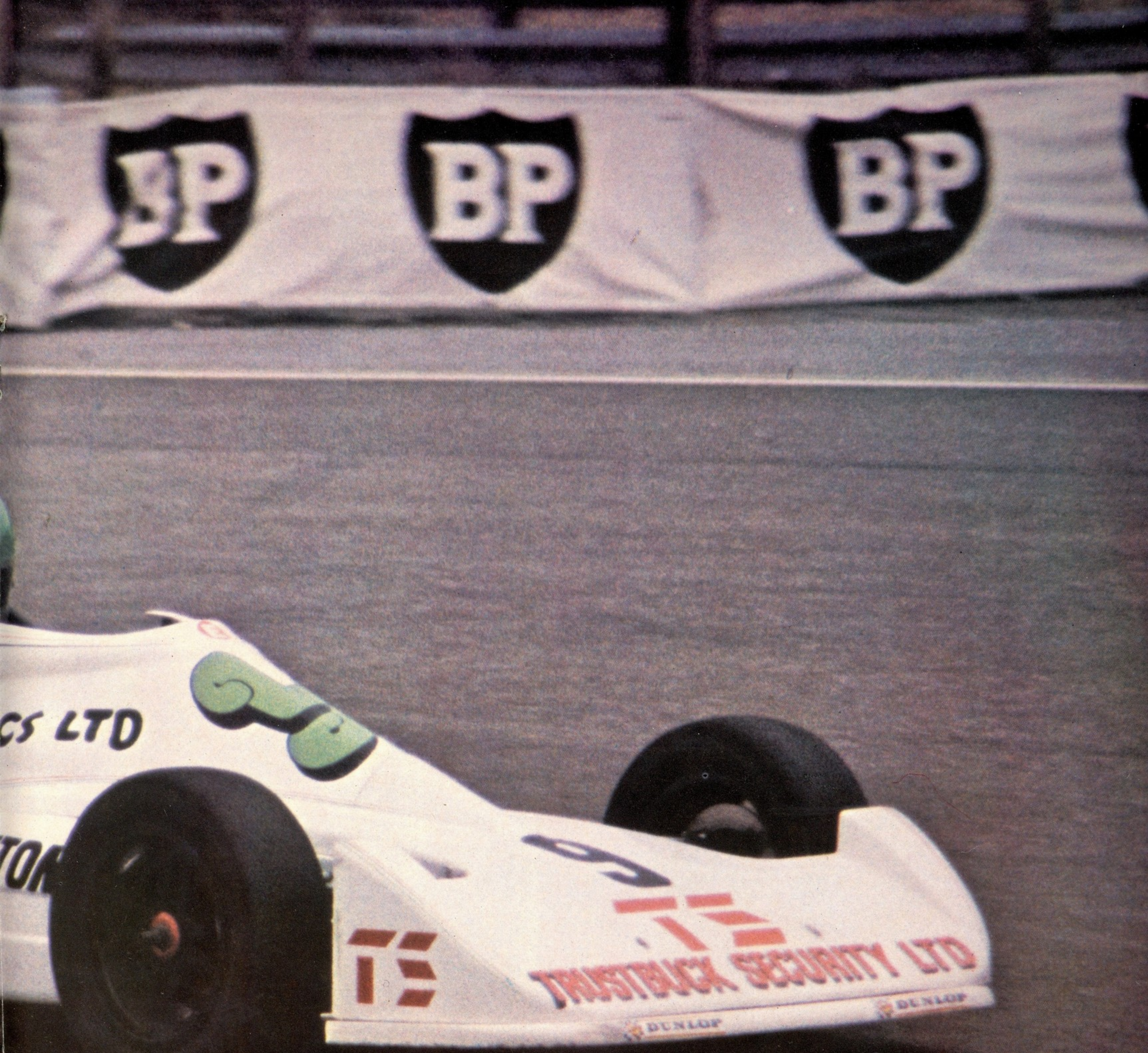
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Ray Mallock's Atlantic victory seemed effortless.

SILVERSTONE

Another to Mallock

From Becketts on the first lap to the fall of the flag about 18mins later the third Hitachi Formula Atlantic round was Ray Mallock's. He had over 3secs advantage on Jim Crawford after two laps, and simply pulled away from the pack driving with an authority and an assertiveness that demoralised the rest. The field gradually strung out, with only the chase of Crawford by Rick Gorne in the Barratt Argo JM1 providing much in the way of close racing.

The dampness of the track in the opening events meant that wide margins of victory were commonplace, the experienced drivers pulling away from the younger racers — except in an interesting Formula Ford 1600 race where young David Sears beat Marc Smith by only 0.5sec to take his first national championship race win.

The wet track made all the times set in the first session academic, although it did raise some interesting pointers; the top four were covered by 0.5sec and Daniel Lebacq had not raced on a circuit in the rain before, a novel explanation for his trip into the barriers. The second session saw Ray Mallock fastest in his 'low downforce' Ralt RT1, with a best of 54.5s. Jim Crawford followed him on a problem free 55.3 in his Chevron B45, and Andrew Jeffrey was third, 0.5sec slower. He hoped that his Chevron B49's lack of straight line speed had been cured by fitting smaller wings, front and rear, and that the previous understeer would be erased by improving the airflow through the radiator pods. "She's understeering terribly", commented the jovial Alo Lawler about his Lola T760, but he was still fourth quickest. The ex-Ian Scheckter March 77B of Geordie Andy Barton was next up, followed by Rick Gorne who had missed the first session with starter troubles, and then fell foul of a duff sparkbox, to start from sixth spot. Alan Webb was an encouraging ninth in the works-assisted Mallock U2 Mk20B, suffering from being baulked and spinning at Becketts — but was to break a driveshaft when the lights turned green.

Crawford (who was voted lady marshals 'Dish of the day') made a tidy start to lead into Copse, Mallock was tucked right in behind him while Gorne used his blinding getaway to good advantage to hold third. At Becketts, the Aaronite Ralt slipped past the private Chevron and aimed for the horizon. Bernard Hunter was fourth, trying to twitch past Gorne at Woodcote, but the Lincolnshire driver held firm. The field settled down, separating out, until Jeffrey took Hunter on lap 5, with Lawler following him a lap later — and then pirouetting across Woodcote. As Mallock pulled yet further away (6.2secs by lap 7) so Hunter found himself being taken by Barton. As Hunter explained afterwards, he is finding it difficult to adapt to Atlantic, and cannot consistently string precise laps together.

The L&B Excavations Lola of Alo Lawler was carving its way through the runners taking Wayne Wainwright (Chevron B42) and Hunter again on successive laps. With the Hope Scott Chevron B49 way back in fourth, Gorne could put all his energies into catching Crawford. On the last lap, the Lancastrian was baulked going into Copse and Gorne was right with him. Out of Becketts, they were side by side, Crawford hugging the inner edge of the track. The Argo has two strong points — straightline speed and braking — and Gorne made full use of them to pull away (only a matter of feet), and began to ease over and attempt to close the door. He didn't quite make it — and went straight off into the catch fencing at Woodcote. Andrew Jeffrey nipped by for third as the Barratt Argo reversed out quickly enough for fourth.

Mike Harrison (Brabham BT2) took the lead of the Chandler Hargreaves Trophy Formula Junior race at the end of lap 1 after poleman Alan Baillie spun. The Lotus 20 pilot then took the second and third place men on the second tour, only to spin this good work away three laps later. Alf Skeels lost second on the penultimate lap after (you guessed it) spinning. It made no difference ultimately, as third man on the road, Roy Drew, subsequently had his Lola Mk 2 disqualified for running a limited slip differential.

Sitting on the back row of the grid is a difficult enough handicap, but when coupled with starting 10secs behind the pack, it is a very tough penalty. It made no difference to Viv Wallace who rose to 17th on lap 2, and thence onto second three laps from the finish of the Wendy Wools 1000 Special Saloon Car race. Polesitter Bill McGovern made a slow start and retired at Copse, allowing another Imp into the lead, but Tom Shepherd spun at Becketts to allow Cliff Watts's superficially similar car to hold an increasing advantage to the end. After being taken by Wallace's Mini, Keith Starr's BMW Motorsport liveried Imp lost third to Geoff Farmer for a lap, before regaining the place along the pit straight one lap away from the flag.

After four laps of the P&O Normandy Ferries FF1600 opener, Marc Smith retook the lead, only for David Sears to slip past him again along the Club Straight. The Rushen Green Royale, as immaculate as an exhibition car, then stayed ahead of Smith's Titan-powered example by inches for the rest of the 10 laps. Often Smith would get alongside, but Sears never gave way or showed any signs of being under pressure. The second Rushen Green machine of Dave Rackham was back in third, holding off the impressive Graeme Glew in his Timpak Plastics Lola T540.

Tony Lanfranchi dominated the first ShellSport Derwent Prodsaloon round throughout in the smart *Mayfair* Opel Commodore GS/E, with Hamish Irvine's similar Sports Car Breakers example second from the third lap. Graham Scarborough's JJS Veneers Ford Capri pulled away from Gerry Marshall's Triplex Dolomite Sprint, while the only real dice centred around seventh place, Eric Cook's red Capri overcoming a five car battle splendidly to take the position, although the efforts of Tom Dodd-Noble in the sliding, chaotically controllable Ottershaw Opel GS/E amused the meagre crowd.

Tony Sugden's Price Road Haulage/Brook Hire Skoda-BDX got past the flying Stiletto of Rob Mason on lap 2 and the bigger Wendy Wools race was effectively over. Tony Dickinson had showed his 0.6sec practice advantage was no fluke as he demoted Mason along the Club straight, powering away to a new class lap record despite losing his brake's effectiveness from about half distance. Derek Walker was a lonely fourth in his variation on a theme by Skoda, with the neat Anglia BDE of Dale Minton staying ahead of Alan Humberstone's class winning 'ground effect' Stiletto.

Barring mechanical failure, it is unlikely that anyone with a practice time 3.6secs ahead of the second fastest driver could lose a race — a hypothesis which Ian Briggs proved in the AMHEC Formula 4 event. His CP Hydraulics Delta 784 left the rest for dead for the 10 laps. Brian Turner was a tidy second throughout, driving the Holley Enterprises Holley BTC very smoothly, as in his wheel tracks Ian Rowley (Sparton) and Alan Morgan (Cirrus) fought the former, claiming the position going through Woodcote on the seventh lap. Wheel magnate John Brown looked good in his self sponsored March 733 in the early stages before dropping back with a misfire.

RUSSELL BULGIN

Hitachi Formula Atlantic Championship Race (20 laps): 1, Ray Mallock (Ralt-Swindon RT1), 18m 07.5s, 106.46mph; 2, Jim Crawford (Chevron-Nicholson B45), 18m 21.3s; 3, Andrew Jeffrey (Chevron-Nicholson B49), 18m 31.6s; 4, Rick Gorne (Argo-Harris JM1X), 18m 35.2; 5, Andy Barton (March-Swindon 77B), 18m 36.9s; 6, Alo Lawler (Lola-Smith T760), 18m 38.5s. **Fastest lap:** Mallock, 53.6s, 108.00mph **(equals record).**

Chandler Hargreaves Tophy Formula Junior Race (8 laps): 1, Mike Harrison (Brabham BT2), 9m 31.4s, no speed given; 2, Alan Baillie (Lotus 20), 9m 35.4s; 3, Alf Skeels (Lotus 22), 9m 50.7s; 4, Frank Tiedeman (Lotus 22), 9m 59.5s; 5, John Narcisi (Gemini Mk 2), 10m 02.3s; 6, Eric Priestley (Gemini Mk2), 10m 14.0s. **Fastest lap:** Baillie, 1m 07.5s, 85.76mph.

Wendy Wools 1000 Special Saloon Championship Race (10 laps): 1, Cliff Watts (Imp), 11m 37.6s, 82.98mph; 2, Viv Wallace (Mini), 11m 49.7s; 3, Keith Starr (Imp), 11m 53.4s; 4, Geoffrey Palmer (Imp), 11m 54.8s; 5, Roger Gill (Imp), 12m 01.9s, 80.19mph (Class Winner); 6, Brian Cutting (Imp), 12m 10.0s. **Fastest lap:** Wallace, 1m 07.4s, 85.89mph.

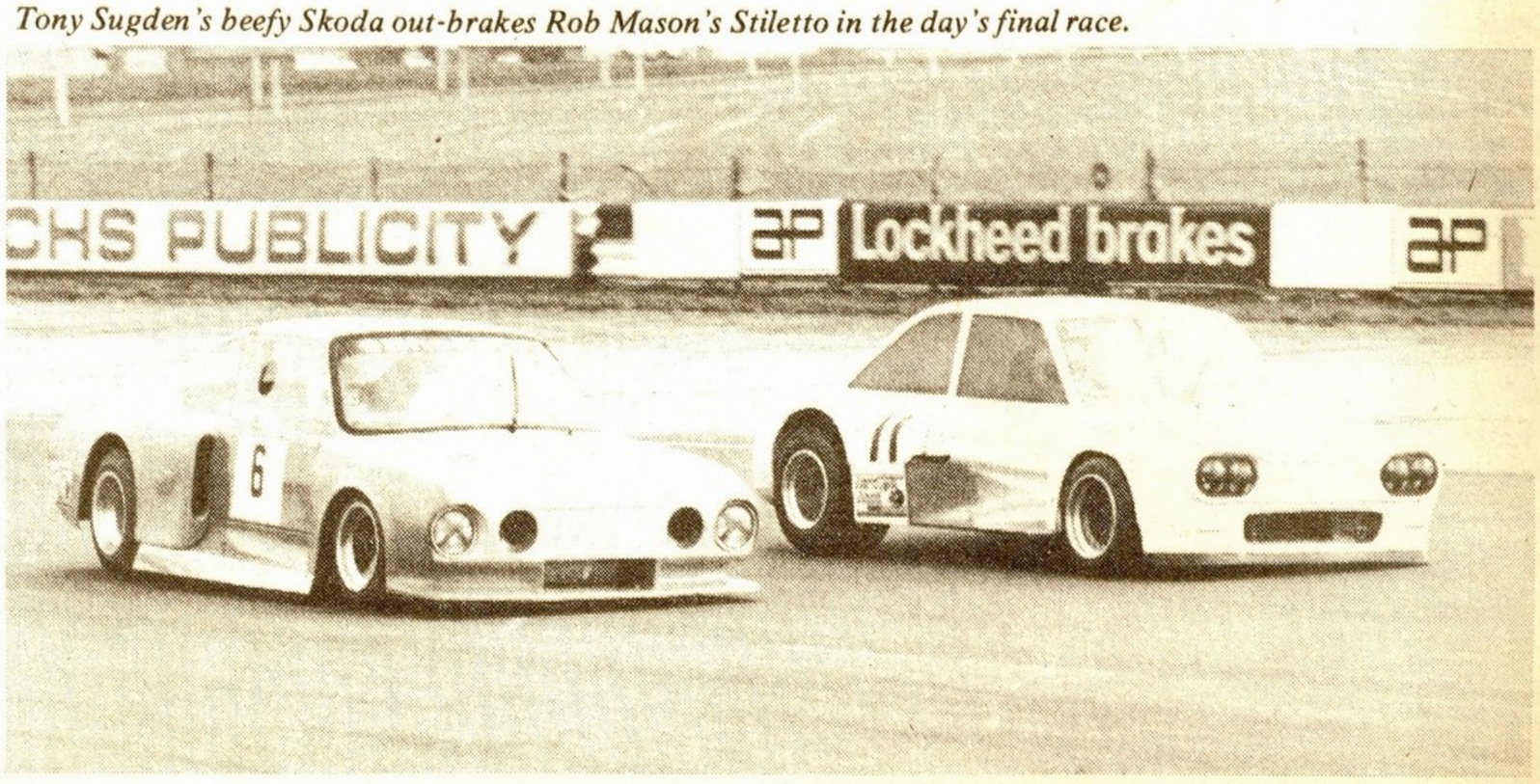
P&O Normandy Ferries Championship Race (10 laps): 1, David Sears (Royal-Minister RP26), 10m 58.7s, 87.88mph; 2, Marc Smith (Royale-Titan RP26), 10m 59.2s; 3, Dave Rackham (Royale-Minister RP26), 11m 07.3; 4, Graeme Glew (Lola-Minister T540), 10m 08.8s; 5, David Wheeler (Royale-Harris RP26), 11m 11.4; 6, Richard Eyre (Hawke-Scholar Mk 21) 11m 13.2s. **Fastest lap:** 1m 04.5s, 89.75mph.

ShellSport Derwent Television Production Saloon Championship (10 laps); 1, Tony Lanfranchi (Opel GS/E) 12m 13.3s, 78.94mph; 2, Hamish Irivine (Opel GS/E), 12m 18.1s; 3, Graham Scarborough (BMW 3.0Si), 12m 20.6s, Gerry Marshall (Triumph Dolomite Sprint): 12m 26.2s. **Fastest lap:** Irvin, 1m 11.9s, 80.51mph.

AMHEC Formula 4 Race (10 laps): 1, Ian Briggs (Delta 784), 8m 11.1s, 94.30mph; 2, Brian Turner (Holley BTC), 8m 21.9s; 3, Ian Rowley (Sparton F4), 8m 38.4s; 4, Alan Morgan (Cirrus 004), 8m 39.2s. **Fastest lap:** Briggs, 1.00.0s, 96.48mph **(record).**

Wendy Wools 1000 Plus Special Saloon (10 laps): 1, Tony Dickinson (Skoda-Hart), 9m 52.1s, 97.76mph; 2, Tony Sugden (Skoda-BDX), 9m 56.9s; 3, Rob Mason (Stiletto-Ford), 10m 12.7s; 4, Derek Walker (Skoda-Ford, 10m 16.2s. **Fastest lap:** Dickinson, 56.4s, 102.64mph.

Tony Sugden's beefy Skoda out-brakes Rob Mason's Stiletto in the day's final race.



Devaney led for five laps before being overhauled by Serra on the drying track. Stefan Johnsson remained third.

Devaney stars

Chico wins again, but early leader Devaney an exciting second — Johansson third — Report: JEREMY SHAW — Photography: CHRIS DAVIS.

In damp conditions at Donington Park last Sunday, Irishman Bernard Devaney performed wonders with his Derek McMahon Racing Chevron B47, leading the first five laps of the Vandervell Formula 3 qualifier, having started from the front row of the grid. As the track dried out, however, the visibly superior speed on the straights of Chico Serra's Sadia Racing with Project 4 March 793 began to tell and the Brazilian made his move exiting Coppice Corner onto the long Starkeys Straight. Bernard fought back, as did his team-mate Stefan Johansson, who had stormed up from a low grid position, but a coming together between the two Chevrons at the Park chicane gave the Brazilian the break that he needed and Chico was able to extend his advantage to just over 4secs by the end of the 20 lap race.

Despite their contretemps, the two McMahon Chevrons finished in second and third places, although the team's day could have been even more successful had not Eddie Jordan, who showed remarkable form in practice, been forced out in an incident at the first corner. Andrea de Cesaris was another to suffer the same fate, so Serra's win takes him into a clear lead in the Vandervell British Formula 3 Championship.

The rest of the BARC's six-race programme was, I'm afraid, not very inspiring apart from the first round of the RAC Formula Ford 1600 Championship, which Jim Walsh won after a very fine drive indeed. Steve Soper won the Mini 1275 GT race with ease, Richard Morgan scored an even more secure victory in the championship Sports 2000 race after the retirement of Ian Taylor, Gordon Spice took the honours in a boring and very poorly supported Group 1 saloon car race, while Stephen Day's Royale won from a meagre seven car field in the closing FF1600 consolation event.

F3 VANDERVELL CHAMPIONSHIP — DONINGTON PARK — 5

ENTRY & PRACTICE

The two practice sessions for the sadly depleted 16-car field of Formula 3 cars last Sunday morning merely served to confirm the talents of young Italian Andrea de Cesaris. The 19-year-old former Kart Champion was quickest in both sessions with his very smartly-prepared Marlboro Team Tiga March 793 and looked in a confident mood for the race. Andrea's fast, smooth style really has been a revelation this year, especially in the wet conditions that have prevailed recently, and this was his third pole position from the five races held so far.

Alongside on the front row, however, and providing the real sensation of the morning, was Irishman Bernard Devaney. The Formula Ford lap record holder was only eighth fastest in the first session, due, he thought, to having fitted the wrong gear ratios and he found the Chevron running out of revs along the straights. For the second session, though, Bernard was really flying in the damp conditions and a middle-of-the-front-row grid position was just reward for his efforts.

Joint Championship leader before this race, Chico Serra, was not quite so happy. Here was yet another wet day, the talented Brazilian not as happy as he would have been in the dry, but he was still fully competitive with the red Sadia March. One of the most interesting aspects of Chico's smooth driving in the morning was his unique 'line' through the Park chicane. While most drivers were hurling their cars round on the ragged edge with armfuls of opposite lock, Serra was feeding the power of his Toyota in gently and 'straight-lining' the corner as much as possible. Despite looking so smooth, however, Chico still complained of a little too much oversteer for his liking and the rear wing was slightly raised together with a slight softening of the suspension prior to the race.

If Devaney's presence on the front row was a surprise, though, the performance of fellow Dubliner Eddie Jordan was even more remarkable. The Irish Formula Atlantic Champion — a winner at Donington last year, of course — performed startlingly well in the first session to post second fastest time to de Cesaris with his Marlboro-backed Derek McMahon Racing Chevron. Eddie was characteristically modest about his showing, "It's hard work, I'll tell you", but he was nonetheless delighted to be so well placed on the grid.

