

NEW TYRRELL AND LOTUS GRAND PRIX CARS

AUTOSPORT

Come with us to the Daytona 500 - details inside



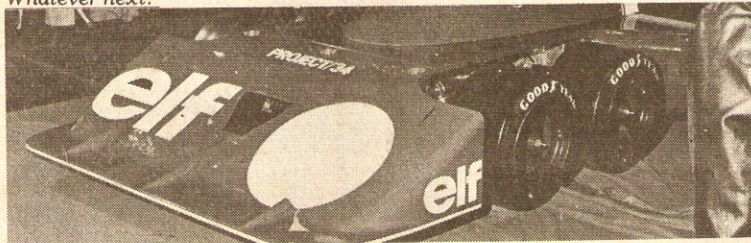
AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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AUTOSPORT, SEPTEMBER 25, 1975

EDITORIAL

Although it has yet to be officially confirmed, it looks almost certain that there will be a combined Formula 5000 and Formula Atlantic Championship in this country next year.

The plan, obviously the brainchild of John Webb, who initiated the two Formulae in the first place, is bound to cause a great deal of controversy among competitors in particular. The Atlantic competitors will undoubtedly approve of the idea, especially as they will have another championship of their own in addition. The F5000 drivers will, with the same certainty, dislike the idea. We, with one strong reservation, think that it could be very successful if given a chance by the competitors.

That reservation is, of course, that a very close watch is kept on the speed differential of the two classes. In essence there will be cars producing 500 brake horse power plus ranged against cars with around 200 bhp. Basically the V8 powered F5000 cars don't really handle as a refined single seater should; the Atlantics do. The mixture of the two with inexperienced drivers must not be allowed. The 110% (or less perhaps) qualifying rule must be enforced. On a circuit like Brands Hatch Club this will mean roughly a two-second difference between the front and the back of the grid. This will mean that the slower cars will be lapped within about 20 laps or between two and three times over a normal F5000 length race. On a circuit where overtaking in big cars is difficult, no starting money specials must be allowed — as it would be a potentially very dangerous situation.

Providing that qualification is strictly policed, and we are assured that it will be, the racing itself is potentially very exciting on the country's short circuits — and nearly all of them are now. Again taking Brands Hatch Club circuit as an example — and this was what obviously sparked off the idea — the fastest pole position times in both Formulae this year are absolutely identical at 44.0s (and incidentally credited to the same man, Tony Brise). The F5000s will be much quicker on the straights but the nimble little Atlantic cars will be considerably quicker round the corners. It adds up to some great potential giant killing races, the sort of races which entertain crowds — it's not "pure" motor racing but it's entertainment, and that's what we're looking for.

For the F5000 stalwarts it probably seems like the end of the road. The Formula has so nearly made it in its own right during the past three years but for the moment at least there can be no move forward. There could be two reasons for its present predicament — either the competitors envisaged it as something bigger — a truly international class of racing on which in the "good old days" would have been called "proper circuits" — than it was ready for, or the promoters deliberately kept it to a low key, club status when it was ready to grow. The compromise just didn't work. The competitors, hoping for great things, spent a lot of money and then dropped out, the promoters then couldn't place any confidence in it. The current situation has arisen because the promoters couldn't match the competitors' demands for money, but we can't help feeling that if it had been made clear two or three years ago whether it was going to be a fully fledged international Formula or a suppressed British National Formula this situation wouldn't have arisen.

For the Atlantic competitors it's got to be a boost. They boasted out of turn early in the year about how good they are and how they needed extra status. They still can't support themselves but now they have a chance to build a solid foundation. If they really are good and quick they'll be able to make good money in the "F5000" championship.

our cover picture

NASCAR racing is a different world. Read about it on page 30 and then see how you can join us at Daytona next February. Photo: DPPI

CSI attack the F1CA over Grand Prix demands

Just when we thought the CSI and the Formula 1 Constructors Association were beginning to tow the line with each other, we hear that another major controversy is brewing. It concerns the £150,000 which every Grand Prix organiser will have to pay to the F1CA if they are to stage a qualifying event next year.

Last week a member of the CSI sent out a telex to all the Grand Prix organisers telling them *not* to accept F1CA demands. However, it later transpired that no one in the CSI would admit as to who actually sent the telex.

Aside from telling the constructors to refrain from signing race contracts with the F1CA, the telex also implied that if any organiser failed to take heed of the CSI's request, their race would automatically lose championship status. However, we hear that both Belgium and Sweden have already agreed terms, South Africa deal separately anyway as do the South Americans and Britain looks likely to follow suit.

The CSI telex also said that the F1CA had made demands to organisers saying that they could only run

Formula 3 as a supporting event. It would have to be *after* the Grand Prix so that any accidents wouldn't damage catch fencing. We welcome such an idea, certainly as far as F3 is concerned.

The F1CA demands could well see some Grands Prix fall by the way-side. One member suggested Holland and Germany. The latter caused a surprise. "Well, first come, first served!" He also added that with the new EEC rulings on heavy vehicles only being allowed to be driven eight hours a day (by one driver), "we might soon have to have *three* weeks between Grands Prix. That'll sift a few out."

The CSI also made it clear that they expected any increase in a Grand Prix purse to be 20% not 80%. What they haven't made clear is 20% of what currency? Dollars? Francs? Apparently, after the American Grand Prix the CSI have invited all the Grand Prix organisers of a "secret meeting" at the Place de la Concorde Paris, starting at 9 am on October 6. Dress, we hear, is optional.

A storm brewing, perhaps?

F1 working party set-up

On a happier front, a Formula 1 working party has been set-up following unofficial meetings throughout the year by various groups within Grand Prix racing. This took place after the Italian Grand Prix when a preliminary meeting was held. Included in the working party are representatives from the permanent circuit owners, the F1CA and GPDA plus the sponsors, while Tom Binford of the CSI is chairman.

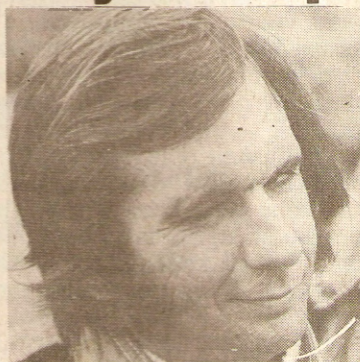
A future meeting is to be held after the CSI have their annual conference next month.

One area which has been discussed is the safety committee. This has been set with Emerson Fittipaldi replacing Jean-Pierre Beltoise from the GPDA, Max Mosley from the F1CA and probably employing Peter Jowitt as the technical engineer.

Some CSI members have expressed concern over this saying that circuit owners should only allow CSI inspectors to pass official verification on their race tracks. However, after the Barcelona incident earlier this year, it's difficult to take such a demand seriously.

However, the GPDA/F1CA safety committee have made it clear that they don't want to encroach upon the CSI circuit inspectors. They would just like to be present at the time to iron out any problems that arise.

For instance, prior to this year's



Emerson Fittipaldi — replaces Beltoise.

American Grand Prix, Denny Hulme (GPDA) and Bernie Ecclestone (F1CA) discussed certain aspects with US GP organiser Mal Currie. What is trying to be achieved is a much closer liaison. No one wants a situation like Barcelona where if the F1CA get a contract from the organisers to stage a race they can't pressure the drivers into racing on a potentially dangerous track if it hasn't been passed by a GPDA representative. Hence the joint GPDA/F1CA safety group within this new working party.

That, in itself, is just one aspect of what the working party is trying to achieve, trying to erase the unpleasantness which so often rears its ugly head.

● Former F2 and F3 ace Peter Gaydon, these days a director of Motor Race Consultants, has just finished equal first in class in the British Offshore Powerboat Championships. In his class 2 boat, fittingly called *Canicometoo*, Gaydon and team-mate Charles Morley-Fletcher tied with the *Penthouse*/Inver House sponsored car of Keith Dallas/Eddie Chater.

● Comment from a Tyrrell mechanic on their new six-wheeled Grand Prix car (see page 10), "if it doesn't work, then at least Tom Wheatcroft can buy it."

● This weekend at Zolder sees the penultimate round of the Trophee d'Avenir. British interest will, of course, be centred on the Hermetite Capris.

Ribeiro in F2 March

Alex Dias Ribeiro, the diminutive Brazilian, who's driven a works F3 March this season in a fashion that has brought him international acclaim will, finally, be officially making his Formula 2 debut at Vallelunga on October 19, the final F2 race of the season.

Ribeiro will drive a third works car (normally kept as a spare) alongside Michel Leclere and Patrick Tambay, although not in Elf colours. He's already been testing the F2 at Silverstone last Friday where, on the club circuit, Alex put in almost 100 laps. Considering that he'd only driven an F2 before for three laps, Ribeiro soon had his times tumbling and finally ended up with a very impressive 51.6s, just a couple of tenths slower than that already achieved by Vittorio Brambilla in a similar car.

Ribeiro, whose driving of late has showed distinct signs of maturity, intends to move into F2 next year as we've already said. All that remains is for him to tie up a few loose strings and then collect the pennies from heaven.

Hilton Hotels for Parnelli

The American Vel's Parnelli Formula 5000 team will receive additional sponsorship from Hilton Hotels for the remaining three US F5000 races starting at Long Beach this weekend. Both Mario Andretti and Al Unser's Lola T332s will now be entered under the Viceroy/Hilton Hotels banner.

Does this mean that the Parnelli Grand Prix team now have a sponsor for 1976?

MCD plan F5000/Atlantic

We understood this week that John Webb has confirmed plans to run a joint Formula 5000/Formula Atlantic championship next year. This idea has been in his mind for some time although he was not available on Tuesday for comment to say whether it was definitely going ahead.

However, we gather from reliable sources that the championship will be run along the lines of the current F5000 championship with the same or, perhaps, slightly increased prize money although competitors will be paid down to 20th rather than 16th place.

The argument for the championship is that there may not be enough F5000 cars next year to make for a really good championship as it is felt that there will be a big swing to V6 engines and this will take until 1977 before full grids of competitive cars are available. It is also a way of giving Atlantic competitors more money without actually having to run an expensive, but poorly supported separate championship. If they are quick enough then they will have a great deal more to win.

Ronnie stays

Ronnie Peterson, writing in his column for a Swedish national newspaper, said that he would definitely be staying with John Player-Team Lotus next year. He told another British motoring magazine last week that he'd signed for a further two years last July.

As to the second driver in the team, many people were aware of Jacky Ickx's presence at the announcement of the new car last week. The feeling is that Ickx would be invited to re-sign.

Talking of the new car, Peterson gave it a cautious whirl at the Team Lotus test track up at Hethel last week. He was very tight-lipped about how it went. Equally so was mechanic Ian Campbell. We've also heard that there are plans afoot to convert the Hethel test track into a British Fiorano.

GRD close

Following a series of meetings with Van Diemen International, GRD have ceased to construct racing cars with effect from last Friday, September 19. By the transfer of the jigs and tooling, GRD owners will be assured of a continuing spare parts service for all models, this being part of the agreement.

GRD's Mike Warner stated, "There are similar parallels for both Van Diemen and GRD as race car constructors, both companies had immediate successful models and each won their respective championship. With this arrangement, I now believe Ralph Firmin has all the ingredients to successfully challenge new markets."

From September 22, all future enquiries regarding GRD sales and services should be redirected to: Van Diemen International, Chalk Road, Snetterton, Norfolk. Telephone: Quidenham 270.

As a comparison between the two Formulae the fastest F5000 qualifying time at Brands Hatch Club Circuit this year has been 44.0s by Tony Brise and the same man has done the same time in a Formula Atlantic car. It is felt that on the majority of the British circuits that the difference between the two classes will be minimal and provide an entertaining, David and Goliath type of racing. Entertainment being the operative word in Webb's objective. We understand that the 110% qualifying rule will be strictly enforced and may even be lowered to 105% to eliminate the danger of slow back markers from either category. Applied to the Brands Hatch club circuit 44.0s this would mean a qualifying time of 45.8s which, on current form, would let in about 10 of each category.

If there are a large number of Atlantic cars wanting to compete in the championship there will be two 10 lap qualifying heats before the main race.

As well as this joint championship we understand that there will also be a separate Formula Atlantic championship with about 10 rounds.

British Leyland saloon challenge in Europe

Leyland Cars moved into the European saloon car racing arena on Tuesday of this week with the announcement of a 235 bhp Triumph Dolomite Sprint prototype. It will be driven by the current joint leader of the British touring car championship, Andy Rouse, and will make its competition debut against a truly international field in the Access Tourist Trophy race at Silverstone on October 5.



Andy Rouse — debuts new car

The car is designed to meet the Trophée de l'Avenir regulations — the European production touring car series — of which the Silverstone meeting is the final round. It will appear in a distinctive new white and blue livery incorporating the British Leyland colours and entered under the Leyland ST licence.

Designed and built for Leyland Cars by Broadspeed Engineering of Southam, the Sprint incorporates all the technical innovations leaned during the past two years of racing. During this time Broadspeed have campaigned Sprints in the UK and Europe with great success.

The freer regulations of the Trophée de l'Avenir have allowed Broadspeed to build a car that goes further than anything attempted so far, but the Sprint still retains all the basic components of the standard car — body, engine, transmission, etc — thus providing Leyland with a valuable test-bed for both race and rally variants as well as the production car itself.

The special Spring develops its 235 bhp at 7,750 rpm and has a 10.5:1 compression ratio, two 48 DCOE Weber carburetors, four-branch exhaust system, close-ratio five-speed gearbox (overdrive third and top) and Panhard rear suspension among the modifications. Heavy duty ventilated 10.3 in diameter disc brakes are fitted at the front with 9.0J-13 alloy wheels all round.

The TT will be the only outing for the Sprint in Trophée de l'Avenir form as it will provide Leyland with a perfect test platform for the development of a specification conforming to the new Group 2 formula to be implemented by the FIA in 1976.

The 1976 Group 2 Sprint will feature most of the modifications of this special Sprint plus a fuel injection engine, a lighter body and suspension changes.

Leyland ST are backing the new formula as it is considerably less expensive than the current ill-supported Group 2, and with positive indications that many European championships will adopt the new formula next year, the immediate availability of a proven specification should put Leyland well ahead. So Leyland and the British Government are finally in motor racing.

Morgan's hired March

Richard Morgan found himself in a difficult position last Sunday at Brands Hatch but, on reflection, felt he had made a sensible decision in not to race in the Southern Organs Formula Atlantic race.

Morgan, whose place in the Wheatcroft has recently been taken over by Brian Henton, had planned to race Derek Cook's spare March 75B, the car having been hired out to Tom Wheatcroft and to be run under the team's supervision.

However, the car hadn't raced for sometime and as the arrangements were all rather last minute, the car wasn't properly finished by race morning.

Richard explained that he'd been up most of the night rebuilding it and had to practice it out of session with the F3s. A misfire, later traced to a faulty battery and a dud fuel pump, eventually helped make up his mind in not racing. Added to the fact that "I've never driven a March before or raced for the last seven weeks, I didn't fancy having to start with a 10 second penalty," explained Morgan.

It looked unlikely that Richard will be seen in that particular car again for the remaining 50 rounds. As to his future with Tom Wheatcroft, Morgan couldn't throw any further light upon the matter.

Embassy go with Graham

Following on the news in last week's issue that Graham Hill's Embassy Racing team would be only sending Tony Brise to the forthcoming American Grand Prix, WD & HO Wills announced a couple of days later that they would be continuing to support Hill's team in 1976 and that it might become a single car effort.

The driver is expected to be Tony Brise, although he did tell us last Sunday at Brands Hatch that he had yet to sign a contract with the team.

March's new F1 project

March Engineering are one Grand Prix manufacturer, among others, who are seriously contemplating building a "safety Formula 1 car". The idea is to try and construct a vehicle in such a way that a driver will be able to survive some of the worst accidents, and also to prevent them happening in the first place.