Fifth quickest, and the third Irishman, no less, was young Kenneth Acheson. The Grovewood Award winner and triple FF Champion had been third best in the first session and so was slightly disappointed to have been relegated to the second row by the afternoon, "I'll have to try to improve for the race", but it was another promising showing with the RMC Ralt RT1 — and still no sign of the wing-car.

Spaniard Jorge Caton was also very impressive in posting sixth fastest time. "I'm having a bit of a problem with the back of the car, though", he revealed. "It doesn't give the traction I hope for. I just lose it . . ." Indication of this problem, sudden oversteer, was apparent in his regular spins at the chicane but Jorge is certainly driving much better this year than last: "Yes, I drive much more with my head."

Mike Thackwell was struggling with a new chassis to replace the one written off at Snetterton last week and teething problems restricted him to the third row. Alongside the young New Zealander was the third of the McMahon cars, that of Stefan Johansson. The Swede looked far from happy during the lunch break, especially having been easily out-qualified by his two team-mates but he, like the other Chevron runners, was hoping for rain and optimistic for yet another of his good starts.

You may have noticed that there is so far no sign of the grid of the pair of Unipart Team Marches. They had a miserable morning, and neither driver seemed to know what was causing their sudden uncompetitiveness. Brett Riley: "It's a down day. The only thing left is the new tyres", he said, pointing to a set of new wet covers waiting to be fitted to his car for the race. "We've tried everything else." Team-mate Mansell was only a little more specific: "It just won't go round corners and I'm using every bit of the track."

Of the rest of the field, Colombian Roberto Guerrero just cannot make his Argo JM3 work in wet conditions: "It lacks grip totally, just won't put the power down. It understeers into the corners and when you just try to give it some throttle, you're going backwards. Bloody frustrating!". Then an unfamiliar brown car found its way into the pits halfway through the second session. Further investigation revealed that the car was indeed Chilean Eliseo Salazar's ex-Bernasconi Ralt, which had indulged in a spin at the Old Hairpin and resumed absolutely covered in mud! His mechanics were not too impressed, having only just finished cleaning the car after a similar 'off' in the first session. Brummie Wyatt Stanley also spun his Ralt and damaged the front of the car, so non-started.

The non-runners included the cars of John Bright, Bryce Wilson and Phil Silverstone, all of which were damaged beyond immediate repair at Snetterton, and Michael Roe who is hoping to do some testing before risking another uncompetitive showing with his Team Riva Watches Chevron. Looking at the grid as he was on Sunday, the Irishman must have been regretting his decision.

Qualifying

Andrea de Cesaris (I)	March 793	1:22.47	**1:20.66**
Bernard Devaney (IRL)	Chevron B47	1:23.58	**1:20.82**
Chico Serra (BR)	March 793	1:23.20	**1:20.84**
Eddie Jordan (IRL)	Chevron B47	1:22.96	**1:21.21**
Kenny Acheson (GB)	Ralt RT1	1:23.05	**1:21.40**
Jorge Caton (E)	Ralt RT1	1:23.27	**1:21.42**
Mike Thackwell (NZ)	March 793	1:23.48	**1:21.47**
Stefan Johansson (S)	Chevron B47	1:24.51	**1:21.78**
Trevor Templeton (GB)	Ralt RT1	1:25.30	**1:22.02**
Nigel Mansell (GB)	March 783/793	1:23.46	**1:22.03**
Brett Riley (NZ)	March 783/793	1:25.24	**1:22.21**
Roberto Guerrero (COL)	Argo JM2	1:24.45	**1:22.35**
Placido Iglesias (BR)	Ralt RT1	1:25.47	**1:22.60**
Eliseo Salazar (Ch)	Ralt RT1	1:29.06	**1:22.90**
Rob Wilson (NZ)	Ralt RT1	1:25.94	**1:24.07**
*Wyatt Stanley (GB)	Ralt RT1	1:31.33	**1:27.10**

*non-starter

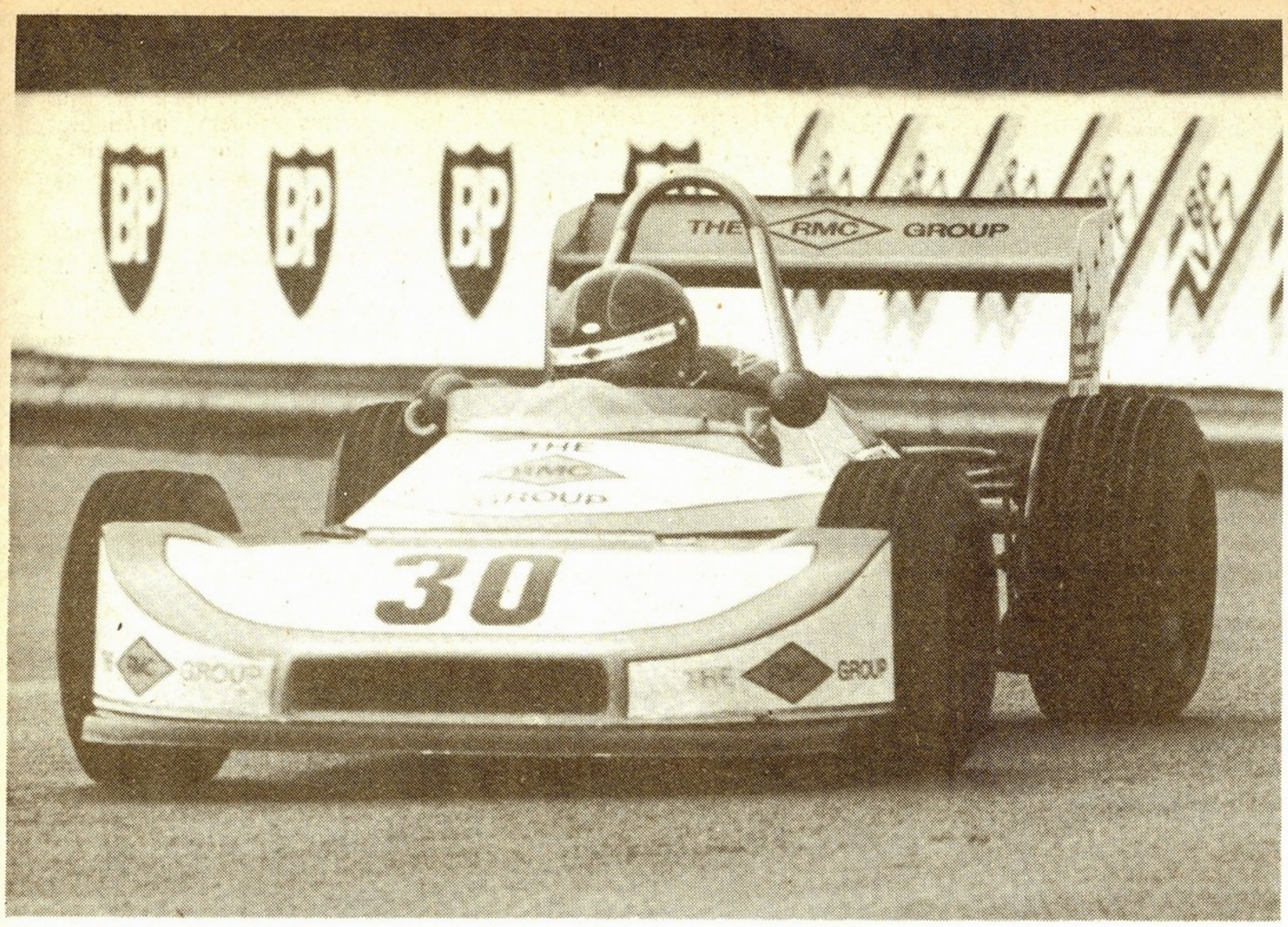
RACE

The track had almost dried out by the time the 15 cars came to start their race but remained treacherously slippery and, despite the assurances from enthusiastic track owner Tom Wheatcroft that anyone with dry tyres would, how shall I translate, 'win it comfortably', everyone opted to run grooved tyres.

From the start, Chico Serra lagged slightly from the outside of the front row — "the car started to roll from the grid. As I brake, the lights go to green!" — and it was Devaney who made the best start to lead the field down to Redgate for the first time. De Cesaris was right with the Irishman though and even tried to overtake on the outside line! It would have been a risky maneouvre at the best of times but on a damp track and with Bernard Devaney on his inside it was positively foolhardy! The Italian paid dearly for his attempt to win the race on the first corner and eventually ran out of road as Devaney's Chevron slid blamelessly towards his side. Two long, muddy tracks heralded the departure of the Marlboro March into the sand.

Poor Eddie Jordan was another to find himself with no room but the grass at the first corner, in a totally separate incident, and his similarly sponsored Marlboro Chevron was also deposited in the sand!

Meanwhile, both Mansell and Joahnsson had made super starts, as usual, and had slotted into third and fourth places behind Devaney and Serra with Brett Riley following in sixth place before Thackwell, Acheson and Caton. Johansson moved up to third place by the old Hairpin at the expense of Mansell, who was already in trouble. "I could see that I was holding the



Kenneth Acheson again drove encouragingly; how will he fare with a Ralt wing-car?

others up so I waved Brett past coming out of Coppice". It was a return of the engine problems for the Unipart team, Nigel running the latest offering from Swindon Engines, and the talented Briton could do little but slip slowly back down the field to an eventual seventh place: "It's very frustrating."

After five laps, though, the three leaders were beginning to close up. Bernard had opened a gap of over 1sec within the first two laps, but the track was becoming ever drier. Serra was able to use the superior speed of his March to full effect, especially on the exit of corners, his Bicester-built car transmitting its power to the road in far superior fashion to the Bolton-constructed Chevrons.

On lap 6, Chico drew alongside Devaney's bright yellow B47 exiting Coppice Corner and rocketed away down the straight into the lead. Stefan Johansson also closed up on these two, setting the race's fastest lap as he did so and the three cars formed very tight order indeed for the next lap. Coming into the chicane for the seventh time, however, the Swede tried to outbrake his Irish colleague; a move which did not altogether meet with Bernard's approval! Devaney moved over to block his team-mate, contact was made and both drivers did well to control their cars. Exiting the corner, Johansson tried to find a way past again but Bernard closed the gap in similar fashion and the two cars accelerated away towards Redgate still in the same order but not now within challenging distance of the leader.

A few spots of rain at around three-quarter distance served to bolster the hopes of Devaney, who closed by a few tenths on Serra but the precipitation soon ceased and the Brazilian was home and almost dry for his third win of the season. It was yet another fine drive from Serra, although he was mindful of the Chevron challenge: "I have to try hard all the race."

Johansson was troubled slightly by an out-of-line front wheel after his altercation with Devaney but these two nevertheless held onto their second and third placings — their second high points placing in two weeks but, perhaps largely due to the drivers and the weather — although Brett Riley closed right up on the Swede over the last few laps and failed by only 0.25sec to find a way past.

Mike Thackwell had been running strongly in fifth place until lap 11 when a spin dropped him back to eighth, so Jorge Caton and Kenneth Acheson were left to complete the points scorers. The Spaniard, in fact, had driven very well, once again, having usurped Acheson's similar car into Redgate on the sixth lap. Into ninth place, Trevor Templeton had a steady but unspectacular run, while Placido Iglesias finished 10th ahead of Rob Wilson, whose ICL Ralt had been stuck in fourth gear from the second lap. Guerrero completed the finishers a lap down after a hairy spin at the Old Hairpin.

It had been another good, interesting race but it would have been even better if people could stop having accidents on the first lap . . .

Vandervell British Formula 3 Championship, round 5
Donington Park, April 8
20 laps — 39.146 miles

1, Francisco Serra (March-Toyota/Novamotor 793), 26m 43.20s, 87.90mph;
2, Bernard Devaney (Chevron-Toyota/Novamotor B47), 26m 47.43s;
3, Stefan Johansson (Chevron-Toyota/Novamotor B47), 26m 49.21s;
4, Brett Riley (March-BL Dolomite/Swindon 783/793), 26m 49.46s;
5, Jorge Caton (Ralt-Toyota/Novamotor RT1), 26m 51.83s;
6, Kenneth Acheson (Ralt-Toyota/Novamotor RT1), 26m 56.95s;
7. Nigel Mansell (March-BL Dolomite/Swindon 783/793), 27m 01.73s; 8, Mike Thackwell (March-Toyota/Novamotor 793), 27m 03.49s; 9. Trevor Templeton (Ralt-Toyota/Novamotor RT1), 27m 16.97s; 10, Placido Iglesias (Ralt-Toyota/Novamotor RT1), 27m 27.88s.

Fastest lap: Johansson, 1m 35s, 88.80mph.

SUPPORTING RACES

Sadly, only 12 Group 1 drivers were swayed by the considerable financial incentives offered by Donington to enter the non-championship 20-lapper — which replaced the originally scheduled Trans-Europe G1 round in the programme — and it was a small and unusual grid which formed up. Unusual? Well, yes. After all, how often have you seen three 3-litre Capris on the front row — those of Gordon Spice, Jeff Allam and Stuart Graham — and a Mini, that of Richard Longman, next fastest?

Much has been said about the difficulties experienced in setting up G1 cars, particularly as the tyres used are now so critical, and it was disappointing that more teams did not bother to gain some extra time at Donington. Stuart Graham and Barrie Williams — using Goodyears on his London Sports Car Centre Ego Computers Vauxhall Magnum for the first time — were particularly pleased of the chance for some testing prior to the Tricentrol rounds at Donington in June and August.

After a wet morning practice session, the race started under overcast skies, but with the track drying — the obvious tyre choice was slicks. From the start, it was Grovewood Award winner Jeff Allam who put his Allam Motors BP Capri ahead of Gordon Spice's similar *Autocar* Gordon Spice Group car and the Faberge Lee Jeans Capri of Stuart Graham. Behind them, the ever-entertaining Barrie Williams had made up for his low grid position (a result of the engine pumping oil out past the dipstick in practice) with a cracking start and fourth place.

Within one lap, however, the enterprising Spice — winner in impressive style of the opening Tricentrol round at Silverstone — was into the lead ahead of Graham and Allam. Not long into the race, Graham began to experience gearbox problems, having to hold the Capri in second when necessary, and was unable to challenge the fast disappearing Spice. So, the three leading Capris finished in that order, with Williams fourth (having equalled Allam's fastest lap) and the last unlapped runner.

Second in the 2300cc class (fifth overall), and fast gaining experience of his Triumph Dolomite Sprint, was ex-special saloon dicer Tony Strawson, and sixth last year's champion Richard Longman, winner of the 1300cc class in his Patrick Motors Mini 1275GT. Winner of the 1600cc class, despite visiting the pits, was Leo Bertorelli in his rather ancient blue left-hand-drive Alfa Romeo Junior.

The opening Mini 1275GT race began with Steve Soper underlining his belief that it should have been his Richard Longman-prepared Bunting Tyres-Kenton Tyres car on pole position rather than John Hopwood's Howley Racing/Rock Oil example. The 1977 1275GT Champion went away into an immediate lead, which he gradually extended throughout the race. Peter Baldwin made a good start from the second row of the grid but his appalling birthday luck continued (see *Sports Extra*) when the engine of his Marshall Mini expired at the end of the third lap. Nigel Bridger was therefore elevated to third place, albeit a very long way behind Soper and Hopwood, while novice Malcolm Harrison spun his way out of a good fourth place — from the fourth row of the grid — on the last lap, so Chris Inch gratefully retook the place.

For the first few laps of the Sports 2000 race, Richard Morgan tried gamely to keep in touch with Ian Taylor's similar Tiga. Ian had practised, in the wet, over 5secs faster than the whole field, using his single-seater experience to the full, but a dodgy wheel-bearing had been diagnosed and, when the problem recurred during the race, Ian had little option but to retire the car to the pits. Richard Morgan was therefore left to continue towards a completely untroubled win with the Team Ringways Group car, his first in Sports 2000, while Rod Gretton (Spark Rite/Roger Clark Cars Lola) threaded his way up from a lowly grid placing, caused by a misfiring engine (not sparking-rite?), to second place. John Sheldon (Lola) did not give up his place without a fight, though, and pressured the local driver all the way to the end. Another local man, Paul Haywood-Halfpenny, took a secure fourth with his Lola ahead of Irishman Brian Lennox, who survived a spin on the warm-up lap, and a closing John Bury, who gave the smart Martin BM17 its best result to date.

The first round of the RAC British FF1600 Championship attracted only a fairly small field of 26 cars but at least there was quality if not quantity. The grid positions boded well for future British prospects with a trio of Englishmen on the front row and these three completed the first lap in nose-to-tail formation with James Weaver (Scorpion Tiga) narrowly ahead og Terry Gray's Van Diemen RF79 and the Rushen Green Royale RP26 of John Village. Brazilian newcomer Bolivar de Sordi was showing promise in fourth place, following a good start, while the leading group was completed by Tommy Byrne (PRS).

By the fourth lap, Walsh had elevated himself to fourth place and left the Brazilian and the Swiss, Lambert, to battle it out behind, Byrne having spun his way back to seventh again at the Old Hairpin. On lap 5, Jim Walsh outbraked Village into the Old Hairpin and then relieved Gray of second place at the end of the long Starkeys Straight. Only Weaver now lay in front and the Scorpion driver was powerless to prevent the Royale driver nipping through into the lead on the inside line into the Old Hairpin on the following lap. Village tried to take second place from Weaver under braking for McLeans Corner on lap 7, James taking his usual wide line into the corner, but the two cars collided when the Tiga driver moved over to take his normal route without checking upon Village's progress in his mirrors. The Sheffield driver was more than a little upset after the incident.

Terry Gray was therefore left alone in second place, while Lambert did well to hold off a strong late challenge from Byrne. Much amusement was caused by Rick Morris, though, who spun his PRS round and round at the Park chicane on the last lap when placed a fine fifth (from 15th lap 1, splattering the unfortunate marshals with a good deal of mud!)

The only interest in the last FF race was a confrontation between Knight and Day, Tim and Stephen respectively, although it was the latter who soon established himself at the front and proceeded to a clear victory. Robert Foden (Crosslé) pipped Knight's Van Diemen to second place after a race-long scrap after Barry Pickard spun his new Van Diemen out of the place on lap 4.

Donington BARC Saloon Race (20 laps): overall and 2301 — 3000cc: 1, Gordon Spice (3.0 Ford Capri), 30m 08.9s, 77.94mph; 2, Stuart Graham (3.0 Ford Capri), 30m 43.67s; 3, Jeff Allam (3.0 Ford Capri), 30m 54.05s; no other starters. **Fastest lap:** Spice, 1m 28.59s, 79.54mph. **1601 — 2300cc:** 1, Barrie Williams (2.3 Vauxhall Magnum), 74.69mph; 2, Tony Strawson (2.0 Triumph Dolomite Sprint); no other starters. **Fastest lap:** Williams, 1m 31.63s, 76.90mph. **1301 — 1600cc:** 1, Leo Bertorelli (1.6 Alfa Romeo Junior), 62.94mph; 2, John Tait (1.6 Toyota Celica GT); no other starters. **Fastest lap:** Bertorelli, 1m 46.13s, 66.39mph. **Up to 1300cc:** 1, Richard Longman (1.3 Austin Morris Mini 1275GT), 71.99mph; 2, Tom Pitcher (1.3 Austin Morris Mini 1275GT); 3, Jon Dooley (1.3 Alfa Romeo Alfasud ti). **Fastest lap:** Longman, 1m 36.46s, 73.05mph.

Austin Morris Mini 1275GT Challenge (10 laps): 1, Steve Soper, 17m 04.06s, 68.81mph; 2, John Hopwood, 17m 14.29s; 3, Nigel Bridger, 17m 41.36s; 4, Chris Inch, 17m 43.69s; 5, Anthony Pownall, 17m 59.54s; 6, Brian Evans, 18m 00.61s. **Fastest lap:** Soper, 1 m 41.19s, 69.93mph.

Sports 2000 Race (10 laps): 1, Richard Morgan (Tiga-Nelson SC79), 14m 37.51s, 80.30mph, 2, Rod Gretton (Lola-Nelson T492), 14m 56.67s; 3, John Sheldon (Lola-Nelson T492), 14m 56.90s; 4, Paul Haywood-Halfpenny (Lola-Smith T492), 15m 03.00s; 5, Brian Lennox (Lola-Titan T492), 15m 05.92s; 6, John Bury (Martin-Nelson BM17), 15m 06.48s. **Fastest lap:** Ian Taylor (Tiga-Nelson SC79), 1m 26.44s, 81.51mph.

RAC British Formula Ford 1600 Championship Race (12 laps): 1, Jim Walsh, Royale-Titan RP26), 17m 36.32s, 80.05mph; 2, Terry Gray (Van Diemen-Scholar RF70), 17m 40.38s; 3, Philippe Lambert (Crosslé-Minister 33F), 17m 47.46s; 4, Tommy Byrne PRS-Minister RH01), 17m 47.64s; 5, Thierry Tassin (Van Diemen-Scholar RF79), 17m 54.46s; 6, Bolivar de Sordi (Van Diemen-Scholar RF79), 17m 58.43s. **Fastest lap:** Walsh, 1m 25.14s, 82.76mph.

Formula Ford 1600 Race: 1m Stephen Day (Royale-DAD RP26), 12m 01.09s, 78.17mph; 2, Robert Foden (Crosslé-RF Racing 32F), 12m 06.09s; 3, Tim Knight (Van Diemen-Scholar RF78), 12m 06.36s; 4, Barry Pickard (Van Diemen RF79), 12m 31.06s. **Fastest lap:** Day, 1m 28.25s, 79.84mph.