Such a scheme poses several interesting questions.

Petty gets his 175th win

Richard Petty moved a little closer to securing this year's NASCAR Grand National title when he won the Wilkesboro 400 last Sunday. As ever, Petty was in his blue and red STP Dodge and, besides being his 11th win this season, it was Petty's 175th NASCAR triumph during a career that cannot really be surpassed by anyone at anytime.

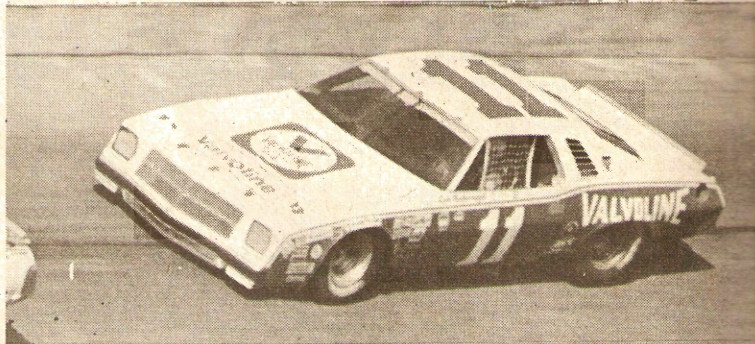
The 250-mile race around the 5/8ths mile oval looked to be Cale Yarborough's for the taking. The Valvoline Chevelle managed to pull out a good lead over Petty before a chaotic stop dropped him back. Apparently an air wrench was left on a wheel and Cale left the pits with it still attached. Although it fell off, he

was blackflagged and penalised a lap for the "offence." It made the race however.

Yarborough pulled back the lost ground, including the lap, and by the finish was a mere 1.5s behind Petty. Third, four laps down, was Darrel Waltrip in the DiGard Chevelle ahead of Buddy Baker (Ford Torino) and Lennie Ponds (Chevrolet Chevelle). Sixth, a further four laps down, was Daytona winner Benny Parsons, also in a Chevelle.

The points standings show Petty easily ahead of Dave Marcis by 862 points. There are 8 races to go and each one is worth 175 points for a win, so Petty's not quite there.

Cale Yarborough should have won in his Valvoline Chevrolet Chevelle



RAC stick with G1 rulings

The RAC Race Committee meeting on Wednesday, September 17, studied in depth all the comments from interested parties concerning the committee's decision last month to carry over 1975 car regulations to the 1976 British Touring Car Championship with the addition of a maximum engine capacity of three litres.

The Race Committee agreed to make only one change to the projected championship rules — to modify the engine capacity of classes so that the classes will now be up to

1300cc; over 1300 to 1600cc; over 1600 to 2300cc; and over 2300 to 3000cc — in order to spread out competitors between the classes.

The decision has been met with a surprising amount of mixed reaction. Many competitors feel so strongly against the decision, which they feel is detrimental to the category, that whatever the circuit owners and promoters want, if the competitors and manufacturers don't want to play ball, the series will be a dead loss.

It remains to be seen.

Foyt beaten

Although AJ Foyt was able to put his Gilmore Coyote on its 7th USAC pole this season, last Sunday's Trenton "150" was not to be his for the taking. Instead the race, shortened by 50 miles because of unsettled weather conditions, provided Gordon Johncock with his first USAC win of the season. It was also the first win for the Sinmast Wildcat and the Spark/Goosens/Brake motor.

Foyt ran hard to start with but then had to slow and Johncock pushed past to win. Johnny Rutherford, who'd split these two on the front row driving the works Gatorade McLaren M16E, finished third ahead of Al Unser (Sugarprune Prune Eagle) and Wally Dallenbach (Sinmast Wildcat), these five all covering 100 laps. Sixth, a lap down, was Roger McCluskey's Silver Floss Riley.

Al Unser was driving the same car, rebuilt of course, that his elder brother, Bobby, had crashed at Michigan the week before sustaining a broken kneecap.

Ingo's F5000

Speculation about Ingo Hoffman driving the Formula 1 Copersucar for the Fittipaldi team next year now looks likely to be true.

The Brazilian, who's shown up well in F3 this year, has been testing Tony Dean's F5000 Chevron B28 at Croft recently and is entered to drive it at Silverstone this weekend. This is to allow him to get accustomed to more powerful cars.

RAC back sports cars

The RAC have decided to re-introduce a British Sport Car Championship. It will be for 2-litre sports cars and this series will be based on a total of seven races. Races up to 50 miles will have a prize fund of £2000 and over 50 miles £3000.

A meeting of organisers later this month will sort out the actual dates and the race lengths at each meeting.

An unofficial 'Tasman' is now on

There will be no conflict of dates between the New Zealand and Australian F5000 series next January and February after all.

The Peter Stuyvesant series of eight races, four in New Zealand and four in Australia, for the Tasman Cup was dropped earlier this year, each country deciding to run its own four-race series, possibly because of Rothmans marketing considerations. Peter Stuyvesant is not pushed hard by Rothmans in Australia and the Australian company wanted the series run under the Rothmans banner, from all accounts.

With the split it soon became evident that the last New Zealand race at Teretonga Park, Invercargill,

would clash with the first Australian race at Oran Park, near Sydney, on February 1 and both the New Zealand Motorsport Association and the Confederation of Australian Motor Sport appeared to be adamant that neither side could change dates.

Now the New Zealanders have revised their calendar and the series will be concluded at Teretonga on Sunday, January 25. This means that the New Zealand Grand Prix will be run at Pukekohe on January 4 with Levin and Wigram on the succeeding Sundays.

There was some talk in Australia last month that the race order in that country would be Oran Park, Adelaide, Sandown Park, Melbourne,

and finally Surfers' Paradise. But it now appears that Surfers' will follow Oran Park and Melbourne will be the scene of the final round after Adelaide.

The date change will enable Australian and New Zealanders, as well as anyone from farther afield, to contest both series which, in any case, most people will continue to regard as the annual New Zealand-Australia series, although the Tasman Cup will not be at stake as it is for competition between New Zealand and Australia and so has been put into cold storage.

Just who, if anyone, will be coming from the Northern Hemisphere is unknown so far.



Richard Lloyd - used to power

Lloyd's F5000 debut

Richard Lloyd finally makes his Formula 5000 debut this weekend at Silverstone driving Gordon Spice's Reed Racing Lola T332, now rebuilt after Spice's horrendous crash at Mallory Park a few weeks back.

Lloyd, who has been racing in G1 and FF2000 this year with the Simoniz Camaro and Ken Hensley's Dulon, is anxious to improve his position in the Tarmac British Racing Championship, currently led by Tony Brise.

Lloyd, who has looked at the possibilities of competing in F5000 before, is known to be looking toward single-seater racing next year, on an international level.

Lloyd's appearance in the Reed Lola comes after earlier arrangements to put Super Vee star Keijo Rosberg in the car fell through because of sponsorship problems.

As to the welfare of Gordon Spice, he's happily on the road to recovery.

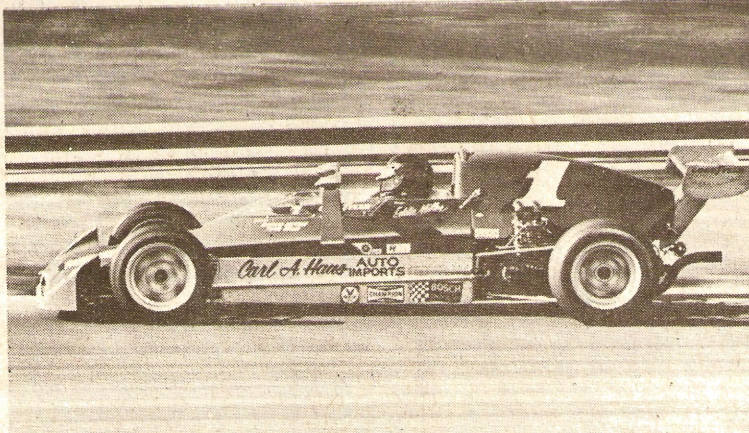
● Clay Regazzoni's younger brother, Giordana, is to take up motor racing. He is currently working at March Engineering and he has bought a new F3 which he intends to race . . . in Britain!