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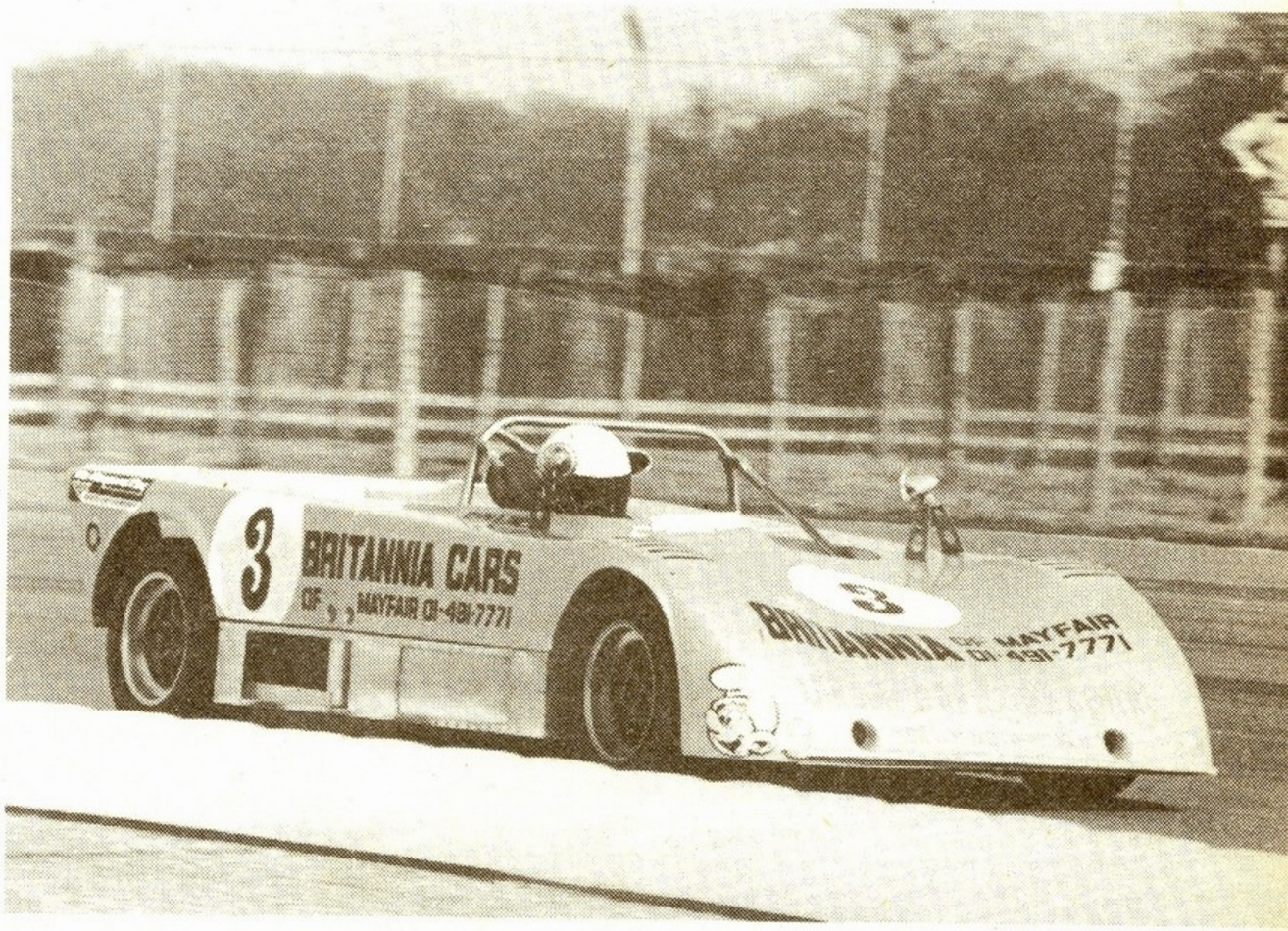
Apr 12/13	Oulton Park
Apr 15/16	Brands Hatch
Apr 29	Snetterton
May 6/7	Mallory Park
May 19/20	Snetterton
May 28	Thruxton
Jun 16/17	Snetterton
Jun 23/24	Donington Park
Jun 29/30	Oulton Park



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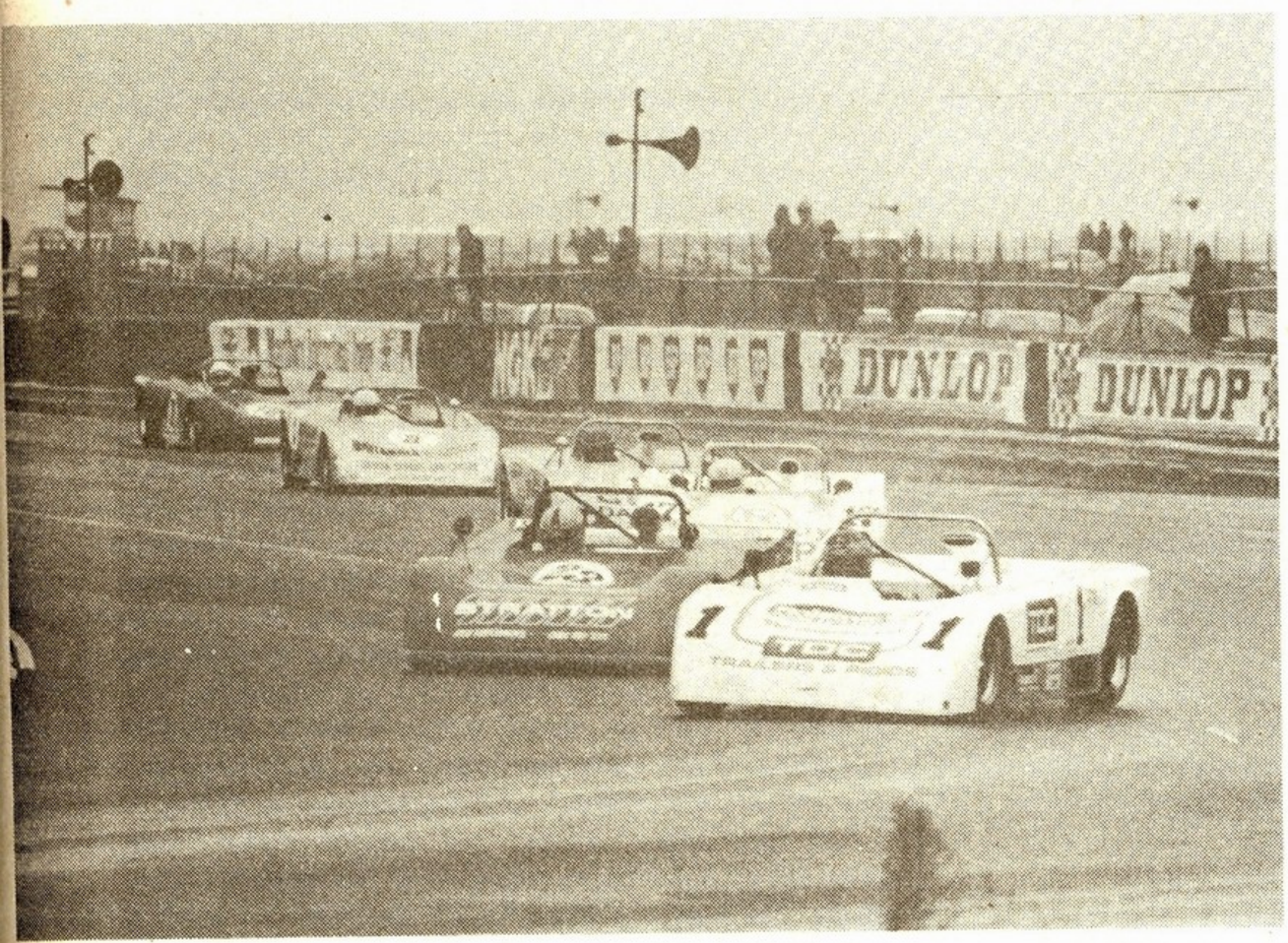

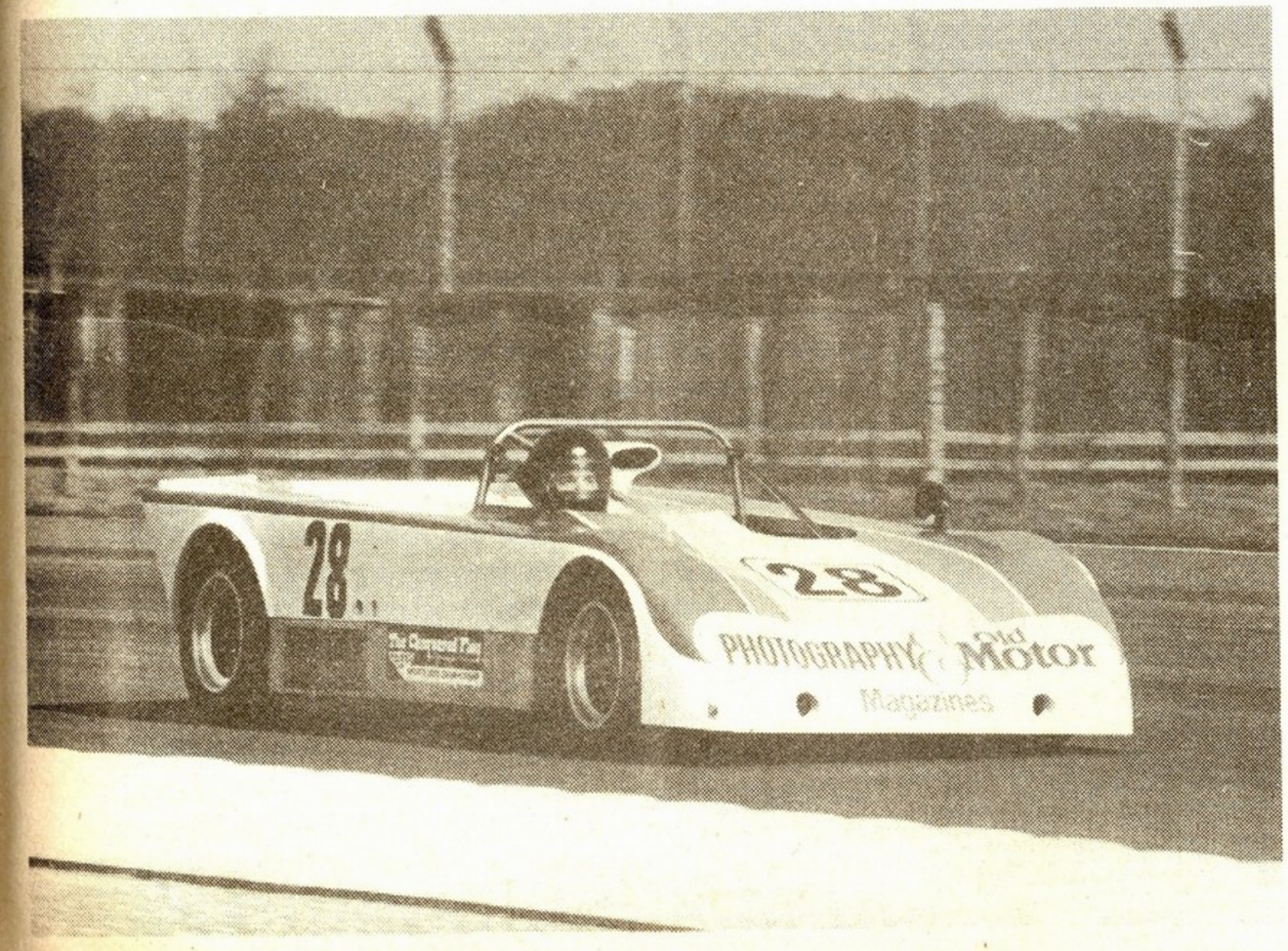

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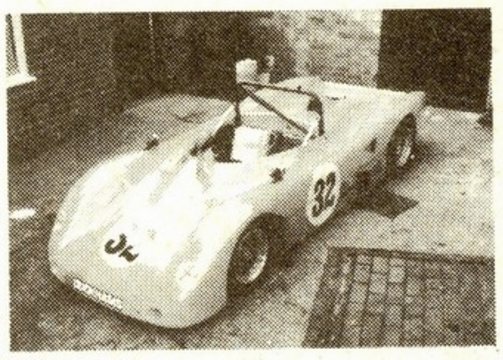

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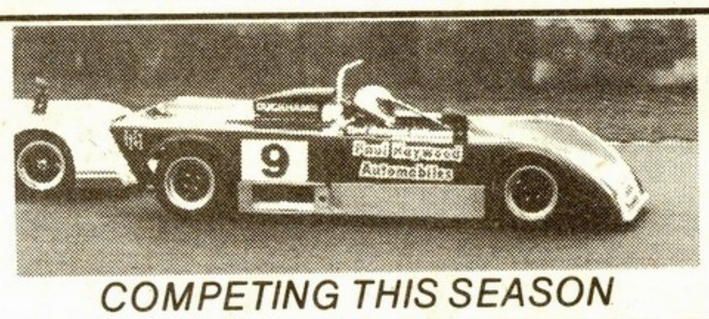

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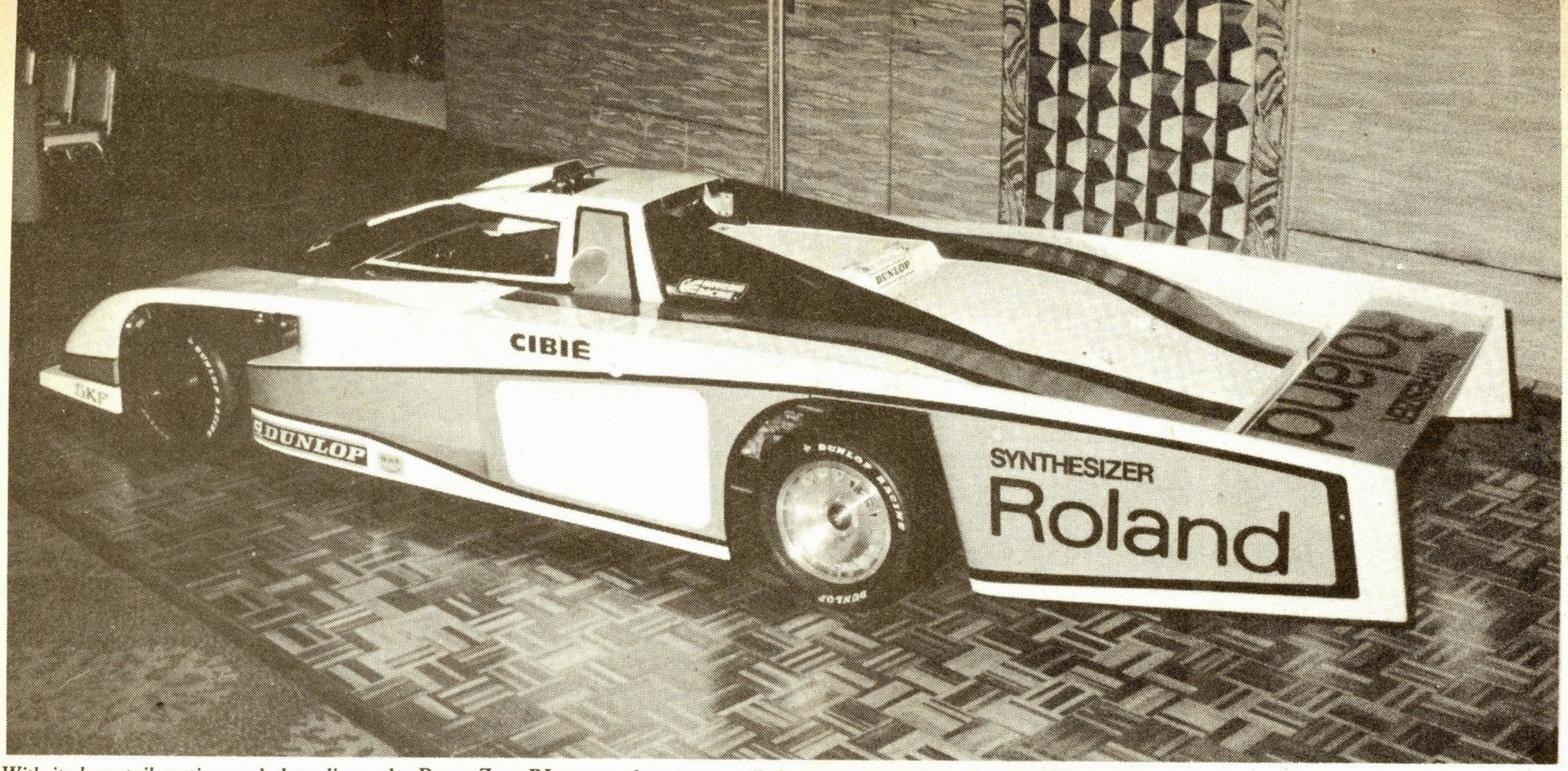


With its long tail section and clean lines, the Dome Zero RL seems almost to recall the great days of the Porsche 917.

Countdown to Zero

Outright victory at Le Mans, no less, is the aim of the new Japanese Dome project described by KUNIHIKO AKAI and MARK HUGHES.

A name new to most European enthusiasts, that of the Japanese Dome company, will appear at Les Vingt-Quatre Heures du Mans this year. Conceived and built in Japan, the Dome Zero RL (the suffix stands for 'Racing Le Mans') is planned to establish the company as a production sports car manufacturer. Winning Le Mans overall is optimistically their aim, but it is clear that the Japanese, and the personnel masterminding the European side of the operation, have no illusions about the immensity of the task they have set themselves. While displaying a thorough and well-planned approach, Dome remain aware that even for the state-owned giant of the French motor industry, the Regie Renault, success at Le Mans was the culmination of several years of intense research and investment.

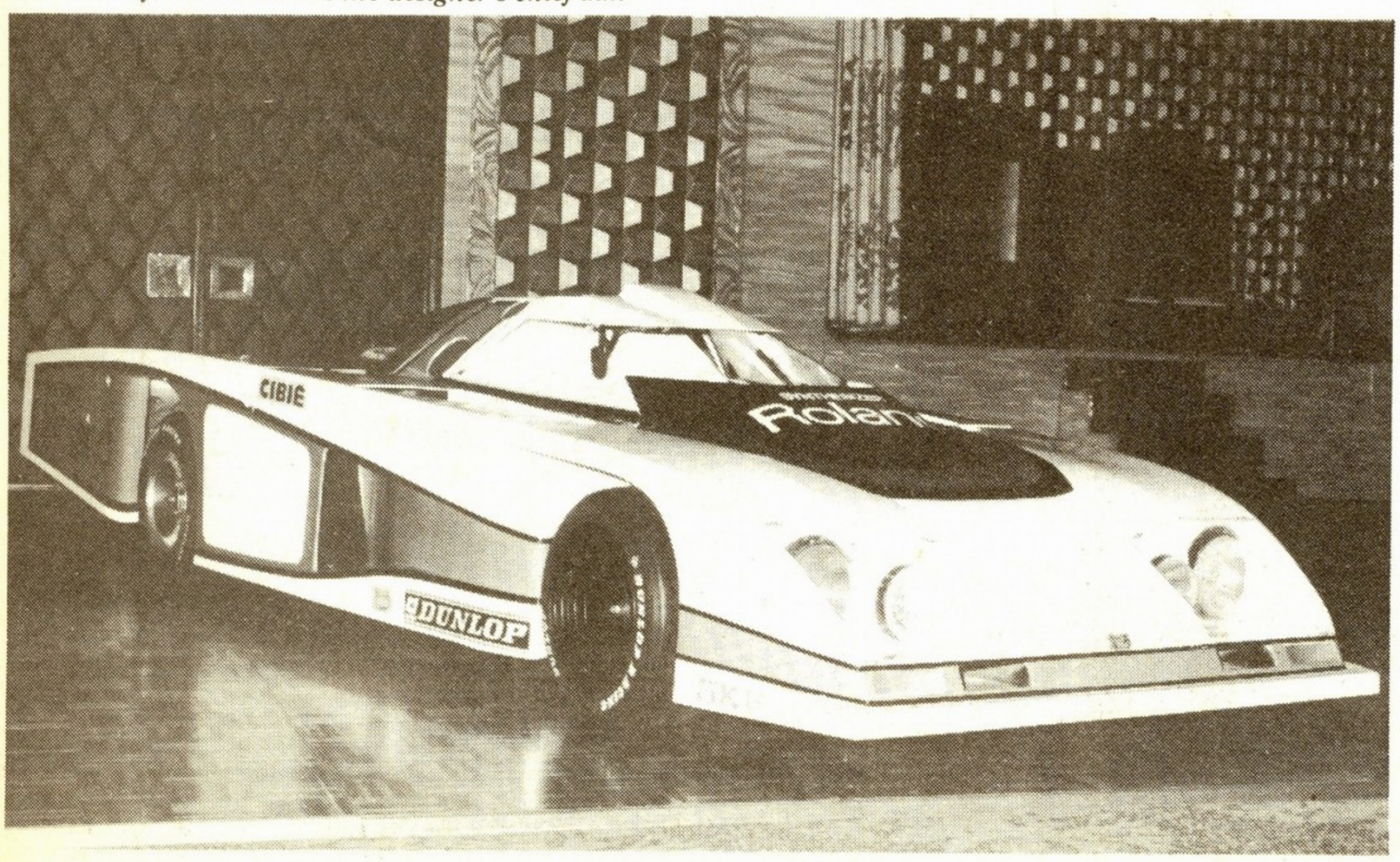
Dome was a new name to most of us when the first road-going prototype was released at the 1978 Geneva Show, where this specialist Japanese styling studio *cum* 'think tank' displayed the strikingly angular and exotic Zero, a design more reminiscent of Pininfarina or Bertone than the conservative style of the Japanese. Since then, the Zero RL Group 6 racing car has evolved apace, while still only two examples of the road car have been built. Ten will be constructed this year, and full-scale production should begin in 1980. Meanwhile, the priority is the Le Mans challenger.

Originally conceived as an entry in the Grand Touring Prototype class, the Dome G6 car was unveiled at Tokyo's Hilton Hotel last month, carrying sponsorship from Roland, a manufacturer of hi-fi equipment and electric musical instruments, and painted predominently orange and white. Finance for the project has also come from a Japanese toy manufacturer which plans to market a small high-quality metal model of the Zero RL to follow on from the success of its model of the Zero prototype last year. The royalties from this are helping to fund Dome's racing programme, but the Roland backing remains the chief source of revenue for the project.

The design team is headed by Masao Ono, who recently joined Dome from Kojima Engineering (the company which, it will be remembered, built a very promising Formula 1 car three years ago). Dome's modern factory stands in Kyoto, where the project got under way last October.

Ono's team of eight draughtsmen, including a stress engineer, completed the first car in six months, shortly before the press launch in Japan. Masao Ono explains the task he faced: "It was hard work for me to design this Dome Zero RL long-distance racing car. I have experience of designing single-seaters, for example the Maki F1 car, and the Kojima F1 and F2 cars, but endurance racing needs a completely different approach. An endurance racing car needs stronger parts than a formula car, and more simple parts too. I asked Len Bailey to help and provide advice, and eventually I finished the design after two failures." Len Bailey has played a consultancy role, and his experience with the Gulf Mirage has proved invaluable.

A minimal frontal area was the designer's chief aim.



Small frontal area

The immediate impression of the finished car is of the body's long and low lines. Ono: "The main theme in designing this car is to minimise the front surface area, because top speed is very important on a long straight like Mulsanne. I asked Nippon-Dunlop to supply us special size tyres for 13ins rims to allow a very smooth and low body shape." The front surface area is only 1.36sq.m, very small in comparison with other Le Mans cars. Paired Cibié headlights are faired in, with small ducts for front brake cooling beneath the inner pair of lights. Cooling air for the water radiators, mounted on the flanks of the monocoque, is drawn in through ducts on the body sides, while a further pair of intakes channel air to the rear brakes and oil cooler. The detail shape was moulded after wind tunnel tests showed the need for a very long tail section with an integral wing, to generate sufficient downforce without sacrificing straight line speed, and large vertical endplates, to increase stability at high speed. Clearly, Dome have closely examined the Renault Alpine A443 (the Japanese car has a similar roof-section and rear-view mirror), the Porsche 936 and the de Cadenet, and realised that the key to making the best use of the

available power is a minimal frontal area. Ono expects the Zero to be capable of 220mph down the Mulsanne Straight next June.

Dome will use Cosworth power, because, as Ono says: "It is the most reliable engine in the world at the moment." The Mirage and de Cadenet teams have proved that a Cosworth motor is strong enough to last 24 hours and survive the ravaging effects of the 3.7-mile straight, but any shortcomings in the Dome project may hinge around the engines, which are 1976 DFVs with very little mileage. However, since John Nicholson is responsible for the preparation, Dome have clearly cut no corners.

It is planned to run two cars, of different specifications: the major effort will be behind the quicker, 450bhp machine, which should be capable of matching the pace of the leading Porsches, while the second car will be powered by a detuned 415bhp Cosworth motor. The gearbox, a five-speed Hewland TL2-200, is also conventional.

Front suspension is conventional double wishbone type, and a single top link with parallel lower links suspends the rear. The standard of materials and bolt specifications reflect the need for dependability, and there are many examples of design simplicity. Special 13ins Dymag wheels have been cast to accommodate the small Dunlop rear covers and the heavy-duty outboard rear brakes, which carry the same Girling calipers that Renault have found so effective and easily accessible (for rapid pitstops).

Two long-distance experts lead the driving strength, the faster car being entrusted to 1978 Spa 24 Hours winner Gordon Spice and former de Cadenet stalwart Chris Craft. No pairing has been finalised for the second car, but Keke Rosberg and Kiwi David McMillan may possibly be the drivers.

Although so far all development work has been carried out in Japan, Dome have assembled an expert team to co-ordinate the Le Mans effort from their Slough base. Twenty-eight people are involved in the project, and for the European operations most of the staff are English: Keith Greene has been lured away from the de Cadenet team to act as team manager. Only six Japanese, including a chassis mechanic and an engine mechanic, will join the team for Le Mans.

Extensive testing

A press release from Japan outlines the comprehensive test programme starting this week at the Fuji circuit. David McMillan, latterly known for his performances with a Ralt in the New Zealand Formula Pacific series, is expected to do some of the initial testing before Chris Craft goes to Japan. The Zero RL will arrive in Britain in the first week of May, when a second car being built at Slough should be nearing completion.

If all goes well, British fans can look forward to a Le Mans *hors d'oeuvre* at the Silverstone 6 Hours, which should see the Dome matched against the new de Cadenet. The programme includes some endurance testing at Fuji (very necessary, as Renault found), high-speed testing at a 4-mile banked oval in Japan, and possibly some runs on the 4-mile runway at Fairford.

The President of the Dome Company, Minoru Hayashi (who runs a parent company manufacturing Formula Japan racing cars, a Japanese equivalent of Formula Ford) closed the press conference a few weeks ago with the following remarks: "We are very pleased to run two Zero RLs for this year's French classic. This year, there will be no Renaults . . . we have a strong opportunity to win the event. We have very experienced drivers, and we shall let one car run very fast, and the other one at a steady and constant pace. I believe our drivers can achieve our purpose."

More to the point, the team based in Britain, under Keith Greene's management, is also optimistic. The recently announced news that two works Porsche 936s are entered at Le Mans has not, of course, pleased the team (nor Alain de Cadenet!), but they are confident that Dome have done their groundwork well, in the knowledge that success may take several years to achieve.

Dome can do no worse than the miserable failure of the rotary-engined Sigma, which failed even to arrive in 1977. Now, the Japanese have a car to cheer on in this 'Flench crassic'.

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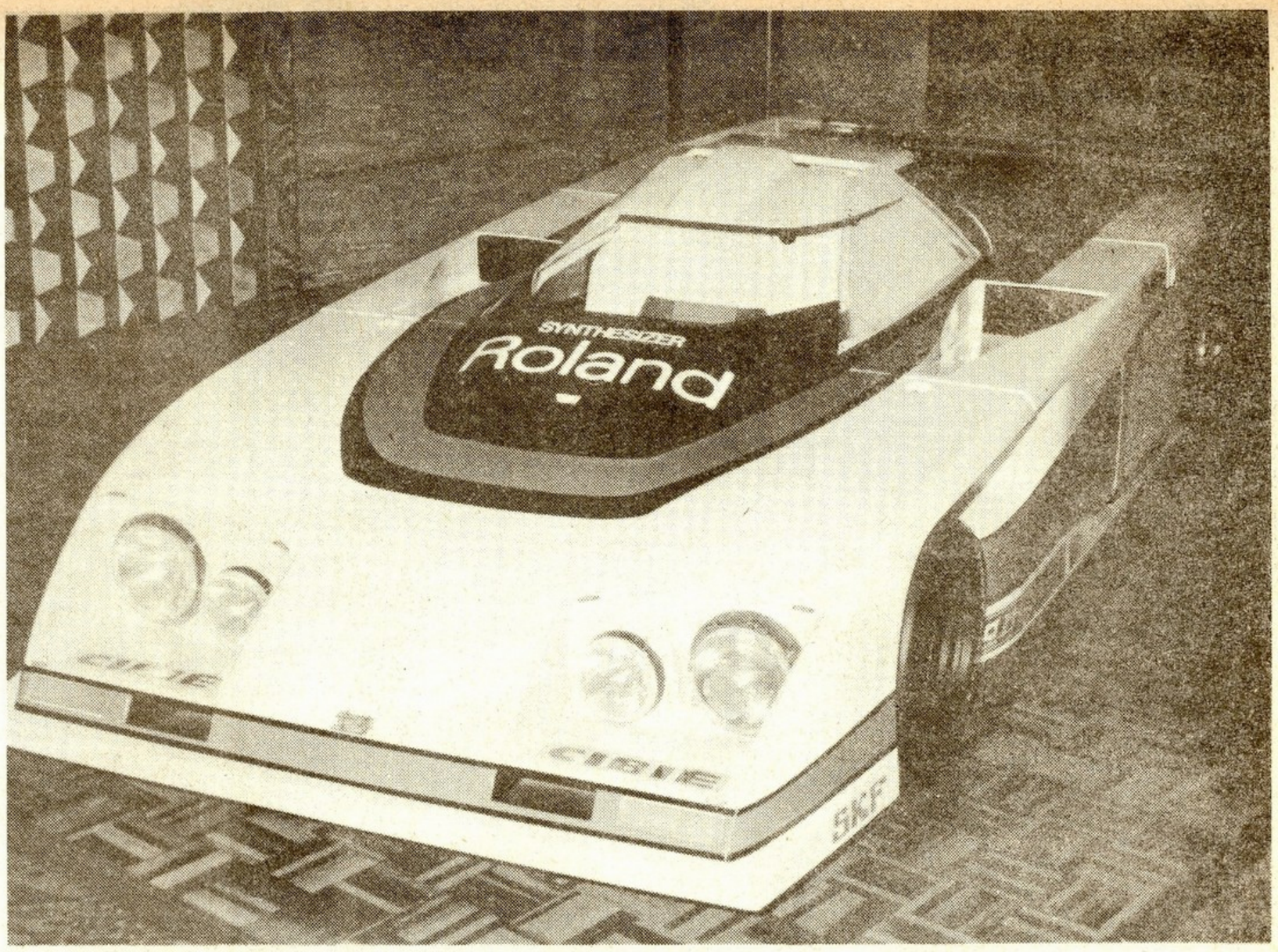
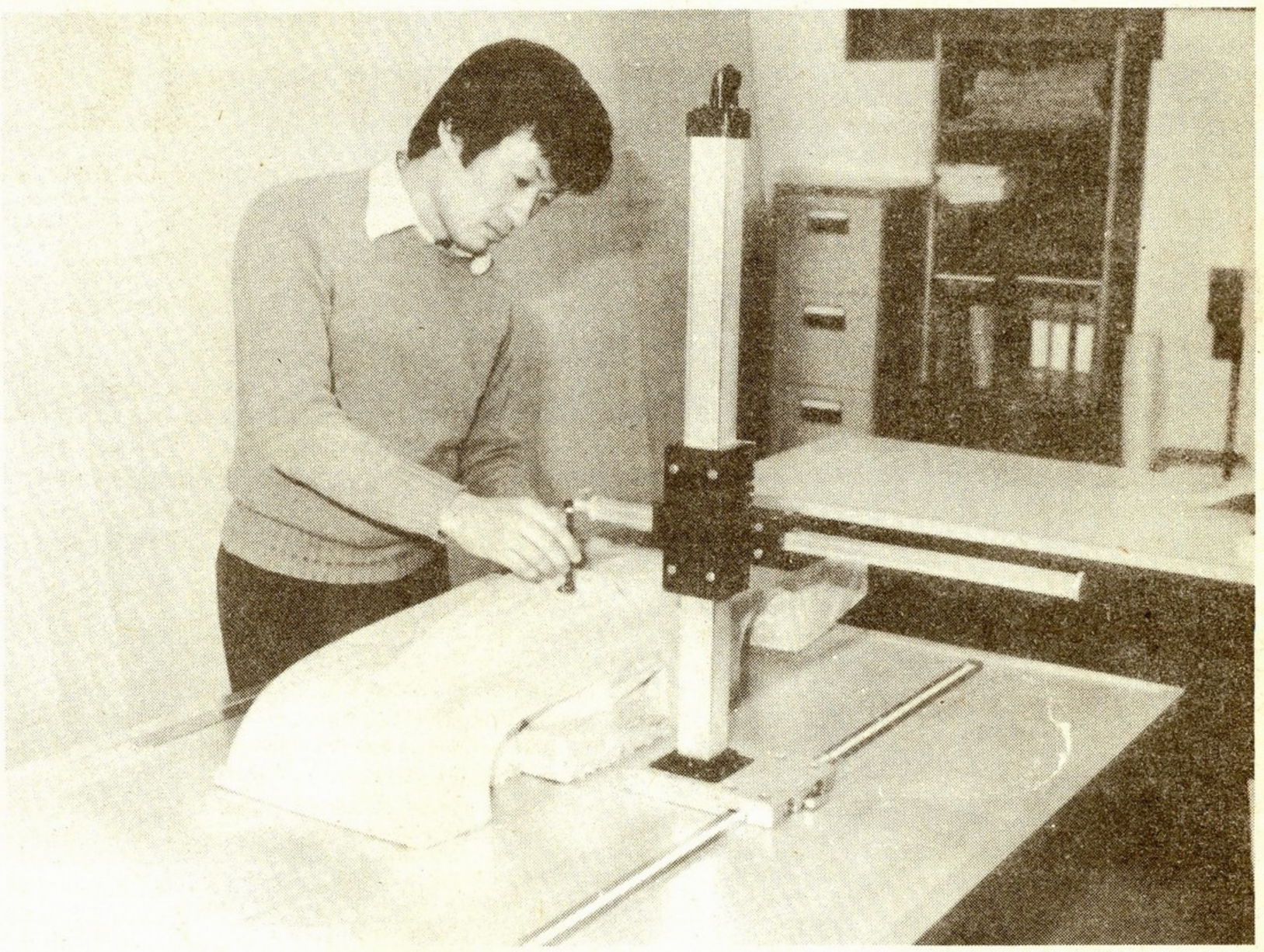
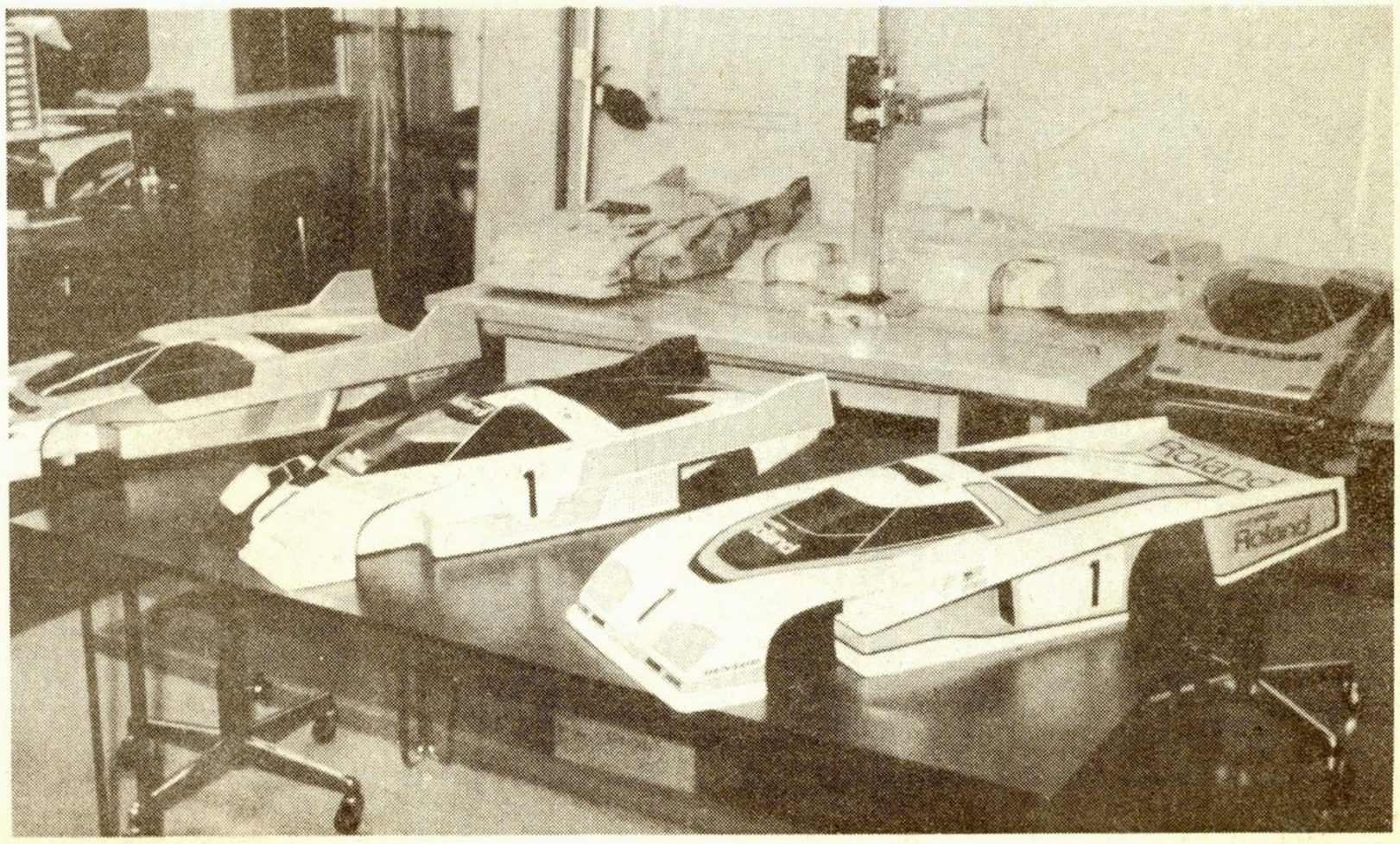
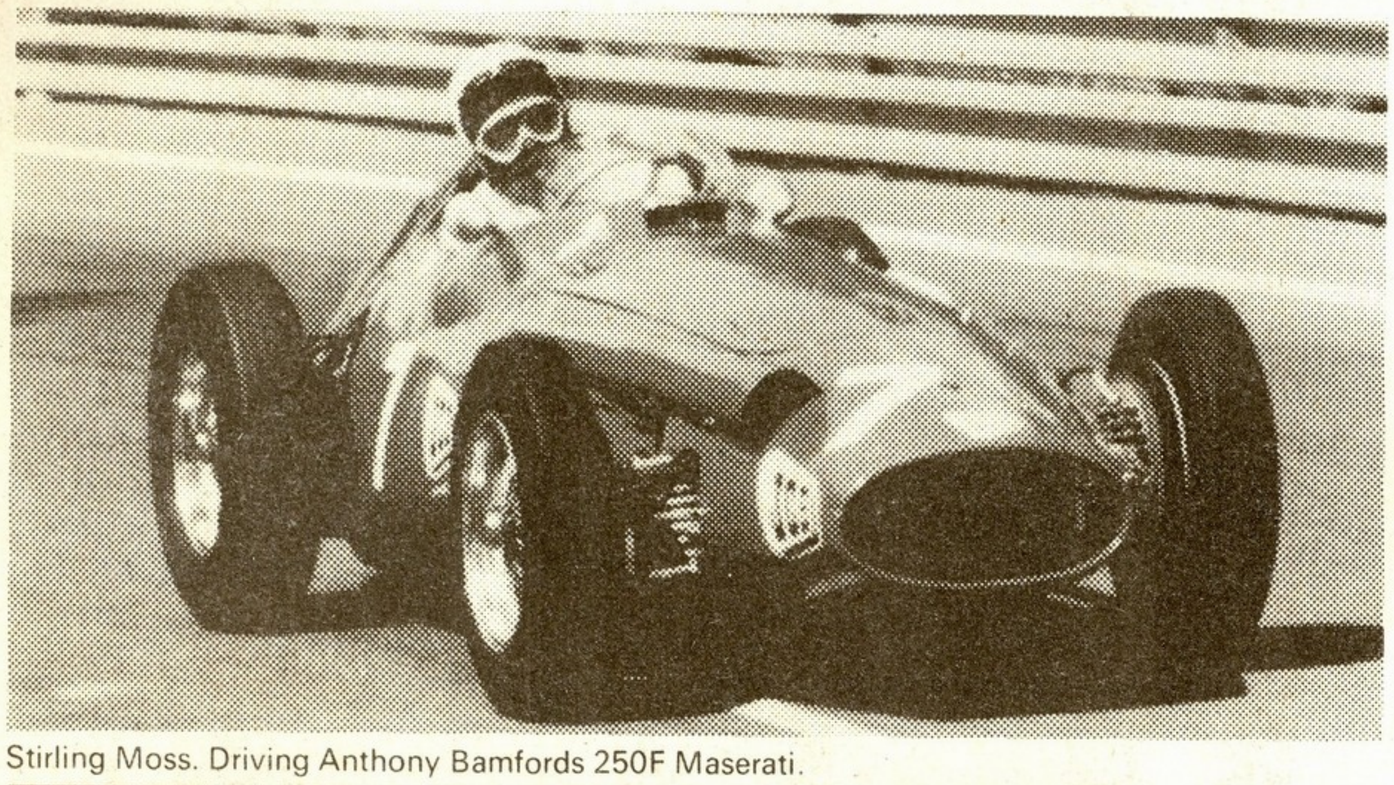


Top: The Dome has a streamlined roof section housing the rear view mirror, à la Renault. Below: Masao Ono, mainly known for the Kojima F1 car, leads the design team. Bottom: Ono drew several preliminary designs for the Le Mans car, the final body shape being based upon the clay model on the right.