Miller earns his dough

Thirty-year-old Eddie Miller moved another step nearer to winning this year's American Super Vee Gold Cup when he won the "Canadian Grand Prix" at Mosport last Sunday. This was the main supporting race to the Grand Prix that never happened.

Practice had seen Miller put his Carl Haas-entered Lola T324 on pole. Miller, who raced Formula Ford in 1972 and 1974, split by an abortive year in F5000 with a Lola T300 between, led away from the start and dominated the remaining 25 laps.

Miller eventually won by 3s from Bobby Rahal, the young Canadian Atlantic ace who was having his first FSV race in one of Bill Scott's Royale RP19s. Rahal had an initial dust up with Richard Melville's Lola T324, before finally getting clear. Despite a damaged nosecone, the Royale kept the Haas Lola in sight until the very end.



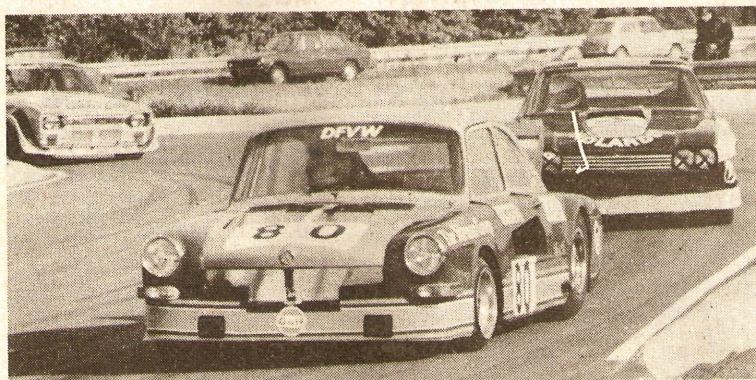
Eddie Miller, the man currently dominating the American Super Vee series in his Carl Haas Lola T324.

Melville was an eventual third ahead of Howdy Holmes and Bill Alsop, both in Lola T324s.

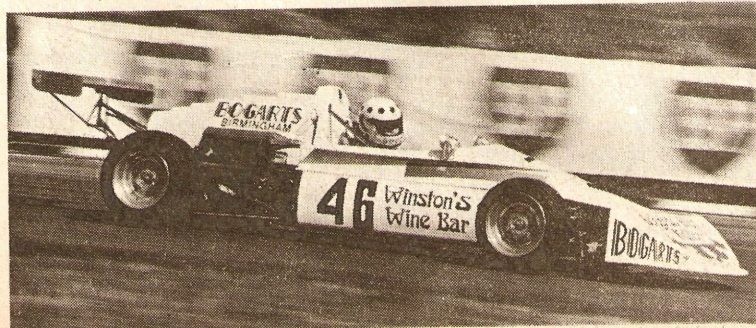
So with 9 rounds of the 11 race series gone, Miller looks likely to bring Carl Haas his second FSV title

in consecutive years, Elliot Forbes-Robinson having done it in 1974.

Leading positions in the American VW Gold Cup Formula Super Vee Championship are: 1, Eddie Miller, 103 points; 2, Richard Melville, 82; 3, Howdy Holmes, and Tom Bagley, 75; 5, Bob Lazier, 56 pts. etc.



Chris Craft (above) drove Colin Hawker's Cosworth DFV-powered VW Super saloon at Oulton Park last weekend while Stephen South (below) set up a new F3 lap record at Brands the following day in John Stokes' March-Toyota.



BRIEFLY

● Although he has a good chance of winning this year's European GT Championship in one of the Georg Loos entered Porsche Carreras, Tim Schenken will not be racing alongside teammate John Fitzpatrick at the Monza 6 Hours this weekend. Instead Schenken will once again be driving the Georg Loos turbo Porsche 917-10 at the final Interserie round at Hockenheim. Reason? Tim is in an even stronger position to win the lucrative Porsche Cup (Fitz won it last year) and "the prize money's better."

● By virtue of winning the Bulova Watch-sponsored Canadian Formula Ford Championship at Mosport last Sunday, David White, driving an FF Lola T342, won the Driver to Europe contest for 1976. Last year's winner was Rod Bremner.

● Several designers have commented on the new six-wheel Tyrrell Grand Prix car saying that Ferrari tried a similar project about 18 months ago, later abandoning it as being inconclusive.

● We hear stories, although unconfirmed, that Eddie Cheever has received inquiries from both Ken Tyrrell and Graham Hill.

● There was some talk that Team Ensign would not be going to the American Grand Prix. However, Mo Nunn discounted the rumours on Monday night saying that they would definitely be taking their new car, albeit with minor modifications, for Chris Amon to drive.

● Works Modus F3 driver Danny Sullivan, a self-confessed fitness fanatic and a keen squash player, has been on the receiving end at the squash courts of late. The man who's been beating him is BP's general racing co-ordinator Les Thacker.

● The one tyre performer introduced this year for Formula 5000, Formula Atlantic and the Ford formula is rated a success and the RAC is to seek bids from tyre companies for a similar agreement in 1976.

Championship positions

BP Super Visco Formula 3 Championship
Leading positions: 1, Gunnar Nilsson, 61 points; 2, Danny Sullivan, 52; 3, Patrick Neve, 46; 4, Alex Ribeiro, 41; 5, Larry Perkins, 28; 6, Ingo Hoffman, 24; 7, Eddie Cheever, 19; 8, Richard Hawkins, 17; 9, Pierre Dieudonne, 14; 10, Conny Andersson, 12 pts etc.

Leading positions in the Southern Organs Formula Atlantic championship are: 1, Tony Brise, 31 points; 2, Ted Wentz, 30; 3, Richard Morgan, 23; 4, Val Musetti, 15; 5, Ray Mallock, 10; 6, Gunnar Nilsson, 9; 7, Alo Lawler, 8; 8, Brett Riley, 7; 9, Nick May, 6; 10, Derek Cook, 5 pts, etc.



Hesketh designer Harvey Postlethwaite found out about slip angles.

"CANADIAN GP"

Hesketh don't win!

"A wonderful opportunity for normally serious people to make fools of themselves," said Alexander Hesketh (who was sponsoring it). "A bloody sight more dangerous than it looks," said Mike Hailwood, who should know about such things but on this occasion was spectating with a bottle of vodka-spiked lemonade in his hand.

The event in question was the Second Hesketh motorcycle trial, or as his Lordship preferred "The Canadian GP run in England which is much better than horrid old Mosport." And if you're expecting a blow by blow report you're going to be disappointed, because the Hesketh motorhome, staffed by mine host of Towcaster's nearby Plough hostelry, was in full swing, and the ale was good.

It was an excellent way of spending a Sunday afternoon; Hesketh Racing, the most sociable team, had invited a large contingent of racing people to test their ability to stay upright on two wheels in the woods and sandpits of His Lordship's Estate. Duckham's kindly provided the markers, John Fisher laid out the course, and Tom Benson of Parke's Restaurant was the alleged Deputy Clerk of the Course, although I could have sworn that he didn't know he had been appointed to the office until informed of the fact at the prizegiving.

They even had a World Champion taking part. Graham Hill, whose competitions career started on two wheels God knows how many years ago, was tackling what he thought was only the second trial he'd ever done. Graham had an appointment back in London and had to abandon his Bultaco halfway through the afternoon, leaving his 15-year-old son Damon on a sister machine to uphold Embassy-Hill honour.