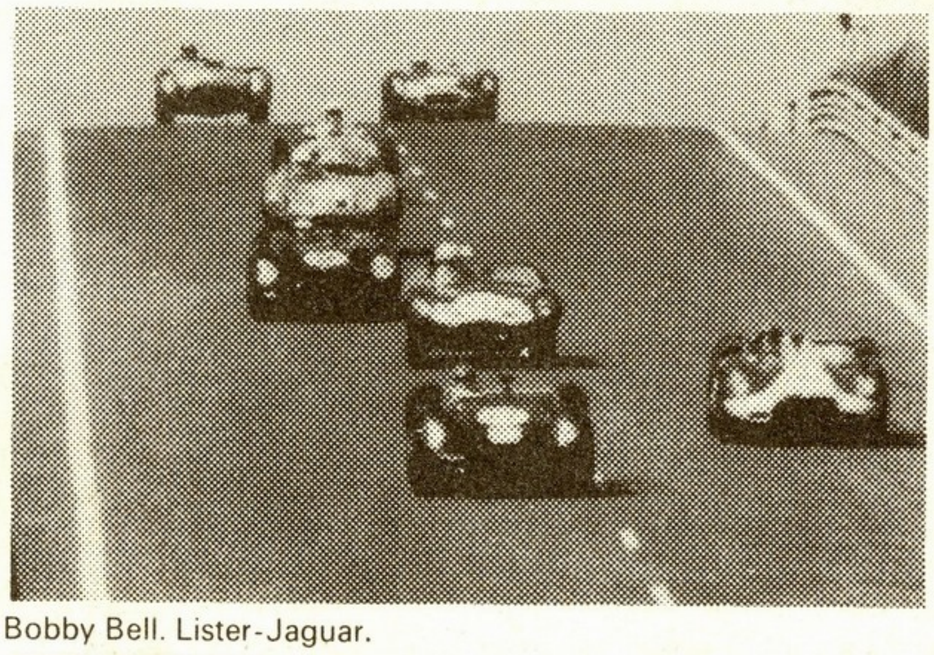




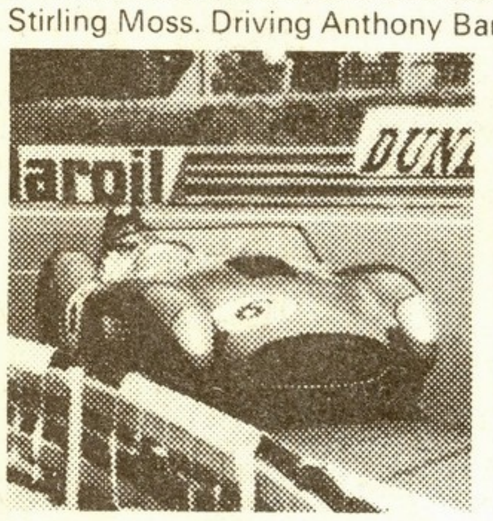
Lloyds & Scottish 1979 Historic Car Championship



Stirling Moss. Driving Anthony Bamfords 250F Maserati.

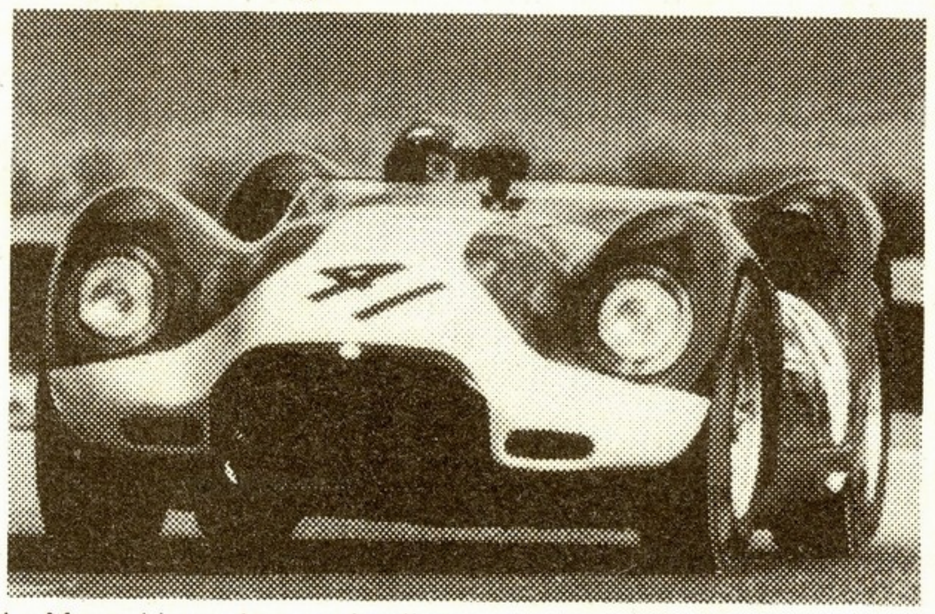


Bobby Bell. Lister-Jaguar.



Richard Bond. Ferrari Testa Rossa.

Willie Green. Anthony Bamfords 'D' type Jaguar.



Le Mans. Lister-Jaguars leading.

Ferrari leads Lister-Jaguars.

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edited by Marcus Pye

Hill's 'Taylor's 24' Czech mate?

"Mr Super Saloon" is back! Mich Hill, perhaps the strongest supporter of hybrid saloon racing over the years, has come up with the ultimate in Skodas — and there are now a dozen of them on the circuits. Hill and mechanic Charlie Harris have taken three months to construct the machine, the hairiest 'superloon' yet seen, around their own chassis and Lola T330 F5000 suspension. Around 600bhp is the estimated power output from the mighty 7-litre Surtees-Chevrolet engine, formerly installed in Hill's ill-fated Jaguar XJ8. The new Skoda has similar bulbous lines to the original much admired Chevy-powered car of John Turner and has fully detachable front and rear body sections. Turned out in a fabulous metallic silver livery, the Skoda is sponsored by Taylor's 24 the popular soft drink made in Long Eaton, close to Hill's Draycott home. Multi-coloured stripes in deference to Taylor's corporate image colours set off the lines of the car superbly. An interesting feature of the Taylor's 24 beverage is that it comes in handy bio-degradable bottles, ideal for race meetings and all outdoor pursuits. Mick will compete under the Taylor's 24 banner in all rounds of the Donington GT championship as well as the Rivet Supply series.

Scorpion open days: Cleps Unipart favourite

The Scorpion Racing Drivers School are organising two of their popular Single Seater Open Days within the next month. The first is at Thruxton on April 18 and the second at Donimgton Park on May 1. At a cost of £27 per day, pupils will drive five laps of the circuit in either their own road car or a Scorpion saloon with an instructor, followed by a further five laps in a Formula Ford with a rev limit at 4000rpm.

The best pupil on each day will have the chance to win a free course at the school (worth over £300) and this, in turn, may lead to an opportunity to go on and win the recently announced Unipart Racing Scholarship, the prize a whole season of Formula Ford in 1980 in the Dunlop Star of Tomorrow series. Scorpion proprietor Mike Eastick informs us that the leading contender for the Unipart Scholarship at the moment, after two complete courses have been undertaken, is Londoner Sam Cleps, who you may recall racing Aston Martins amd hillclimbing Porsches.

Reynard's Euro team

Reynard Racing Cars will be sending official works entries to all rounds of the FF2000 Euroseries, the championship organised by Daniel Partel of the German Formula Ford Fahrervereinigung. A separate racing team will be formed, Adrian Reynard himself driving the lead car for the series while occasional drives in the second machine will be taken by David Leslie (Dukes Pallets), Mike O'Brien (National Girobank), Tiff Needell, Rick Gorne (Barratt/Emiliani), Hugh Kerr and Thomas Bertschinger. The team took delivery of its new four-car articulated transporter earlier this week — this will make an imposing sight in the paddocks of Europe in its National Giro livery.

Palmer overcomes problems

Promising Formula Ford driver Jonathan Palmer drove well after a first lap spin at Donington last Sunday to finish just outside the top six in the RAC qualifier. After a troubled practice in which the car was found to be handling very strangely, Jonathan strapped an extra battery to the front of his JSM Joinery/Scorpion Racing School Van Diemen RF79, hoping that the altered weight distribution would improve matters.

His temperament was then further stretched when the organisers refused to place him on the fourth row of the grid due to an error on the time sheets. Having made a good start, Palmer tried to go round the outside of a couple of cars at Redgate — "I had to take the gamble didn't I?" — and failed. The resultant spin left him at the back of the field, although a good drive thereafter saw him elevated to seventh place and four useful championship points.

Briefly . . .

● Chris Taylor from Worcester Park is continuing in Formula Vee this season but will drive the Grist 79V chassis in place of his old Wolverene CTG. Look out, too, for Mike McDermott who has replaced his Project 73A with an Austro and newcomer Dillwyn Budd from Arundel who has the ex-Steve Marks Express now that Marks has acquired a Celi.

● Andy Ackerley, "the funny man of motor racing" is entered at Snetterton in a brand new Lola-Abbott T540 entered by The Concord Warranty. Concord Lubricants are a new name in Britain but backed the Tunbridge Wells driver towards the end of last season thanks to the enthusiasm of Peter Fairweather who is also lending support to Divina Galica's F2 plans.

● Duncan Gray (above) who used to race an FF1600 Van Diemen, is moving into the Hitachi Formula Atlantic series with a new March 79C.

● Bob Vicker, a name well known at Thruxton some seasons back when he drove the Wheelers Transport Hawke DL12, is back on the racing scene with a Titan-engined CTG FF2000 chassis. He is entered in the *Libre* event at Castle Combe as are Willie Pascoe in the strange *March-bodied* Crossle-Triumph (entered by Hicks of Truro) and Stonehouse fish-and-chippie Terry Mills who now has a Royale RP11.

● Entered at Snetterton on Sunday is Gerry Furner, brother of Kim, in one of the Harlequin Racing Van Diemen-Scholar's which the Furners are running on a racehire basis this year. Irishman David Griffin pilots the other car.

● Rushen Green Racing have a pair of cars entered for the first round of the Dunlop Star of Tomorrow championship at Brands Hatch on Saturday. On the driving staff of Dennis Rushen and Robin Green's *equipe* are former F3 mechanic to Chico Serra, Keith Wiggins, and Christopher Astley-Sparke.

● Apologies to Charlie Kirby who was in fact responsible for the new 'A' class clubmans record at Thruxton last weekend and not Chris Hill as was published. Charlie now has two wins from three starts this season in the immaculate Penfold Motors/Galbraith Precision Engineers/Station Garage Eltham Mallock U2 Mk20. He currently leads the MCD championship and lies second in the Tricentrol series.

● Now entered by The Superhood Organisation Limited, Geoffrey Hoodless returns to the circuits with his Image FF2B which he has entered at Thruxton this weekend. Hoodless, from Woking, was well known at the Hampshire circuit a few season back, first with an ancient Lotus and subsequently the Image.

At Prescott last Sunday, Moreton-in-Marsh BMW dealer Gerry Tyack debuted his newly-acquired G5 BMW 320i, still in the colours of the EBG Freizeit Team. Tyack will run the Tom Walkinshaw-prepared machine under the Curfew Garages banner as usual.

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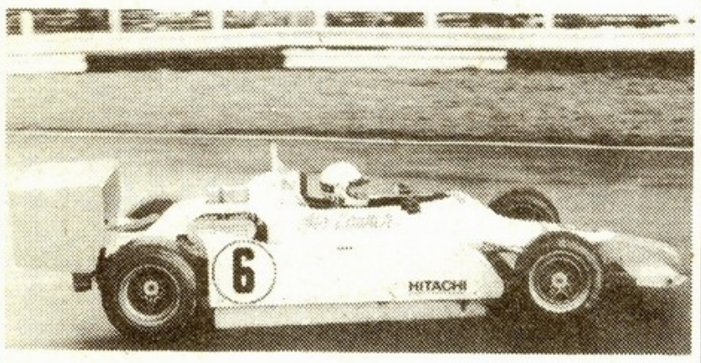

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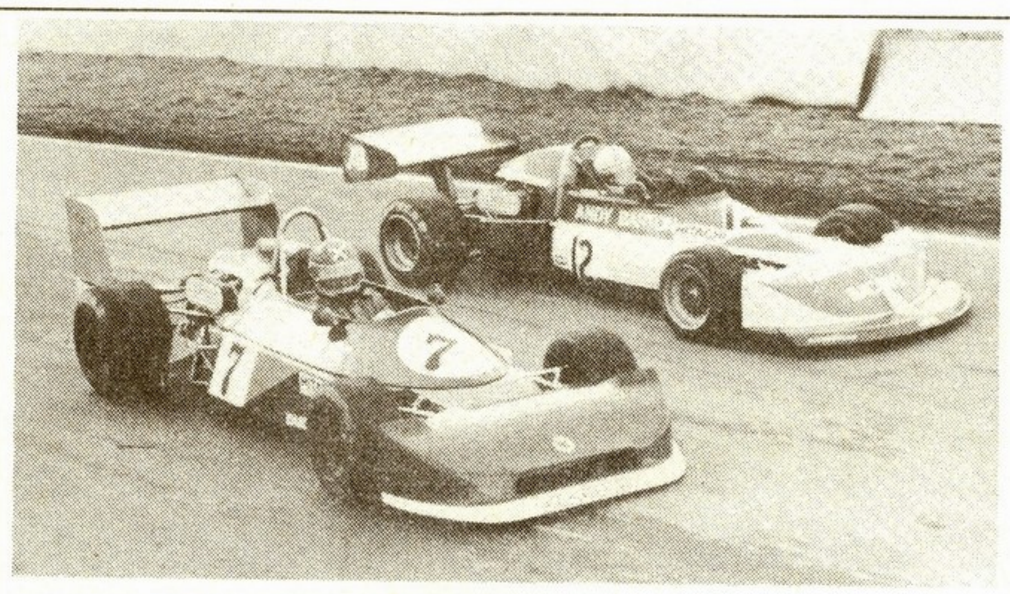

FORTHCOMING ROUNDS

Brands Hatch	April 15/16
Brands Hatch	28/29
Castle Coombe	May 7
Mallory Park	28
Silverstone	June 17
Brands Hatch	24
Snetterton	July 8
Mallory Park	28/29
Brands Hatch	August 26/27
Oulton Park	September 8
Silverstone	15/16
Brands Hatch	October 14

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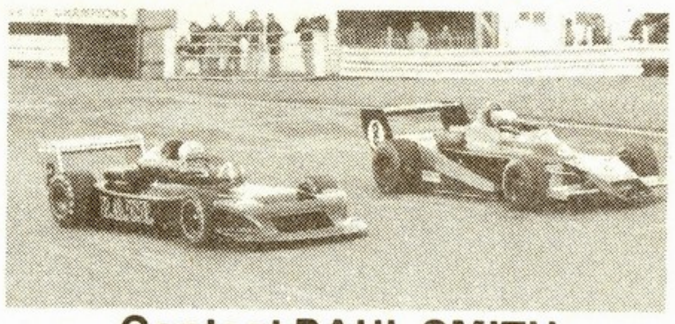

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FF sponsor Marchant wins low cost race

TEAC made their first motor racing visit of the season to Lydden on Sunday with a varied programme of eight races, with full entries in the main, carried off smoothly despite one or two fairly nasty shunts which could well have delayed matters.

The meeting opened with the second round of the increasingly competitive Marchant & Cox Formula Ford Trophy. On a dry track Wil Arif (Douglas Print Crosslé 35F) took an immediate lead from pole, chased by David Stuart (Queensway Autos Van Diemen RF77). Seventeen-year-old Glenn Bosch (McGregor FF1), who had been alongside Wil on the front row, held third place for one lap before being demoted by Trevor Stiles (Crosslé 32F) at the hairpin. On the next tour Bosch went straight on at the same bend and ended his race in the sleepers. By now Arif had a comfortable lead and Stuart, with a deflating tyre, was coming under strong pressure from Stiles. But it was not until lap 11 that Stiles slipped through into second place, exiting Devil's Elbow. Tony Howard (Flint Engineers Crosslé 32F) and Peter Orlando (Van Diemen RF79) scrapped in fine style throughout finishing neck and neck, while a great drive from Alan Revell (Royale RP24) after a second lap spin at Devil's put him into sixth.

An unfortunate non-starter in the TEAC Mini 1000 Championship was poleman Terry Attoe who had practised fully 3secs up on the next man, a broken flywheel being the problem. This reduced the field to six and the very smart Wallace Windscreens/Ace Race Mini of Charles Hill made a demon start from row two ahead of Keith Clipsham. The latter stayed with Hill for four laps before gradually dropping back. Paul Forster toured round in a lonely third spot, with Peter Moore fourth, one lap down, completing the finishers.

In the Special Saloon/Modified Sports Car race Brian Davis (1.3 Hillman Imp-BDA) and Allan Brooker (1.3 BL Cooper S) held Ed Punt's 2-litre Ford Escort at bay for one lap before the Cosworth power told. While Davis struggled to hold on to second place, Booker fell back with a worsening misfire, and John Schneider's rapid 1-litre Imp, having started on the back of the grid with no first gear, made incredible progress. On lap 9 Schneider calmly drove round the outside of Davis at the hairpin for a well deserved second overall and class win. Unfortunately an unhappy Davis later protested, and Schneider was demoted in the results. Meanwhile, in the modsports category, an excellent race-long dice went, by a shadow, to Barry Smith (1.5 Turner Mk2) from Graham Smith's Dynas Northern Paper 1.3 MG Midget and Andrew Shilstone's Sussex Cars 1.5 MG Midget.

An unusually poor Monoposto entry meant that their grid was filled with eight Formula Fords. Julian Pratt (JPS 111) held a useful lead over Terry Mills (Royale RP11A) until lap 10, when Mills closed right up only to spin at Chessons. Arif, having earlier dropped the FF formation of Stiles, Howard, Stuart, and Revell, had been chasing Mills hard and was lucky to avoid the revolving Royale. Mills recovered sufficient composure to tour into eighth while the only other Monoposto to survive 12 laps was the misfiring Royale RP14A of Lew Wright a lap down.

The 1000cc Special Saloons were a real treat. Schneider, still without the all-important first gear but now on pole could only watch as fellow Imp men John Dewing and Peter Davey outdragged him from the line. At the end of lap 1 Schneider found himself in fourth behind Bev Comber (1.0 Mini) which spun at Pits a lap later. By lap 3 Schneider had split Dewing and Davey but was now having great difficulty engaging gears. All round the circuit fortunes changed, as first Schneider led, then Dewing, then Schneider again. Davey was by no means out of it and he nipped through to lead on lap 9. But entering Chessons, Schneider and Davey tangled, Davey retiring on the spot with a broken wheel and Schneider, with broken suspension, struggled to the pits. So, early leader Dewing took the flag ahead of Comber, who was a respectable distance ahead of Steve Holland's class winning 850cc Imp.

Nick Taylor held pole for the Carlton and Bullen Low Cost Formula Ford Trophy race with his 1973 Jomic Mk2A over Lydden regular Len Marchant with his 1972 Brabham BT21/28. Taylor made the best start from a determined Marchant and these two remained locked in combat, pulling away from Jim McDougall (Hawke DL2A) Edward Hawkins (Elden 10C) and Malcolm Delicate (Elden 10C). On lap 9, Delicate got out of shape at Pits and the police sergeant rammed the startline banking hard, fortunately without injury but much to the detriment of the Elden. Entering Devil's for the last time Marchant got the line just right and squeezed past Taylor. Taylor attempted to outbrake Marchant on the outside at Pits but he too, went off in a big way, leaving Marchant to record his first ever win.

Roy Finlay (Seyno Systems) quickly established himself in the lead of the TEAC Mini Seven Championship race and although a mostly sideways Bob Paige (Elson Engineering) chased hard throughout, the result was never in any doubt. Behind these two, unusually distant in MiniSeven terms, a tremendous five car dice was led initially by Mike Rudd's ex-Graham Wenham car but after much place changing John Lambe fought up to third, with Bob Bradley fourth, then Rudd, Terry Hudson and Mick Collard, this quintet covered by a mere 2secs.

The *Libre* race suffered from non starters, namely Lorina Boughton's Sark and John Homewood's Tiga SC79 which were not ready and Ernie Farncombe's exciting BDA-engined Tiga SC77 which was damaged after a practise shunt. As it happened only seven cars made the grid and Syd Fox (TON SF74) was never troubled from flag to flag, despite still having his left wrist plastered. Allen Revell's Freight Clearance/Invicta International Airlines Royale RP24 made the best start and held the lead briefly before Fox took over, and then Terry Mills (Royale RP11A) held second until coasting to retirement at five laps. An unusually subdued Melvyn Coon with his 1968 Dino Four thus took second, but was pushed all the way by an inspired Revell, while Tim Garland (Van Diemen RF77) completed the list of finishers a lap down.

PAUL HARMER

Classwinner Barry Smith leads John Schneider and Graham Smith in the mixed modsports and special saloon race.

results

TEAC Mini 1000 Championship Race (12 laps): 1, Charles Hill, 10m 43.5s, 67.13mph; 2, Keith Clipsham, 10m 48.9s; 3, Paul Forster, 11m 19.3s; 4, Peter Moore, 9 laps. **Fastest lap:** Clipsham, 52.3s, 68.83mph.

Merchant & Cox Formula Ford Trophy Race (12 laps): 1, Wil Arif (Crosslé-Rowland 35F), 9m 21.8s, 76.90mph; 2, Trevor Stiles (Crosslé-Auriga 32F); 3, David Stuart (Van Diemen-Scholar RF77); 4, Tony Howard (Crosslé-Rowland 32F) 5, Peter Orlando (Van Diemen-GGS RF79); 6, Allen Revell (Royale-Auriga RP24). **Fastest lap:** Arif, Stiles and Stuart, 46.2s, 77.92mph

Special Saloon and Modified Sports Car Race (10 laps): Overall: 1, Ed Punt (2.0 Ford Escort), 8m 17.3s, 72.39mph; 2, Brian Davis (1.3 Hillman Imp-BDA), 8m 27.9s; 3, John Schneider (1.0 Hillman Imp) 8m 31.0s; 4, Barry Smith (1.5 Turner Mk2) 8m 44.0s. **Special Saloons: over 1300cc:** 1, Punt; No other starters. **Fastest lap:** Punt, 48.1s, 74.84mph. **Up to 1300cc:** 1, Davis, 70.85mph; 2, Schneider; 3, Allan Brooker (1.3 BL Cooper S). **Fastest lap:** Schneider, 47.7s, 75.47mph. **Modified Sports Cars:** 1, Smith, 68.70mph; 2, Graham Smith (1.3 MG Midget); 3, Andrew Shilstone (1.4 MG Midget). **Fastest lap:** Barry Smith and Graham Smith, 50.6s, 71.15mph.

Monoposto Formula Championship and Formula Ford Race (12 laps): 1, Julian Pratt (JPS III), 9m 12.2s, 78.23mph; 2, Wil Arif 9m 22.4s; 3, Trevor Stiles, 9m 27.1s; 4, Tony Howard, 9m 29.8s. **Monoposto:** 1, Pratt; 2, Terry Mills (Royale RP11A); 3, Lew Wright (Royale RP14A). **Fastest lap:** Pratt, 45.1s, 79.82mph. **Formula Ford:** 1, Arif, 76.95mph; 2, Stiles; 3, Howard. **Fastest lap:** Arif, 45.9s, 78.43mph.

Special Saloon Race (Up to 1000cc) 10 laps): Overall: 1, John Dewing (1.0 Hillman Imp), 8m 37.4s, 69.58mph; 2, Bev Comber (1.0 BL Mini), 8m 53.8s; 3, Steve Holland (850 Hillman Imp), 9m 00.0s; 4, Chris Judge (1.0 BL Mini), 9m 20.1s. **851-1000cc:** 1, Dewing; 2, Comber; 3, Judge. **Fastest lap:** John Schneider (1.0 Hillman Imp); 3, John Lambe (850 Mini). **Fastest lap:** Holland, 52.5s, 68.57mph.
Minister 10C); 4, Dave Karaskas (Crosslé-Rowland 20F); 5, Cyril Levy (Titan-Titan 6C); 6, Michael Valentine (Elden-Scholar 10C). **Fastest lap:** Nick Taylor (Jomic-Rowland Mk2A), 47.4s, 75.95mph.

TEAC Mini Seven Championship Race (12 laps): 1, Roy Finlay, 10m 57.8s, 65.67mph; 2, Bob Paige, 11m 03.2s; 3, John Lambe, 11m 31.4s; 4, Robert Bradley, 11m 31.6s; 5, Mike Rudd, 11m 33.1s; 6, Terry Hudson, 11m 33.2s. **Fastest lap:** Finlay, 54.0s, 66.67mph.

TEAC Formule Libre Championship Race (15 laps): 1, Syd Fox (2.0 TON SF78-Minister), 11m 19.2s, 79.51mph; 2, Melvyn Coon (1.6 Dino 4-Ford), 11m 45.1s; 3, Allen Revell (1.6 Royale-Auriga RP24), 11m 45.4s; 4, Tim Garland (1.6 Van Diemen-Minister RF77), 14 laps. **Fastest lap:** Fox, 44.6s, 80.72mph.

Motus man Marches on

Despite the presence of Simon Riley's March 741, the Formula 2 March of local man Ray Rowan took BTD at the second meeting of the year at the Curborough sprint venue when MGCC (Midlands Centre), attracted 90 entries for last Sunday's event. Rowan clocked 34.40s in the wet beating Riley by 0.2sec.

Competition was pretty keen in several classes and in the opening battle, for standard saloons, Mike Ridley's Aston Martin DBS V8 had the edge over Pete Robertson's Chevrolet Camaro by 0.5sec but matters were closer in the up to 1300cc modsports class where James Thacker's Midget was only 0.3sec ahead of Arthur Nash's Turner.

There was a fine scrap to start with in the pre-1939 class where Harry Whitehouse and Peter Crannage were level after the first runs in their MG TB and MG N Type respectively with Peter Woodley's Alvis only 0.1sec behind. Whitehouse took more than 1sec off his time later on, however, and was a comfortable winner. In the up to 1600cc single seater class Richard Lester's March 73B had the edge over Peter Robinson's Brabham BT 30 by 0.3sec.

BTD: Ray Rowan (March 762), 34.4s. **Class winners:** Mike Ridley (Aston Martin DBS V8), 42.4s; Richard Loach (Cooper S), 40.9s; Ron Hand (Stiletto), 38.4s; Nigel Middlehurst (Midget), 43.6s; Mike Brown (Lotus 7), 40.9s; Herbert Shepherd (Jag 4.2), 41.5s; James Thacker (Midget), 41.4s; Richard Barnes (Morgan 4/4), 38.9s; Harry Whitehouse (MG TB), 44.8s; Peter Faux (Mallock U2), 41.0s; Richard Prosser (Mallock U2), 42.2s; Richard Lester (March 73B), 35.4s; Simon Riley (March 741), 34.6s.

Velasco wins top MAC trial

The MAC Cup Sporting Trial last Sunday, a qualifying round for both the RAC Trials Championship and the BTRDA Championship, was won by Mike Velasco's Ibex. The best that double Championship leader Jack Pearce could achieve in the most awful conditions was fourth, but he still holds on to his points lead over Julian Fack who finished fifth on Sunday.

Peter Blankstone and Bob Dayson of MAC have quickly established this event as one of the top trials on the calendar and they were very disappointed to find that, with heavy overnight rain, the ground become a boggy mess with very little grip. This led to the first runs being eliminated from the results and eight new climbs were set out for the afternoon.

The new hills proved much better — one of them so easy that there were any number of cleans, but alas more heavy rain and hail fell to make this outing extremely slippery. Team Rent-a-Hill plodded bravely on, however, and the trial turned out to be a success. Fine performances came from second-place man John Ward (Kincraft) and Lol Hurt (Imp). One of the biggest problems was for competitors to get from one hill to the next — in fact it was in many cases a job for a tractor.

This is the first time MAC have used Dale End Farm and, right up to the event, the course looked good. It rained steadily all through Saturday night and, by the time a few cars had made their first runs, there was virtually no grip left.

1, Mike Velasco/N D Webb (Ibex); 2, John Ward (Kincraft); 3, Lol Hurt/L G Lait (Imp); 4, Jack Pearce/Brenda Pearce (Kincraft); 5, Julian Fack/Meg Marion (Impunity); 6, John Sheldrick/Henrietta Sheldrick (Facksimile).

Alan Richards gave the '78 championsjip-winning cars another win.

Top Ten to Richards

After Britain's recent interpretation of the arctic, it was pleasing to find Oulton Park, where the BARC North-Western Centre hosted the first round of the RAC and BARC Sprint Championships on Saturday not only with a dry track, but bathed in sunshine.

But Fate was to play its 'joker' as, half way through the second timed runs, a horrific-looking, if fortunately uninjuring, accident saw the Hillman Imp of Derrick Bridge somersault off the road at Druids and cartwheel back over the circuit into the Armco. The meeting was held up for half an hour as the wreckage was cleared and Derrick rushed by ambulance to hospital. Happily he was released later having suffered only concussion.

"Oil at Druids" was the telling blackboard sign held up to the drivers waiting in the pit road. If Fate had played its joker, now came the ace. First a few spatters on the windscreen and then, as the green and red lights were again ready for action, the heavens opened and any improvement on first run times became a mere figment of only the most optimistic imagination.

Of the single-seaters expected to be in the Top Ten run-off for the RAC Championship, only two ventured out for second runs. Alan Richards, driving the ex-David Franklin March 722P, took the opportunity to run the circuit in the rain which probably gave him the confidence that set him up for the championship run-off. "I know she will handle well in the wet, after Wiscombe", he said.

Not so happy with the weather was Dave Harris, fastest man in the dry with his McRae GM1, who had recorded 45.97s in the first runs — 1.5sec faster than next man, David Franklin. "This weather means I have 200bhp I just cannot use", he said.

Of the ten called to the run-off in the RAC championship, only eight lined up in the pit straight and, soon it was seven after Tim Moores had an 'off' at Fosters that saw him lucky to escape with a badly dented nose cone. With the rain now torrential, Harris obviously expected Franklin to win, but he reckoned without Alan Richards who, although only fourth fastest in the BARC round, got his act together in the rain to finish 1.3sec quicker than Franklin's immaculately turned out Wendy Wools' March 782. Third was Simon Riley (March 741), 2.5secs adrift of Franklin and fourth was Harris.

The BARC championship had 21 classes and, with no amalgamation, six class wins were walkovers, only one car entering. Six more had only two competitors and, in the small production saloon class, Kevin Buley (Ford Fiesta) finished 0.9sec quicker than the Capri of Dave Lee. Adam H. Wiseberg (MGB), held up a strong challenge from Roger Reynolds (TR7) to win the 2-litre prodsports class and Graham Oates (Lotus Europa) took the corresponding modsports group from Doctor Peter Mallinson in his only slightly modified MGB completely rebuilt after an expensive first lap shunt at Croft last year.

Tim Moores took the 1600cc clubmans class in his Gryphon and Malcolm Hague the 1600 rally cars in his 1293cc Mini. The last of the two-car battles went to Brian Machin (Triumph Dolomite Sprint) in the larger rally car class. Five classes saw three cars apiece and, in the 1500cc modsports section, it was George Swinbourne in the eye-catching 1300 Landar who won. The larger modsports class was convincingly won by Philip Prince (4.7 TVR Tuscan) from the Aston Martin DB4 of Dave Reed.

Ian Townson secured the 1150cc single-seater class with his Terrapin Mk1A, although by only 0.3sec from Alan Barnett's Broadhurst 998. In the 2500cc modsaloons, Colin Spence's Dolomite Sprint took pride of place over J. Foran in his 1328cc Mini by just 0.4sec. The Morgan of D Wright and Tony Bridgen fought for superiority in the 1600cc prodsports class, the honours going to the former by just 0.4sec. Four contenders ran in the larger class where only 2.5secs split the drivers. Bob Linwood's Porsche Carrera finished 0.9sec ahead of Barry Robinson's newly-acquired 2.7-litre Carrera.

The 1-litre modsaloons saw the second largest entry, Ernie Larton's Hillman Imp taking the class win from Ricard Ames's Chrysler Imp. Derrick Bridge recorded third fastest with his first run (the second referred to earlier) and son Tony had fourth fastest time in their shared car.

Paul Williams, with a time of 54.27 in his 1600cc Formula 2 Chevron, was only really challenged by the March 771 of Ken Ayres, which was 2secs slower in the 1600cc single-seater clash. The largest class of the day saw nine cars in the unlimited single-seater class and, on the first runs, Dave Harris (McRae) was 1.5sec quicker than David Franklin's March. The pouring rain made a nonsense of the second run and only two drivers even attempted it.

TONY DELAHUNTY

results

RAC Sprint Championship Top Ten Run-off: 1, Alan Richards (2.0 March 772P), 56.03s; 2, David Franklin (2.0 March 782), 57.34s; 3, Simon Riley (3.0 March 741), 1m 00.03s; 4, Dave Harris (5.0 McRae GM/P), 1m 00.21s; 5, Ted Williams (2.0 March 77/782), 1m 00.29s; 6, Terry Smith (5.0 Brabham BT35), 1m 01.30s; 7, Paul Williams (1.6 Chevron), 1m 11.95s; 8, Tom Moores (1.6 Gryphon), no time. No other starters.

BARC Sprint Championship: Class winners: Kevin Buley (1.6 Ford Fiesta 1m 09.40s; David Gooch (2.0 Ford Escort RS2000), 1m 05.42s; Jack Astley (2.0 Saab 900 Turbo), 1m 06.60s; Ernie Larton (1.0 Hillman Imp), 56.33s; J Casey (1.3 Austin Morris Mini), 57.30s; Colin Spence (2.0 Triumph Dolomite Sprint), 59.00s; Peter Nelson (4.3 Ford Anglia), 1m 12.90s; M Moulder (1.0 Ginetta G15), 1m 26.70s; Deryck Wright (1.6 Morgan 4/4), 1m 05.75s; Adam H Wiseberg (1.8 MGB), 1m 07.93s; Bob Linwood (2.7 Porsche Carrera RS), 59.10s; Graham Swinbourne (1.3 Landar), 57.89s; Graham Oates (1.6 Lotus Europa), 58.61s; Philip Prince (4.7 TVR Tuscan), 58.03s; Tim Moores (1.6 Gryphon) 54.17s; Nick Bridges (1.3 Mallock Mk 18C), 56.07s; David Townson (1.0 Terrapin Mk 1A), 1m 05.73s; Paul Williams (1.6 Chevron), 54.27s; Dave Harris (5.0 McRae GM1), 45.97s; Malcolm Hague (1.3 Austin Morris Mini), 1m 04.60s; Brian Machin (2.0 Triumph Dolomite Sprint), 1m 04.82s.

Lane's Guyson opener

"Anyone who says I enjoy the rain has it all wrong — all I see is pound signs!" The voice was that of Martyn Griffiths, surveying a singularly damp Prescott from the relative security of his transporter just before the second class runs at Sunday's sodden Guyson BARC Hillclimb Championship opener. His sentiment was probably shared by 128 of the 129 other competitors at the Bugatti Owners Club's normally picturesque Cheltenham venue — but the exception, as at Wiscombe the week before, was Roy Lane. Dominating the meeting, he set BTD with a shattering 51.52s, 1.5sec clear of Peter Kaye's brave second place effort in the Pilbeam. Only Peter Kaye came close, his DFV running soft cams which gave him a notably smooth progress through the Esses compared with other conventional machinery. Only 0.15sec behind Lane after the first top 8 run, his effort came to an end against the bank at the second Esses left hander as the rains reached their final zenith — though fortunately damage was confined to nosecone and pride.

But at least the fastest had a point to their third and fourth wins. For the BARC Top Eight runners, there was none, given conditions which had everyone 10secs off the dry pace, and the bogey-time based BARC run-off was accordingly scrubbed, leaving Josh Sadler's Porsche the only points scorer of the day with just 0.17 points to show for it! For the small, hardy crowd of spectators, the day was punctuated by countless incidents, mostly more damaging to the ego than to machinery as competitors struggled to find a traction on a surface composed mostly of mud — improvements may have been made, but the start at Prescott on a wet day still requires the delicate touch of a brain surgeon! Those who stayed were rewarded also by the sight of Lane's long, slim projectile, and by the efforts of Kaye, Martyn Griffiths (Pilbeam MP40) and Chris Cramer (Douglas & Gavin March 79 B) in his pursuit.

The day started well enough, with a whole hour of sunshine greeting the early classes. But the rains which had plagued Saturday's practice sessions returned at noon, to haunt the single seaters most unfairly for the rest of the day. Nevertheless, the showery nature of the weather left plenty of anticipation at the start of the Top 8 runs. Rob Turnbull led away on a damp track with a steady 58.57 in the B&W Motors March 762, to be followed by the only non-single-seater in this hallowed company, the Mk 18 U2 of Martin Bolsover. Showing a certain disrespect for the conditions, Bolsover threw his red machine up to, and around, Ettores — but a continuation of the same style at random spelt disaster as the Mallock understeered none too gracefully into the bank. Although a ressurrection was effected, no second run was taken.

Next up came Shelsley expert Mike MacDowel in the unique Ralt-based Coogar. His 56.13 saw him in the lead — but only for as long as it took a determined Griffiths to get to the line. His Pilbeam snaking violently under braking for Pardon, the determined adman took a firm grip on the proceedings with 53.40, a significant improvement on his fifth placed class time. Faced with this to follow, Malcolm Dungworth's Waring & Gillow Pilbeam-DFV chose the wrong moment to have problems at the start — a failed run the result.

Chris Cramer (the thinking man's hillclimber) was first up of the top three in the apparently ill-handling March 79B with which he is becoming more familiar. Looking uncharacteristically hairy, he yet recorded a strong 54.02 to go fourth. In worsening conditions, could Kaye beat Griffiths? Yes — by 0.5sec gained through a controlled, smooth drive — 52.88 to beat. Then came Lane — the weird March a model of the art through the bottom half of the hill, through Ettores and Pardon and away into the Esses. But, at the last left hander before the Semi-Circle, just too much power had the 2-4-0 out of line in a lurid moment that left the matter in doubt — though only for as long as it took to announce that the time was good enough at 52.73.

On the second runs, Turnbull improved to 56.66 for sixth place before the heavens opened. Next, it was MacDowel's turn to suffer start-line hiccoughs in a slow 64.79 that left him inevitably fifth. Griffiths tried, only to be defeated by the rain, in 54.95, Dungworth put in a complete run at 57.34 for seventh and Cramer, like Griffiths, was 1.5sec down on 55.49. All were incidental to Lane, who waited avidly for Kaye's last effort. And good though it was, it ended in the bank at the end of the Esses to give Lane the points. In the delay caused by the need to move Kaye's car, the rain eased to produce the final irony. Without pressure or need, Roy produced a neat final improvement to 52.66 to set his seal on the proceedings.

There were a lot of other impressive performances too. Miniman Tony Lister got within 1sec of his class bogey, taking a lonely 1500cc Touring Cars win — closer than many more illustrious names. The eight-strong large Touring Car class was convincingly annexed by Simon Purcell, his RS2000 boasting a neat turbocharger installation developed in conjunction with Nick Mann, who shared the drive pending the availability of his further tweaked Morris Minor Turbo. Behind him, John Griffiths's well driven Vitesse took second from Ian Crammond's Davidson Pearce Advertising RS2000.

John Jordan's Imp had 1sec to spare on John Meredith's Marshall and Fraser Mini-Imp amid the small Special Saloon's — and was very nearly the quickest saloon on a day which favoured ▶

*Jim McGaughan's Imp belched smoke on every lap as he tried to outbrake Ricky Gauld for the lead in the small special saloon race at Ingliston on Sunday. Among the winners was new Scot circuits chairman Graham Hamilton, who took the Formula Atlantic class in the*Libre *event.*

PRESCOTT

continued

the engine-over-the-wheels brigade. John Milford made sure he wasn't, though, with a well judged 57.75 that, for the second week in a row, had him just outside the run-off. Guyson series patron Jim Thompson was getting back into the swing of things with the revamped, repainted Chevette, and reported good handling results from a 9ins rearward engine movement, though the sought after gain in traction was hard to find in these conditions, and he was 2.5secs adrift of Milford.

Before the Marque Sports classes came the Ferraris (always a race apart, and handicapped for some peculiar reason on this occasion). Malcolm Carey's Dino 246 was the best of an otherwise rather slow bunch — though even he was 1sec slower than Frank Wall's maniacally driven Type 35 Bugatti (Surely the most entertaining driver of the day!).

Des Richardson (Midget) had made the mistake of reading AUTOSPORT, and turned up at 11.30 prepared for a 12 o'clock start. This was a shame, since his class had just departed on its first timed run! Much friendly pleading later, he departed to an accustomed class win ahead of John Pickford's surprisingly rapid Spitfire. Alan Clennell has put a roof over his head this year, appearing in a quick Elan which showed he has lost none of his single seater fire for second in Class 7. He had to give best, though, to Bill Goodman's 911S Porsche, up 60bhp on last year and producing a healthy 62.19 to prove it.

Modsports wins to Charles Barter (Davrian) and Josh Sadler (Porsche 911) were not entirely unexpected. Even brother Robert was unable to get near Charles's spirited assault on the bogey time — but it was Sadler whose assault succeeded to give him the dubious distinction of being 'Points Scorer of the Day'!

It was Alex Grenfell's Clubman's class without much doubt, but the quickest clubmans car of all was that of Martin Bolsover, whose BDA engined 1600cc example was quicker than the larger class Mallock of Richard Fry and the Murrain-FVC of his nearest competitor, little Joy Rainey.

Peter Voight's Renwick record wasn't in much danger in the 500cc racing car class — though one has the feeling that Moss and his fellow 500cc friends would not approve of the 250cc Kart domination of this class at Prescott. Peter Rivers-Fletcher upheld Cooper-JAP honour in second, but Graeme Paisley's Motus had the 0.5sec lead necessary at the close. When 1979 dries out, we should see some new 1100cc records from Russ Ward's B9-15 Chevron. As at Wiscombe, he had little difficulty winning here, and only just failed to make the cut for the Top 8 run-off. Jerry Shirman's attractive ICI Kerrigrow Harrison KH4 finished second, heading off Colin Pook's hard driven Vixen — third despite attempts at forging a short cut between Ettores and the Esses (missing out Pardon!) on the drivers first run, and despite Andy McBeath's equally novel attempt to widen Pardon on his first run in the same car.

The 1600 racing car class, as in 1978, produced some great competition. Chris Dowson (Unidraw BT35X Brabham) produced a sub-60secs first run time — as did a refreshed David Render (Lola T460). With David Way right behind, a good dice was in prospect. And we got it — from Jim Johnstone! Only seventh on first runs, he produced as aggressive and controlled a second run as could be desired to take them all, leaving Dowson and Render to improve into second and third respectively.