Damon was in fact the team's saviour, for Team Manager Ray Brimble and Aussie mechanic Steve Robey made it very plain that they are no experts at Trials (being blown, literally, into the weeds on several sections) while Damon - jut-jawed like his dad and as polite as a Trappist monk - got on with the

serious business of navigating a safe path through the brambles without so much as putting down a foot to steady himself. In two years' time he'll be driving cars

By far the largest number of entrants were racing mechanics, and the trial looked like a challenge match between Hesketh Racing, Embassy-Hill and UOP-Shadow. Everyone knows that mechanics' reading these days is the motorcycle press ("the four-wheel motoring writers are just a bunch of wxnkrxrs" confided one dischuffed wrench), and now they're buying trial bikes for their spare moments of recreation.

But with Charles Lucas in charge of the scoring, there could have been little doubt about the outcome. It was soon apparent that Hesketh's designer Harvey Postlethwaite will



Sorry, Mike, we don't believe you.

have to take a bit more time away from his drawing board before he can call himself the new Mick Andrews, but he had wisely called in his friend Jack Phillips, who works on Porsches for Autofarm during the week, to wave the Bears' banner. Jack plodded round, looking as though he could have driven straight up Everest without so much as a dab, to collect the engraved EPNS chalice from the hands of Lady Hesketh at the end of the day.

Times is hard, though, and poor Jack (a previous Hesketh trial-winner) was not happy to learn that he was expected to return the trophy to Easton Neston when next it's competed for. Maybe they'll have a proper motorcycle racer competing then: Hailwood was spotted having a try-out on Postlethwaite's Ossa during the afternoon, and he's threatening to make a come-back of sorts, gammy leg or no gammy leg. But only if they let him take his lemonade-and-vodka with him, of course.

Walker's fine comeback

Johnnie Walker stormed into Australian Formula One Championship contention with a fine victory in the second round of the five race series at Sandown Park on September 14. Walker drove superbly on the circuit that almost killed him in February this year to defeat Australia's newest Formula 5000 star Bruce Allison by just two car lengths. The two Lola T332 drivers staged a great tussle for the lead after John Goss, looking set for his third consecutive Sandown victory since February, had the rear wing on his Matich A53 collapse, causing a nasty moment in the middle of the main straight in front of a packed grandstand. He finished sixth after having the wing removed. His only consolation for the race was setting a new Australian resident record of 61.7 seconds for the 1.93 mile track.

Kevin Bartlett finished well behind the leaders in third place, putting up his best performance yet in the troublesome Lola T400. Australian Grand Prix winner Max Stewart had his Lola T400 ahead of Bartlett's for nearly half the race until he had to

pit to replace a punctured tyre; the stop dropping him to seventh place at the finish.

As a result of Stewart failing to score, Walker and John Leffler (who finished fourth in his Bowin P8) move up to share the points lead with him for the Gold Star with nine points apiece.

Johnnie Walker - won by 0.2s.



Can Tambay pip Leclere?

The European Formula 2 circus moves to the Nogaro circuit this coming weekend where the penultimate round of the European Championship takes place.

Nogaro is situated not very far from Pau and has already hosted one F2 race, a non-championship event held last year and won by Frenchman Patrick Tambay.

Naturally Tambay will be anxious to do well again, especially as he's been rather overshadowed by his Elf March team-mate Michel Leclere of late. At last the works March team have begun to get the reliability they've been seeking all season and Leclere, now oozing confidence, is seeking to finish off the season like Jacques Laffite, this year's champion, started it.

Opposing the works Marches will be Laffite of course in his Martini and Jean-Pierre Jabouille and Gerard Larrousse. They will obviously be hoping for better reliability from their Schnizer BMW engines.

Apart from the usual bevy of Italians *et al*, British representation at one stage looked extremely good: Ray Mallock, following his encouraging outings at Silverstone and Zolder, is once again entered in his Ardmore March while Brian Henton's back once again, although not in the Wheatcroft but his regular AGV March. Both are Ford powered.

● A point brought up by an ex-Grand Prix driver recently while studying the new FICA-recommended CSI-approved F1 rule changes. "They've tricked the CSI." How? "Well, they've done away with tall airboxes and brought their rear wings forward. A token offering to help keep speeds down but only on face value. Without the tall airboxes they'll get a better airflow on to the rear wing"

F3 tyre dilemmas

You're probably well aware of the costs of racing tyres these days and one such formula that seems to be feeling the pinch is Formula 3. Unlike Formula 5000, Atlantic and FF2000, the F3 aren't restricted to a specific tyre, primarily because they aren't regarded as a national formula. Well it looks as if they are going to have to tow the line, for their own sake.

Every competitor at Brands last Sunday suffered from badly graining tyres. It costs them extra money and many, excepting the works teams, just can't really afford it. It's a problem that wasn't in evidence several years ago when everyone raced on what amounted to a single hard wearing compound - ie the infamous Firestone YB11.

The continental competitors have expressed their desire to conform, if such a ruling is excepted. The RAC should agree but would the FIA?

All that is needed now is co-operation between the parties involved and a sensible attitude taken by a specific tyre company.

Opel access

Huib Vermeulen and Fred Frankenhout, the Dutch drivers of the Levi's Opel Commodore GSE who won the latest round in the Trophee de L'Avenir race at Imola a fortnight ago, are confirmed entries for the Access RAC Tourist Trophy at Silverstone on Sunday week.

This is one of five Commodores entered for this 500 kilometre final round of the de L'Avenir series.

Although the series regulations do not suit the big Chevrolet Camaros, Stuart Graham is out to repeat his win of last year. Graham has built up a 5.7-litre Camaro specially for the event. Three other Camaros accepted for the event are driven by Richard Lloyd, Vince Woodman/Jonathan Buncombe and Chris Craft/Alistair Cowin.

America's Monaco...

This Sunday sees the race that nobody thought would ever happen taking place. The inaugural Long Beach F5000 GP race around-the-houses is a fact. After overcoming many major hurdles since its inception in 1973 by Dan Gurney and Englishman Chris Pook, the two-mile race course began to grow out of the city streets a few weeks ago.

Many new safety features are being tried out for the first time and Dr Peter Talbot, who is the safety director, hopes that the course will be among the world's safest. Concrete barriers, instead of Armco, are being used. If these tyres prove successful expect to see them in use in a lot more places in the future.

The Formula 1 GP is scheduled to take place next March so this F5000 race is a tryout for the hundreds of details that are involved in organising a street race. From talking to local residents most of them seem to be very much in favour of the race and many of them who have never seen motor racing before will be watching the race.

At the time of writing 47 entries have been accepted to make the race the largest F5000 race this year. Quite a few F1 drivers are competing so as to obtain a first-hand feel of the circuit. Among drivers competing are: Chris Amon in a Talon, Mario Andretti and Al Unser in Parnelli Jones' Lola, Tony Brise in the Theodore Racing Lola, Warwick Brown, George Follmer, David Hobbs, Gordon Johncock, Danny Ongais, Brian Redman, Elliott Forbes-Robinson, Vern Schuppan, Benny Scott, Eppie Wietzes, Jody Scheckter and Tom Pryce.

Graham Hill and Bobby Unser are Grand Marshals for the event and they will also be competing in a match race against Dan Gurney and Phil Hill in Toyotas.

● Benny Scott, the black American race driver who is sponsored by Viceroy, will compete in all the remaining F5000 races this year with a Viceroy decked Lola T332. However the car will be prepared by USAC man Grant King and not the Vel's Parnelli set-up.

WEEKEND SPORT SILVERSTONE

The Shellsport F5000 and BP F3 championships top the bill at Silverstone this weekend for the BRDC's Grand Prix circuit championship finals meeting run over two days. Traditionally this has always been one of the most enjoyable meetings of the year when all the competitors who have supported the circuit's own championships, are allowed on the long circuit for their final round as a special "thank you." the introduction of the F3 and F5000 races are just extra icing on an already tasty cake.

Just five points separate the top three in the F5000 championship Ian Ashley, Peter Gethin and Teddy Pilette. They'll all be there of course but the last two winners have both been Ford powered — will David Purley and Alan Jones be able to knock a further nail in the Chevy V8's coffin? The odds are evenly balanced and with the likes of Richard Scott, Ingo Hoffman (in Tony Dean's Chevron), Richard Lloyd (in Gordon Spice's Lola) and Brian McGuire to back up the V8 challenge and Tom Walkinshaw and Boy Hayje the V6s it promises to be a great race.