Max Harvey led off the larger racing cars — literally with an off at the Esses to complement his spin between Ettores and Pardon in practice in the Boxer. Godfrey Crompton and Roger Willoughby took their very different Marches to an identical 56.84, but it was with Malcolm Dungworth that the class awards came alive, as he set a cracking 54.22 to qualify for the Top 8. Tony Westwood (in yet another of Crompton's Marches!) appeared soon after, but the Datalinski man is as yet unused to F2 cars, and his driving tended toward the "all right foot" variety in what is a very cammy motor-car. Of the rest, we've already spoken — polished class runs from MacDowel, Cramer & Kaye, flashes of brilliance from Lane, and effort from Griffiths.

IAN CRAMMOND

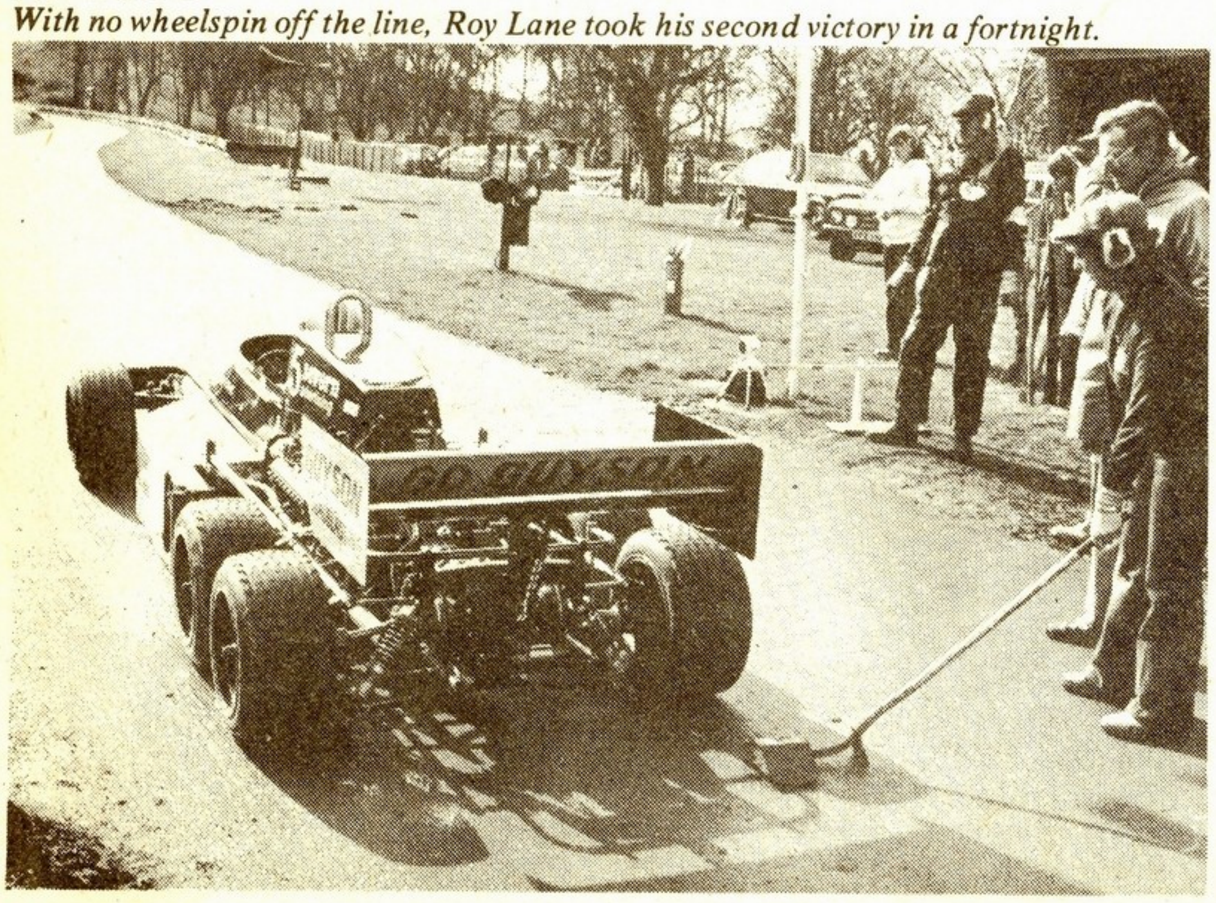
results

BTD: Roy Lane (March 771-240 DFV), 51.52s.

BARC TOP 8: 1, Lane, 52.66s; 2, Peter Kaye (Pilbeam DFV), 52.88s; 3, Martyn Griffiths (Pilbeam MP40 Hart), 53.40s; 4, Chris Cramer, (March 79B Hart), 54.02s; 5, Mike MacDowel (Coogar-DFV), 56.13s; 6, Rob Turnbull (March 762-Hart), 56.66s; 7, Malcolm Dungworth (Pilbeam-DFV), 57.34s; 8, Martin Bolsover (U2 MK18C-BDA), NT.

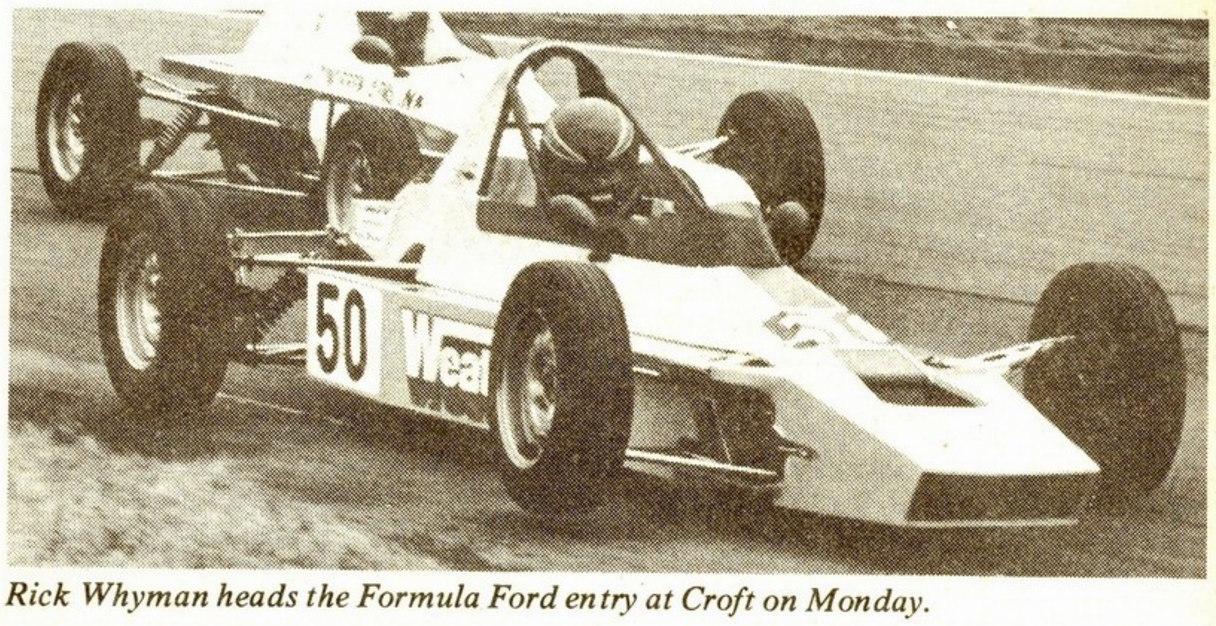
Class Winner: Tony Lusted (Cooper S), 61.79s; Simon Purcell (RS2000 T/C), 62.81s; John Jordan (Imp), 59.40; John Milford (Cooper S), 57.75s; Des Richardson (Midget), 65.53s; Bill Goodman (911S), 62.19s; Brian Field (MGB V8), 63.62; Charles Barter (Davrian), 57.46; Josh Sadler (Porsche 911), 57.10s; Alex Grenfell (Mallock) 59.83s; Stephen Taylor (Lotus 7) 63.56s; Martin Bolsover (Mallock 18c) 55.36s; Richard Fry (Mallock 20B) 57.65; Graeme Paisley (Motus), 61.76s; Russ Ward (Chevron B9/15), 56.18s; Jim Johnstone (Brabham BT30), 56.43s; Lane, 51.52s. **Classic Handicap:** Peter Newman (Riley), 70.78s; Peter Kirby (Lotus 23), 64.25s; **Ferrari Handicap:** Malcolm Carey (Dino) 64.7s; **Bugatti Handicap:** Jack Perkins (Type 35B) 69.9s.

With no wheelspin off the line, Roy Lane took his second victory in a fortnight.



What an Easter!

All the national holiday weekend sport previewed.



Rick Whyman heads the Formula Ford entry at Croft on Monday.

Saturday

AINTREE

Motor racing returns to Aintree (yet again!), and lets hope that things will be less fraught for the cars than the gee-gees two weeks ago! The circuit will host its first meeting, organised by the BRSCC, for two years, having lost its licence because of inadequate crowd protection: equipment from Rufforth has now been installed.

Five races are promised, the feature race being for classic saloons with supporting events for Formula Ford 1600, Modsports, Special Saloons and *Formule Libre*. Over 100 cars are entered for the meeting which begins with practice from 9.30am, and racing from 2.00pm. Adult admission costs £1.00, and accompanying children get in *gratis*.

Sunday

DONINGTON PARK

Donington Park's superb Grand Touring Car championship gets under way on Easter Sunday when Donington Racing Club organise their first event of the year. The list of entries makes very interesting reading, especially the large capacity race which features no fewer than seven super saloon Skoda derivatives — a new record outside Czechoslovakia. Driven by George 'Welly' Potter (7.2 Chevrolet-power), Mick Hill (7.0 Chevy), Jimmy Robertson (3.4 Ford GA), Tony Dickinson (2.0 Hart), Tony Sugden (2.0 Swindon BDX), Derek Walker and Jim Price (2.0 Fords), the Skodas are challenged by Doug Niven's Beetle-Chevrolet, John Kirk's ex-Whiting Escort GA, Rob Mason's Saracen-Stiletto and the 2-litre Escorts of Graham Goode and Alastair Lyall as well as Walter Robertson's DFVW. A trio of Porsche Carreras are entered in the same 15-lapper in addition to Ian Marshall's fabulous Lotus Esprit.

The smaller capacity GT race features Alan Humberstone's 'ground effects' Sunbeam Stiletto, Mini-powered Davrians for Ian Hall and Eric Adams, Davrian-Imps for John Pugsley and Pat Longhurst and 'saloon' Imps for Geoff Farmer and John Schneider. The Esso Historic race features Neil Corner and Robs Lamplough (BRM P25s), Bruce Halford (Lotus 16), Hon Patrick Lindsay and Bill Morris (ERAs), Ray Fielding's Maserati 6C and Hon Amschel Rothschild's Maserati 250F. David Dickson, Keith Money and Tony Barley take on David Leslie, Barrie Maskell and Simon Kirkby in the FF2000 race; Phil Martin-Dyke heads the clubmans runners and two FF1600 starts feature Cameron Binnie, Thierry Tassin, Don Hardman and David Wheeler. Rounds of the AMHEC F4 and Excel F1300 championships and an extra Special Saloon race are also included on a fantastic programme which kicks off at 2pm following morning practice.

SNETTERTON

Townsend Thoresen FF1600s top the bill at the BRSCC (EA) Snetterton meeting on Easter Sunday, two heats being necessary to sort out qualifiers for the 15-lap final. Those likely to show include Jonathan Palmer (JSM Van Diemen), Ashley Ward (Lada Team Elden), Don Macleod and John Davis (Sarks), Dave Rackham (Rushden Green Royale), Thierry Tassin (Van Diemen) and the works Van Diemen of Terry Gray.

Supporting events, four in number, include the MCD Special Saloon Championship round in which Tom Shephard and Bill McGovern star; the MCD Sports 1700 event with Charlie Kirby and Chris Greville-Smith; Austin Morris 1275GTs in the hands of Graham Wenham and John Hopwood should go well, while a CAV prodsports race is also featured.

Racing starts at 2pm with practice from 9.30am.

HAREWOOD

The BARC Yorkshire Centre will be running the second round of the Guyson/BARC Hill Climb Championship at Harewood on April 15. The event follows a major promotional effort last weekend, when drivers displayed their cars at various towns in the area. Triple champion Charles Barter will be hoping for a good day with his Davrian Imp, but out to dethrone him over the year will be, among others, Phil Bennett (F2 Chevron B42), Peter Kaye (Brabham BT35X), Alan Harper (Clubmans U2), David Garnett (Chevron-BMW B19) and Jim Johnstone (Brabham FVA BT30). Look out, too, for Palmer Hewardine's thundering Ford Mustang and Des Richardson's very rapid MG Midget.

A new control building and commentary point should help the day run more smoothly, and spectators now have easy access to the spectacular Orchard corner. First class runs start at 11.00am, and admission is £1.00 (children free, if accompanied).

Monday

SILVERSTONE

Stirling Moss driving the number 7 Maserati 250F! Yes, the maestro is back at Silverstone on Easter Monday, starring in the Lloyds & Scottish Historic

single-seater race where he takes on the BRMs of Neil Corner and Robs Lamplough.

The BMW County Championship enters its third round in four days (Oulton on Friday, Brands on Sunday) and, looking down the entry list, though, there seems to have been some discrepancy in the allocation of 'county' cars to the 12 drivers. For instance Austrian Dieter Quester has become a 'resident' of Norfolk, Surrey-residing Swiss Peter Buxtorf pilots the Berkshire car, Lancashire's machine is driven by Leicester's John Bright and the Suffolk entry is entrusted to David Hobbs who lives in Upper Boddington, Northants! Also appearing are the Earl of Denby (Rollo Fielding), Peter Lovett, Robin Gray, Neil Corner, Brian Evans, Dave Brodie, Nick Whiting and Frank Sytner.

Brian Davis's beautiful Autoquip Imp-BDA and half a dozen varieties on 'theme Skoda' appear in the Rivet Supply special saloon championship round while the smaller saloons take part the Brush Fusegear round. Shell-Sport/Martini FF2000s and Esso FF1600s are also on the bill as are Lloyds & Scottish historic sports cars and Grand Prix Models classic sports cars. A Tricentrol Car Group clubmans race completes the 11-race programme which starts, early for Silverstone, at 9am with first race at 2pm.

LYDDEN

The final of the Lydden 'winter series' rallycross championship and a qualifier towards the RAC British rallycross championship takes place at Lydden, near Canterbury, on Easter Monday. Racing starts at 1.30pm on the day, after practice, and all the top names have been attracted. Trevors Hopkins and Reeves, John Welch, Keith Ripp and Graham Strugnell are among the favourites.

CROFT

The BRSCC National *Formule Libre* and STP modsports competitors top the bill at Croft on Easter Monday. Janet MacPherson returns to the circuits after a lengthy absence with the ex-Brian Robinson McLaren-Chevrolet M19 to challenge David Orbell and Andy Smith (Mallocks), Tony Dean, Brian Robinson and Warren Booth (Chevron B42s) and Davey Muter's Barton in the *Libre* race. Barry Robinson's Porsche takes on five Lotus Elans in the modsports event while Richard Simms's Skoda, Gerald Clarke's new Mini and Geoff Thompson's latest Escort are out in the special saloon thrash. FF1600s complete the day's sport with Alan Stringer, Ronnie Whitaker, Rick Whyman and Dave Manners the top names. Racing starts at 2pm following practice from 9.30am.

MALLORY PARK

An historic day for Mallory Park circuit on Easter Monday sees the inaugural meeting on the new high-speed banked oval, "potentially the fastest circuit in Europe." Four of the events in the saloon car festival meeting will use this circuit while the others revert to the popular 1.35-mile track.

'Feature' event of the nine-race meeting is a "Super round" of the Shell-Sport/Derwent TV production saloon championship over 75, yes 75, laps of the 'long circuit'. Other than that, the Faberge Ladies' Fiestas have their race debut — 16 identical machines piloted by the chosen few, only two of whom have previous race experience. Doug Niven will be a major attraction on the speed oval with his phenomenal VW Beetle-Chevrolet while Austin Morris Mini 850 and 1000 Challenge rounds and an MG 'T' type race complete the bill which starts with practice at 9.30am. Racing is from 2pm.

CASTLE COMBE

The BRSCC (SW) season opens at Castle Combe on Easter Monday with an excellent selection of club racing formulae on the bill. No fewer than 10 events have been laid on by Howard Strawford's band, and this should be sufficient to attract a sizeable crowd to the Chippenham circuit.

Ross & Haines, local Fiat dealers, are backing Combe's FF1600 series this year, favourites being Gareth Lloyd (Royale), Richard Oldworth (JP Crosslé), Peter Orlando (Van Diemen) and Guy Woodward (Image). A consolation FF1600 race is also on the agenda. *Formule Libre* should be a fight between Roger Orgee's Baric March 772 and the 77P version of John Bowtell, while Bruce Venn's new Lola and Olly Hollamby's March star in the FSV event as do the Scarabs of Tim Flynn and Glenn Hay in the Vee race.

In the special saloons, Vince Woodman's marvellous Cologne Capri, Steve Minton's demon Anglia and the Gold Top Imps of Andy Holloway and Ian Thomas (the milk producers are also backing the race) should be worth watching, while 36 Renault 5s are entered for the Gunk Elf series round and the Debenhams Escort championship cars are also out. Graham Hill Minis and MG Midgets complete a super day's racing, practice starting at 8.35am with racing from 1.45pm.

LOTON PARK

Hagley & District Light Car Club is organising the second round of the British Hillclimb and British Haynes Leaders Hillclimb Championships at Loton Park on Easter Monday.

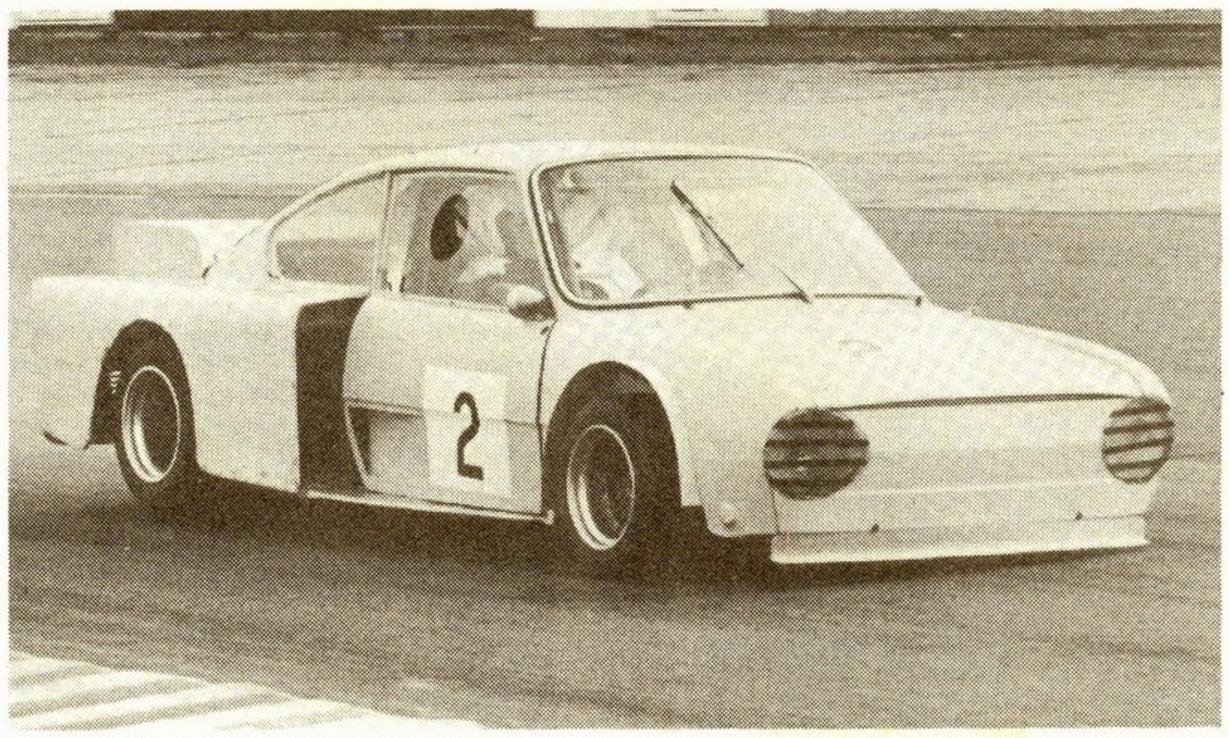
The Club welcomes as sponsor Bradburn & Wedge, Datsun and TVR dealers in Wolverhampton, who will be bringing along several Datsun and TVR cars for display. Admission for spectators is £1 for adults (50p for children) for the event which commences at 11.00am on Easter Monday, with practice the previous day from 12.15pm.

Nine of the leading ten competitors from last year's Championship are entered. Last Easter a surprise winner was Martyn Griffiths (F2 March) who, as the season progressed, gave David Franklin (F2 March) such a close fight. This season, the battle will be on with Roy Lane in his fabulous new F1 March 771 six wheeler, which won first time out at Wiscombe two weeks ago. Also present are Chris Cramer (March 79B), Alister Douglas-Osborn (Pilbeam MP31), Mike MacDowel (Coogar RT1), Peter Kaye (Pilbeam MP31), Dave Harris (McRae GM1/P), and Rob Turnbull (March 762).