The F3 championship is similarly tense with Gunnar Nilsson holding a slender lead over Danny Sullivan and Patrick Neve. All three have been out of the top spot recently but with Nilsson hitting brilliant form in Atlantic he must be the man to watch. But they've got to watch out as slowly they are being caught up in the points race by Alex Ribeiro and Larry Perkins to say nothing of two time Silverstone winner Eddie Cheever. That's a good list of potential champions — don't miss this chance to see them on a real circuit.

Of the club championships still to be decided the Brush Fusegear FF is the closest with just one point separating Geoff Lees and Matthew Argenti following last Sunday's round at Brands Hatch. These two will both be looking for an outright win but so will over 90 others including Jim Walsh, Mike Blanchet, Phil Dowsett and Mike King. This one just has to be close. Afterthought: will they really be able to get round the chicane four abreast?

Although Frank Sytner cannot be beaten in the big class of the Tricentrol Clubmen's Supersports championship the battle for outright title is still very much open. Nick

Adams currently leads by four points from Sytner and other B class men Alex Ferreda and Alan Webb. To confuse matters, all the other top Clubmen's contenders have entered including Geoff Friswell, Peter Cooke, Creighton Brown, Tim Gath and Richard Creswell.

The Esso Uniflo Special Saloon series is still undecided following last Sunday's race at Snetterton. Peter Baldwin has a seven point lead but Jeff Ward can still mathematically overhaul him. The 40 plus entry has plenty of interest with Gerry Marshall, Martin Birrane, Ian Richardson, Tony Hazlewood and Tony Strawson all entered in their big bangs.

The only title so far decided is the Jaybrand Libre where John Wingfield has the crown already upon his head. He'll be out to prove his worth against John Jordan's CanAm McLaren, John Hardesty's F5000 Trojan and a host of other exciting machinery.

The meeting also features the penultimate rounds of the Allied, Polymer Driver of the Day award and Vandervell Novices Award.

Practice takes place on Saturday between 9 am and 4.45 pm followed by two FF heats while racing proper begins with the BP F3s at 12.45 pm on Sunday.

BRANDS HATCH

The Rochester MC is in charge at Brands on Sunday where the main interest will centre round Tiff Needell's attempt to wrest the lead of the Townsend Thoresen FF championship. Following a long string of wins recently, he lies just five points behind David Kemp who will not be present although second placed man Kenny Gray will be. Also entered are Bernard Vermillo and Rob Wicken, the latter anxious, no doubt, to rescue his vulnerable lap record.

Other races on the programme cater for National FV and Kent Messenger 1000cc saloon car championship contenders as well as Modsports, Libre cars and Special Saloons. Karts will also be featured. Racing starts at 2.15 pm.

AINTREE

There are five races on the Aintree Circuit Club's programme on Saturday with MGs, Classic Saloons, Libre cars, Modsports, Formula Fords and Special Saloons on the bill. The latter class should feature a good battle between Nick Whiting, Tony Sugden and Alan Minshaw.

KNOCKHILL

The Knockhill FF and Special Saloon championships come to the close of their successful first season on Sunday. In the FF chase lap record holder Stu Lawson and George Mundell currently tie at the top of the table as do saloon exponents Ian Forrest and Jimmy Pinkerton so some hectic battling must be on the cards here.

Other races cater for Modsports, featuring Scottish hot rod champion Dave Philp, Historics and Libre cars.

LONGRIDGE

The little Longridge circuit is open again on Sunday under the eye of the Lancashire AC. The programme caters for almost every type of competition machinery including Clubmen's, Sports and GTS, FFs, Modsports, Special Saloons, Libre and Monoposto cars.

Among the entries are usual front runners Joe Applegarth, Derek Walker and David Winstanley.

Racing starts at 1.30 pm.

LLANDOW

Renault 5 championship challengers plus the lovely Valli top the bill at Llandow on Sunday. Valli will also be in the Prod Sport championship round along with Chris Meek, Rod Gretton and Colin Blower.

The BRSCC (SW) FF and Special Saloon championship should be decided with Terry Richards, Ian Moore, Robin Maydew and Tony Broster battling out the single seater honours and John Roughty, George Constantine and Barry Reece the tin tops.

Other races cater for F1300, Mini 7s, Miglia Minis, F4 and Libre cars.

Racing starts at 1.45 pm.

SNETTERTON

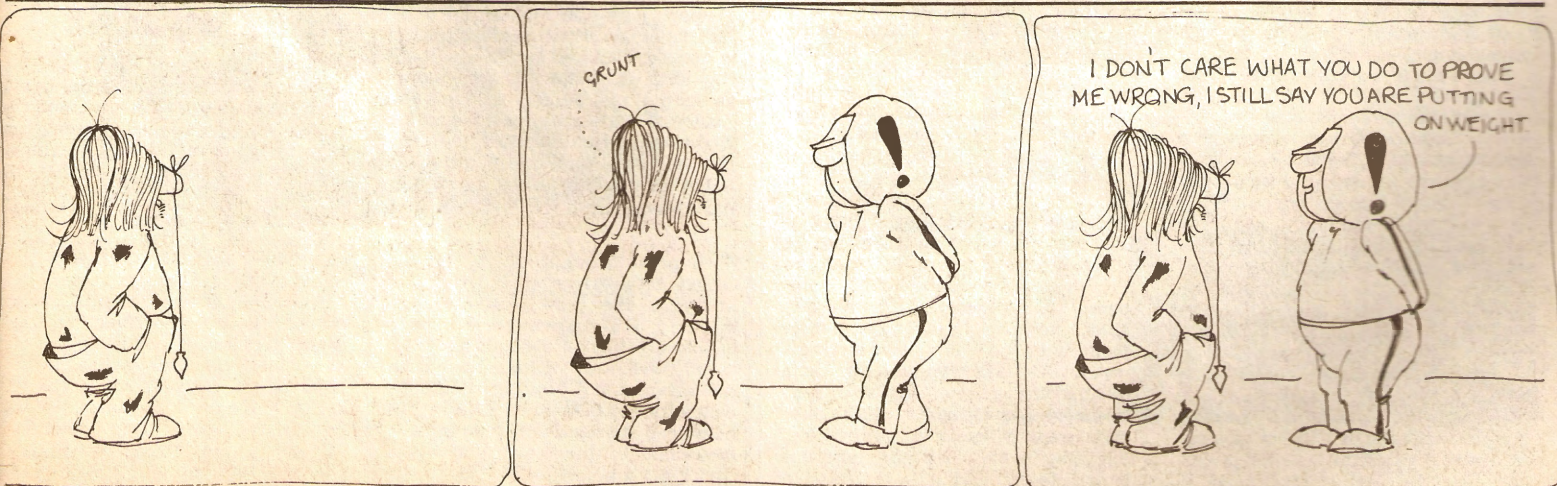
This Sunday, September 28, TEAC are organising the first rallycross on the revised rallycross circuit at Snetterton. With its good balance of grass, chalk, gravel and tarmac the improved viewing facilities should see some excellent racing.

Entries include the Escorts of Ron Douglas, Trevor Hopkins and John Welch, Bernard Rodemark's Porsche, Nick Jesty in his V8-Imp, wife Judith and probably Mick Bird and Keith Ripp in Minis and Hugh Wheldon if his apple-picking permits him the time.

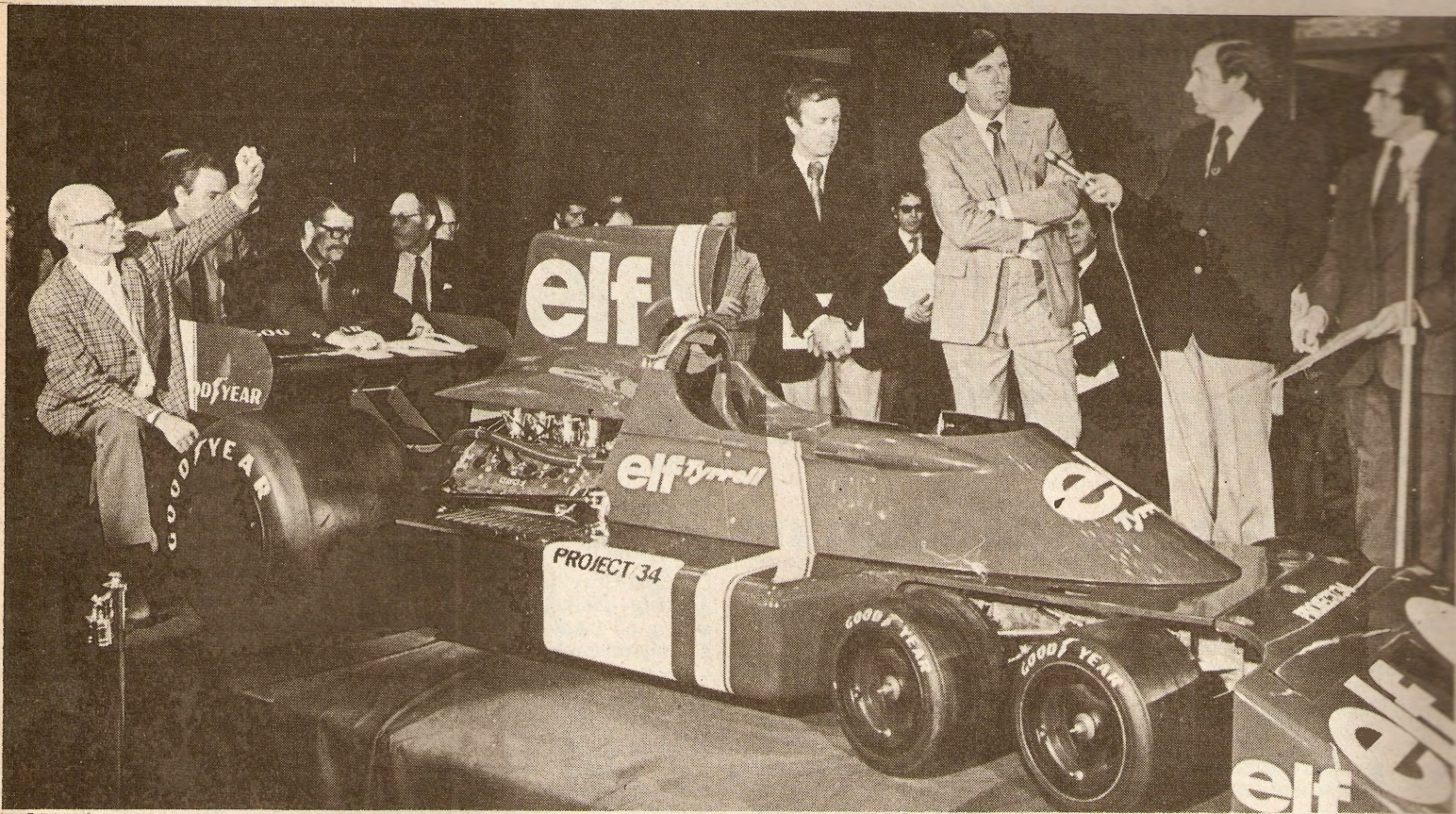
Practice starts at 10.00 am and the timed runs at 2.00 pm.

By Barry Foley

CATCHPOLE

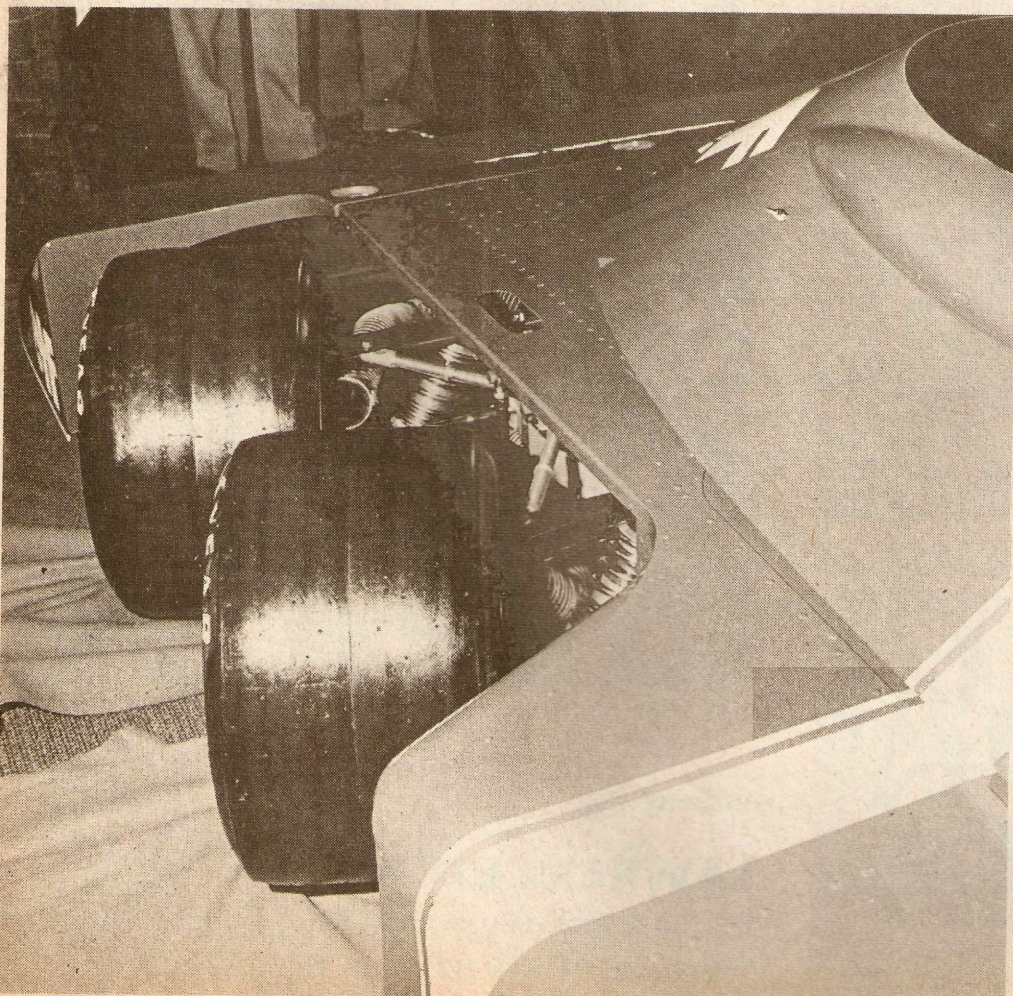


Grand Prix challengers for 1976



Above: the strange sight of the new experimental Tyrrell. Below: steering operates on the front pair, those behind are operated by slave rods and levers.

Sensational Tyrrell



Elf Team Tyrrell unveiled a new experimental Grand Prix car on September 22. While Jackie Stewart welcomed the guests at the Heathrow Hotel, the "bomb" remained covered, the tension growing as "Chopper" Tyrrell and designer Derek Gardner said their pieces. As the wraps were pulled off by Roland Law and Neil Davis, the production and works managers, Ken cheerfully admitted that the car had not yet turned a wheel.