SANTA POD

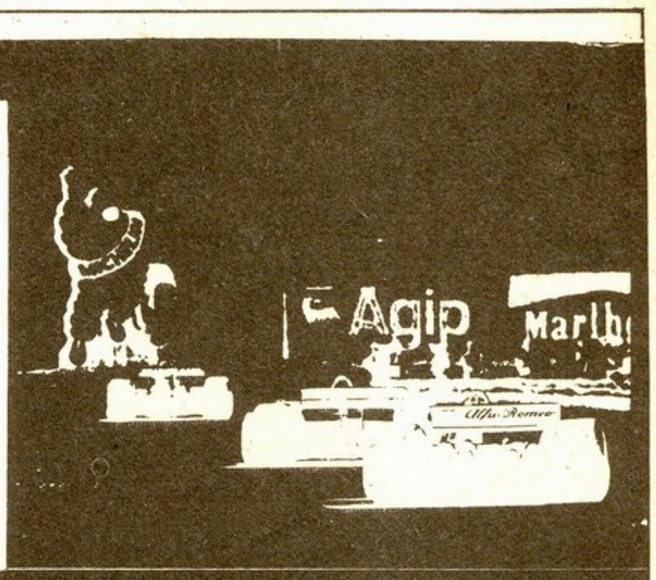
The British Drag Racing and Hot Rod Association-organised Easter Springnationals on April 14/15/16 at Santa Pod have attracted a good entry from abroad, including names like Steinar Stolen from Norway (Vindicator BB Funny car), and Swede Tony Donges (Donovan rail). Another Swede, Anders Hasselstrom, has entered his Red Baron in the fuel ranks against Britain's Dennis Priddle, Owen Hayward and Ronnie Picardo. The best runners among the Pro-Fuel Dragster line-up are likely to be hairy DJ Dave Lee Travis, Allan 'Bootsie' Herridge, Trevor Young, and Roz Prior in her Maneater.

In a bid to move with the times, Derek Walker has installed his 2-litre engine in yet another new Skoda. It is racing at Donington and Silverstone.



International events

Date	Venue	Event
April 12/13	Oulton Park	Gold Cup — Aurora AFX British F1 Championship, RAC Tricentrol British Saloon Car Championship, BMW County Challenge, FF2000, Sports 2000
Apr 12/16	Kenya	Safari Rally- World Championship
Apr 13/17	Ireland	Benson & Hedges Circuit of Ireland — European Rally Championship, Sedan Products Open Rally Championship
Apr 14/15	Brands Hatch	Marlboro/Daily Mail Race of Champions — Aurora AFX British F1 Championship, BMW County Challenge, Sports 2000, FF1600, F Atlantic, ShellSport Sportsmans Race
Apr 14/15	France	Rallye Causses Rougergats
Apr 14/16	Thruxton	European F2 Championship, Vandervell F3, FF1600, RAC Tricentrol British Saloon Car Championship
Apr 15	Osterreichring Austria	European F3 Championship
Apr 15	Mugello, Italy	European Touring Car Championship



British events

Date	Venue	Event	Status	Club	Start	Details
Apr 14	Aintree, Nr Liverpool	Race	R	BRSCC (N)	14.00	Club race meeting
Apr 14/15	Oldham Mo Co	Rally	R	High Moor MC	23.31	Nighthawk Rally
Apr 14/16	Santa Pod Raceway, Beds	Drag race meeting	I	BDRHRA	12.00	International Drag Meeting
Apr 15	Snetterton, Nr Thetford Norfolk	Race	R	BRSCC (EA)	14.00	National Race Meeting
Apr 15	Goodwood, Sussex	Sprint	R	Croydon & DMC	10.00	Sprint Meeting
Apr 15	Ingliston, Edinburgh	Sprint	R	SS CC	10.00	Sprint Meeting
Apr 15	Donington, Nr Derby	Race	R	Donington MRC	13.45	National Race Meeting
Apr 16	Mallory Park, Nr Leicester	Race	R	BRSCC (M)	14.00	National Race Meeting
Apr 16	Castle Combe, Nr Chippenham, Wilts	Race	R	BRSCC (SW)	13.00	National Race Meeting
Apr 16	Silverstone, Nr Towcester, Northants	Race	R	BRDC	13.30	National Race Meeting
Apr 16	Croft, Nr Darlington, Co Durham	Race	R	BRSCC (N)	14.00	National Race Meeting
Apr 16	Loton Park, Nr Shrewsbury, Shropshire	Hillclimb	N	Hagley & DLCC	11.00	Bradburn & Wedge Trophy Meeting, RAC Hillclimb Championship
Apr 16	Lydden, Nr Canterbury, Kent	Rallycross	N/INT	TEAC	—	RAC Rallycross Championship
Apr 15	Harewood, Nr Knaresborough, Yorks	Hillclimb	N	BARC (Y)	—	Guyson/BARC Hillclimb Championship

Secretaries of the Meeting are requested to send details of all forthcoming events to Miss Linda McRae, Autosport Editorial, Haymarket Publishing, Regent House, 54-62 Regent Street, London W1A.

Autosport DIRECTORY

for entries in this Directory telephone 01-439 6016

A

Abbey Heat Treatments, (Sulfinuz Salt Bath Nightriding for Crankshafts etc) Haslemere Industrial Estate, Ravensbury Terrace Earlsfield S.W.18 4SD—01-947 6559

Agra Engineering Co. (Engine Builders), 63 Foundry Lane, Dundee, Scotland—Dundee 44207

Aleybars Ltd., London Road, Sawston, Cambridge, CB2 4EF—(0223) 832575

Alpina BMW. Sport parts and conversions. Alpina Automotive Limited, Pershore Trading Estate, Pershore, Worcs. WR10 2DD—Pershore (03865) 2167 & 4513

Apollo Race and Rally Wear, 10-12 Barwick Street, Birmingham 3—021-236 4000

Arch Motors Ltd., Redwongs Trading Estate, Redwongs Way Huntingdon, Cambridgeshire 0480 54502, 51116

Auriga Racing Engines, Brise Yard, Rowhill Road, Wilmington, Kent DA2 7QQ—Swanley 60152

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Autosprint, 214 Livery Street, Birmingham—021-236-5133

B

J. W. E. Banks & Sons Ltd., St. Guthlac's Lodge, Crowland, Peterborough, PE6 0JP—Peterborough 0733 210316

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Bracey Price MotorSport Centre, 113/118 Heath Road, Twickenham, Middx–01 892 1500/3540 Telex 847777 Mosport

British Motor Racing Marshals Club, 10 Church Drive, North Harrow, Middlesex. HA2 7NW—01-863 2496

Brooks Hopkins Racing, 12 Douglas House, Maida Avenue, Little Venice, London W.2—01-584-4573 or 01-402-2856

Burton Performance Centre, 621-631 Eastern Avenue, Ilford Essex IG2 6PN 01 554 2281

Britover (Continental) Ltd., Cibie U.K. Ltd., Stewkley Road, Soulbury, Leighton Buzzard, Beds., LU7 0EQ—Soulbury 511/4 Telex 826644

C

Campagnolo Wheels—See Magard

Census Competition Centre Ltd., (Stockists of New & Secondhand Rallyesport Equipment) 8 Claremont Road, Seaford, Sussex—Seaford (0323) 892307

Champion Sparking Plug Co. Ltd., PO Box 7, Great South West Road, Feltham, Middlesex, TW14 0PN—01-759 6442

Chandler Ibec International Ltd., 5-7 Marshalsea Road, London, SE1 1EF—01-407 8000

Comet Race Hire, (Formula Ford 1600), 'Clemmens', Stone Street, Nr. Sevenoaks, Kent—Plaxtol (073276) 542

Competition Wheels Ltd., Unit 1, Leafield Industrial Estate, Corsham, Wilts.—Hawthorne (0225) 810083

Competition Engine Services, 361 Bath Road, Cippenham, Slough—Burnham 66914

Components Automotive Ltd., Unit 8, Wulfrun Trading Estate, Stafford Road, Wolverhampton—(0902) 25128 Telex 338726

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CTG Racing Developments Fabrication Services, 8 Telford Road, Ferndown Industrial Estate, Wimborne, Dorset—Ferndown (STD 0202) 871102

D

Delta Race Cars (Horseless Carriage Co.) 10 Wilbury Grove, Hove Sussex, BN3 3JP Brighton 722110 (STD 0273)

Davron Racing Components (Engine Tuners and Reynard Distributors), Chackmore Farm Road, Maids Morton, Buckingham MK18 1RD—Buckingham (02802) 3920

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Dellorto Carburettors, UK concessionaires Dellorto concessionaires, 13 Boult Street, Reading, Berkshire, RG1 4RD—Reading (STD 0734) 598955 Telex 847786

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Diamond Engineering Co., The Opening, Codicote, Herts—(0438) 820888—Comprehensive Fastener Supplies (HT Bolts, Socket Screws, Nyloc Nuts, Rose-Joints)

John Digby Recovery and Transportation Services (Trailer Hire) 65 Wimborne Avenue, Hayes, Middlesex UB4 0HH—01-573-0204

Drummonds Motors, Stockton on Forest, York—(0904) 400191

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E

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Eric Rawlins & Co. Ltd. (Competition Insurance) 25 Glebe Street, Stoke-on-Trent, ST4 1HL—(STD 0782) 49111

G

Jonathan Gee Promotions and PR—See Power Promotions and PR

G. G. S. Engines, Gaston Garage Services, Guildford Road, Cranleigh, Surrey—Cranleigh 2898

Glenbria Mail Order (Car and Helmet Livery Service) Glenbria, Nettlested Green, Wateringbury, Kent—Maidstone (0622) 812652

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Gordon Spice Ltd., 12A Central Trading Estate, Staines, Middlesex, TW18 4UY Staines (STD 81) 50221

GPS Wheels, 85 Market Street, Ashby-de-la-Zouch, Leicestershire—05304 5074

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GTI Engineering, Richard Lloyd Racing Ltd., Unit 9, Silverstone Circuit, Towcester, Northants NN12 8TL—(0327) 857037

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I

Insurance—G. H. Spinks, 16A High Street North, East Ham, E.6—01-472 3301/3302

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Image Race Hire. (see Image Race Cars Ltd.)

Image Race Cars Ltd., Super Shell Building, Goodwood Motor Circuit, Chichester, Sussex, PO18 0PH—Chichester (STD 0243) 527040. Telex: 86588 Gocair

J

J & D Motors, Stockists Motolita steering wheels, 323 Goswell Road, Islington (Nr. Angel), London, E.C.1—01-837 7250

K

Roy Kennedy (Race Hire and Preparation Specialists) Engineer's Way, Wembley, Middx.—01-902 6070 or Uxbridge 51006

Kent Automotive Castings Ltd., Eurolink Industrial Centre, Sittingbourne, Kent Sittingbourne (0795) 76333

Kerrs Kar Parts (Leyland S.T. Stockists), 568-623 Foleshill Road, Coventry, Warwickshire—0203 87932

Jack Knight (Developments) Ltd., Butts Road, Woking, Surrey, GU21 1JX—Woking (STD 04862) 64326

L

Ian Lines Rallying, Atlantic Garage, Weston-Super-Mare, Somerset—0934 26208

Lodge Corner Agencies, Motor Racing Services, Preparation & Promotion, Glover Street Garage Crewe, Cheshire—0270 56435

Lola Cars Ltd., Glebe Road, St. Peter's Hill, Huntingdon, Cambridgeshire, PE18 7DS—Huntingdon (STD 0480) 51301

Luke Racing Systems, 163 Herne Hill Road, London, SE24 0AD 01 274 5102

M

Magard Ltd., 372 East Park Road, Leicester LE5 5AY—0533 730831 Telex 'Magard' 34694

Mallock Racing, (Mallock U2 Racing Manufacturers), The Grove, Roade, Northants—Roade 863504 factory (day), Roade 862416 office (eves).

Maniflow & Co. (Hand Built Exhaust Systems), St. Paul's Road, Salisbury, Wiltshire—0722 5378

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Markian (Northern) Racing, (Race Hire, Accessories, Sales, Preparation), 25 Hilltop Road, Grappenhall, Warrington—(0925) 61993

Marquiss Transporters, West End, West Calder, West Lothian, Scotland—West Calder (0506) 871515

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MGB Spares, MG Warehouse, 45 Prospect Hill, Redditch, Worcs—Redditch (0527) 63555

M & H Race Master Racing Tyres, Supagrip Race Tyres Ltd., Othery, Bridgewater, Somerset—Telex 858842 Burrowbridge (082 369) 399

Merlyn Colchester Racing Developments Ltd., Station Road, Lawford, Manningtree, Essex—Manningtree 4343/4344 Telex 987160

Midland Race Hire Ltd., 14 Lime Close, Syston, Leicester—Leicester (0533) 605722

Mike the Pipe, 128 Stanley Park Road, Wallington, Surrey—01-669 1719

Minilite Wheels—see Tach Del Ltd.

Minister Racing Engines, Unit F, Burnham Trading Estate, Burnham Road, Dartford, Kent Dartford 28342

Mocal See Think Automotive

Mondello Park, Motor Racing Circuits Limited, Operators of Mondello Park Circuit in Eire, 58 Haddington Road, Dublin—Dublin 681355 Telex 31561

Motor Racing Promotions, West End Farm, Bitteswell, Leicester—Lutterworth 4667 (Eves)

N

Nelson Engine Services, Soho Garage, Studley, Nr. Calne, Wiltshire—Calne 815929

N.G.K. Spark Plugs U.K. Ltd., 24 Burnt Mill, Harlow, Essex CM20 2JW—Harlow (0279) 418321

Gunnar Nilsson Cancer Treatment Campaign, 11 Bruton Place, W.1—01 491 7910

O

Oselli Engine Services, Ferry Hinksey Road, Osney, Oxford OX2 0BY—Oxford (0865) 48100

P

Page & Moy Ltd., 136-138 London Road, Leicester, LE2 1EN—Leicester (STD 0533) 552521 or 542000

Don Parker "Drivon" Trailers, 113 St. John's Hill, London, SW11—01-228 7327

P.C.A. Motorsport, Peter Clarke Autos Ltd., Carleton New Rd., Skipton, North Yorkshire—Skipton 5531

Pennine Towing Services, Contact Bill Jones at 12 Lincoln Avenue, Little Lever, Bolton, Lancashire—Farnworth (0204) 76364

Performance Spares Centre, 20A Paddenswick Road, London W6—01-748 0237 & 01-748 1338 Telex 25247 att. RGC

Piranha Ignition, Piranha Sales, 12a Central Trading Estate, Staines, Middx.—Staines (0784) 50221

Pitstop Accessories (Engine Specialists) Ltd., 9 Carlton Parade, Orpington, Kent Orpington 32356, 24035. Branch at 149 Croydon Road, Beckenham, Kent 01 650 1941

Alec Poole Ltd. (Parts Export Std. & Comp.), 43 High Street, Long Crendon, Buckinghamshire, HP 18 9AL—Long Crendon (STD 0844) 208057

Power Promotions and PR, York House, 17 Charwood Road, Wokingham, Berkshire, RG11 1RY—Wokingham (STD 0734) 780626

David Price Racing, 113/118 Heath Road, Twickenham, Middlesex—01 892 1500/3540

P.R.S. Racing Cars Ltd., Lemsford Lane, Welwyn Garden City, Herts—(07073) 36606

P.W.P. (Publicity & Management) 19 Buller Road, N.W.10—01 969 6007

R

Race Parts (UK) Ltd., 10 North End Parade, North End Road, London W14—01-602 4677/8

Racetape, Patrick Stephenson Ltd., 66 Loampit Vale, London, SE13 7SN

Rally Equipe (Bury), Bolton Street, Bury, Lancs., BL9 0LL—(STD 061761) 1178

Racing Gearbox Centre, 20b Paddenswick Road, London W6—01-748 0370/0261 (day) 01-935 6781 (night) Telex 25247 Attention RGC.

Rawlson Ltd., (Barry Sheppard) Coombe Valley Road, Dover, Kent CT17 0EW—Dover 207444. (207494 after hours)

Reynard Racing Cars, 20-22 St Johns Street, Bicester, Oxon. (08692) 42615

Geoff Richardson Engineering Ltd. (Racing Engines), 12 Industrial Estate, Kimbolton Airfield, Huntingdon, Cambridgeshire, PE18 0HU—Kimbolton 048-084 733

Thos. Richfield & Son Ltd., (Speedo & Brake Cable Repairs), 8 Broadstone Place, Baker Street, London, W1H 4AL—01-935 0402

Ripspeed International Ltd., 424-426 Hertford Road, Edmonton, London N.9—01-804 0425 (Competition-Mini-Ford Experts) Export Specialists

John Robinson Racing Services, The Stables, Church Street, Brixworth, Northampton 0604 880963

Rostron Racing Cars Ltd., Nimbus, Bimbury Lane, Stockbury Sittingbourne, Kent—Maidstone 38130

Royale Racing Ltd., Unit 70, The Airfield, Little Staughton, Beds.—Colmworth 506 & 509

Rushen Green Racing, Browick Road, Wymondham, Norfolk,—0953-604818 (Days) or Norwich (0603) 54069 (Eves)

S

Sabre Automotive Ltd., (Racing Fabrication and Sheet-Metalwork) 20-22 St Johns Street, Bicester, Oxon, OX6 7SP.—Bicester (STD 08692) 42615

Safety Devices, 176 Exning Road, Newmarket, Suffolk CB8 0AF—(06 38) 61421 4

Sark Racing Ltd., Unit H, Houndswood, Harper Lane, Radlett, WD7 7HU—Radlett 3041 or 01-499 5370

Saracen Engineering Ltd., Tower Garage, Wrotham Hill, Wrotham, Kent. TN15 7NS—Fairseat (STD 0732) 823548 Swanley 63516 evenings

Scholar Auto Developments, Building 25, Martlesham Heath, Ipswich, Suffolk—Kesgrave (STD 047-362) 2855

Scorpion Racing Services, High Street, Amesbury, Wilts—Amesbury 2690

750 Motor Club, General Secretary, Dave Bradley, 16 Woodstock Road, Witney, Oxon, 8XO 6T—Witney 2285

SICLI—see Magard

Silverscreen, Power House, Back Brentwood Avenue, Jesmond, Newcastle-upon-Tyne NE2 3DB—(0632) 815126

Slot Left Racing (Competition Specialists) Mini, Ford Rallye Sport, all Spares. Hendrew Lane, Llandevaud, Gwent—Penhow 555

Small & Hicken (Rallysport), Anchor Road Service Station, Anchor Road, Longton, Stoke-on-Trent—(0782) 314013

Alan Smith Garages (Gearboxes) Ltd., Manchester Street, Derby—(STD 0332) 40606 Engine Dept. (STD 0332) 48974

Gordon Smith Engineering Ltd., Bromsgrove Road, Halesowen, Birmingham—(STD 021-550) 3211/1

Sparton Engineering Ltd., 1 Farleigh Court Rd, Warlingham, Surrey—Upper Warlingham 4129

Second hand Parts and Rally Equipment **(S.P.A.R.E.S.)** 15 Staines Road West, Sunbury, Middlesex—Sunbury 83346

Specialised Engines, Manorway Industrial Estate, Bridge Road, Grays, Essex—Grays Thurrock 78606

Specialised Exhaust Systems, 50 Holly Road, Twickenham, Middlesex—01-891 3778

Spitfire Racing Ignition Systems, Unit 1, Priory Road, Aston, Birmingham—021-328-1366

Sportspares Ltd., 143 Rochdale Road, Bury, Lancs—(061-761) 2006

Suron Racing (Racing Wheels Tyres), The Coach House, Church Road, Burstow, Horley, Surrey—Smallfield 2869

Suspension Services, Ongar Road, Writtle, Chelmsford, Essex—(0245) 421929

Swindon Racing Engines Ltd., Crampton Road, Greenbridge Estate, Swindon, Wiltshire, SN3 3JJ—Swindon (STD 0793) 31321

T

Colin Taylor Productions, Ashgrove, Chevening Lane, Knockholt, Kent—09595 3268

T.C. Racing Ltd., (Hermes Racing Cars) 24 Melford Meadows, Green Lane, Thetford Norfolk—Thetford 61705

Team Schemes Ltd., (Tee Shirts) 5 Stoneleigh Park Road, Ewell, Epsom, Surrey—01 394 2228

Tech Del Ltd., 32-36 Telford Way, Brunel Road, Acton, London, W3 7XD—01-743 0103

Think Automotive Ltd., 292 Worton Road, Isleworth, Middlesex, TW7 6EL—01-568 1172

Tiga Racing Cars, Tim Schenken-Howden Ganley Engineering, 47 Gosbrook Road, Caversham, Reading, Berks.—Reading (0734) 470569

Titan Cars Ltd., The Harley Works, Paxton Hill, St. Neots, Cambridgeshire, PE19 4RA—Huntingdon (STD 0480) 74402

Ton Tyres, 43/50 Quarry Hill, Tonbridge, Kent—(0732) 353333

T.M.S. Car Accessories, 10/12 Derwent Close, Warndon, Worcester—(0905) 21146

V

Van Diemen International Racing Services Ltd., Chalk Road, Snetterton, Norwich—Quidenham (095387) 270

Volkswagen Motor Sport Parts and Preparation See GTI Engineering.

W

Weber Carburettors (U.K.) Concessionaires, Dolphin Rd., Sunbury-on-Thames, Middlesex—Sunbury-on-Thames (09327) 88805

Will Sparrow Ltd., Kinwarton Farm Road, Kinwarton, Alcester, Warwickshire, 49 6EH—Alcester 3656

Willans Safety Harness, Stockbridge Racing, Grosvenor Garage, Stockbridge, Hampshire—Stockbridge 712

Z

ZS Developments, Hollands Mill, Wendens Ambo, Saffron Waldon, Essex—Saffron Waldon (0799) 41217 Peugeot Rally Preparation