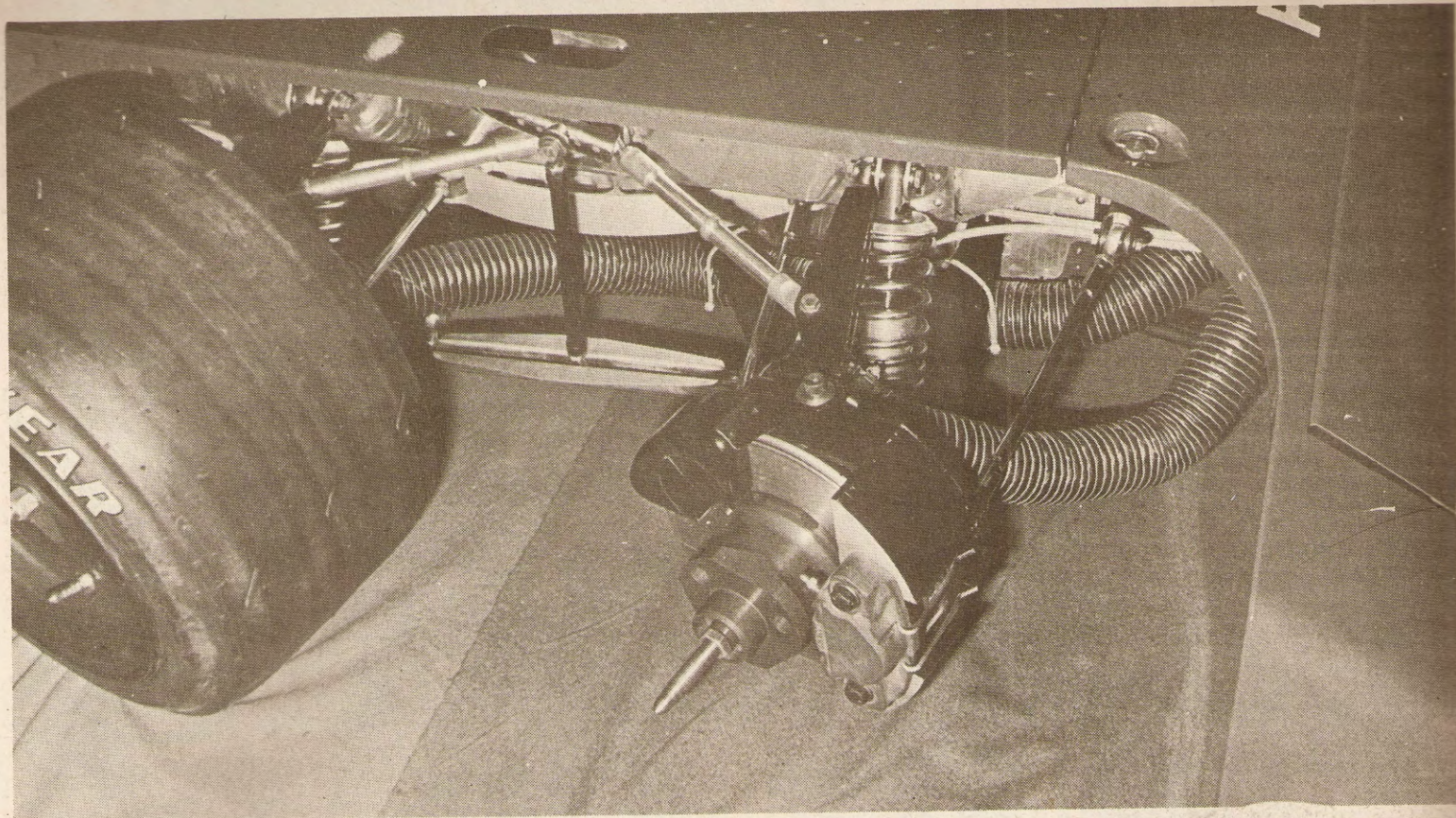
In order to obtain an exact comparison in tests, the rear half of the car, including the Cosworth engine, is similar to the existing type. The front end is entirely new, with four small front wheels instead of two big ones. In this way, a narrow track can be used while retaining the cornering power of two large wheels with an extremely wide track. The front track adopted is 3ft 9.7in, compared with 4ft 11in at the rear. This permits the front wheels to be brought within the regulation body width, with the fuel tanks and radiators neatly joined in behind them.

As well as the reduction in drag occasioned by the narrowing of the track, a big improvement is achieved by greatly lowering the tops of the tyres. This is thanks to the production by Goodyear of special low-profile tyres for 10in rims by 9in width. It will be realised that there is no minimum front wheel size in the regulations, though these small tyres could not be permitted at the rear. Unavoidably, therefore, the rear tyres are on 13in rims of 17-20in width, which enormously increases the drag of the back end of the car.

The stability of this layout is not in doubt as George Eyston took the land speed record at well over 300 miles an hour in Thunderbolt, which had an identical front end. The aerodynamic lift of four small tyres should also be less than with two big ones, calling for less correction from the front wing and hence further reduced drag. The steering rack operates the front pair of wheels, which control the rear ones through slave rods and levers.

Normal wishbone suspension is used for the front wheels, with outboard coil springs and dampers. The centre-locking wheels of magnesium alloy are designed for extra quick wheel changing, in which the Tyrrell team specialises. The only inter-connection of the separate front suspensions is through the balance bars that are connected to the single front anti-roll bar. The four front disc brakes are of 8in diameter, mounted within the wheels, their calipers being cast integral with the light-alloy uprights. The rear

Grand Prix challengers for 1976



Above: Front suspension and steering geometry details. Centre: Large-section and size rear wheels must inhibit smooth air-flow.

brakes have 10.45in ventilated discs and the whole system has been developed in conjunction with AP Racing (Lockheed). There is a weight penalty for using four small wheels instead of two big ones, with all their attendant chassis parts; this is not at all large, however, amounting to 10-15 kgs.

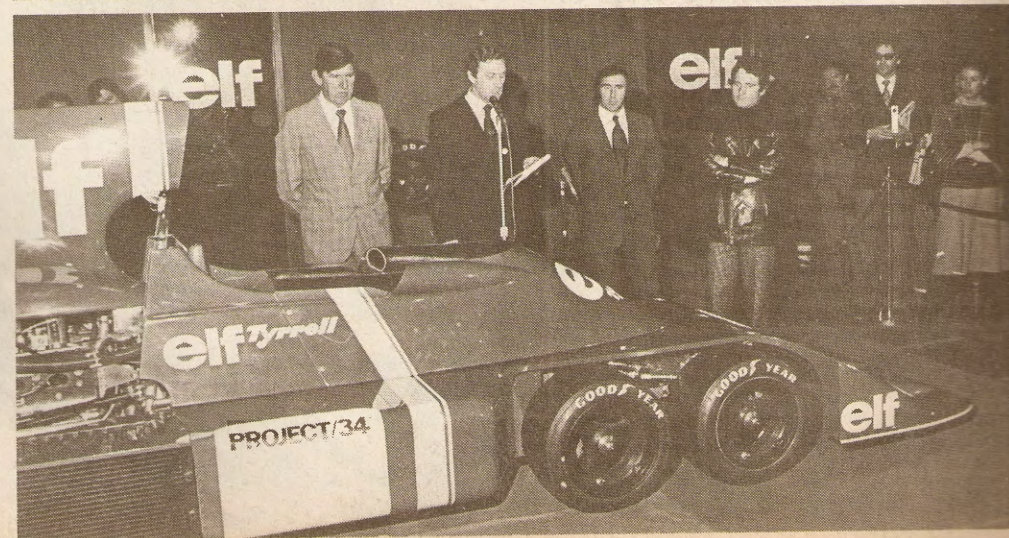
The regulations unfortunately do not permit a panel to be placed over the front wheels, which would enormously reduce both drag and lift. If these artificial rules were relaxed, it would be possible to use a similar layout at the rear and if all these little wheels were covered in, the need for aerodynamic aids, both front and rear, would be very much less.

The wheelbase from the first axle to the rear is 8ft 0.58in and from the second axle 6ft 6.48in. The overall length is 14ft 2in, which is about 2in longer than previous Tyrrells, though there were some variations between the different cars. The light-alloy monocoque has a tubular steel 360 deg rollover hoop bolted to its rear, which provides attachment points for the front of the engine and anchorages for the long tubular radius arms of the rear suspension. As usual, the Cosworth engine and Hewland FG 400 (dry sump) gearbox are treated as stressed members, carrying the unequal-length transverse links; the rear suspension, like the front, has dual rate coil springs and Koni dampers. The power reaches the rear hubs through GKN/Löbro constant-velocity driveshafts.

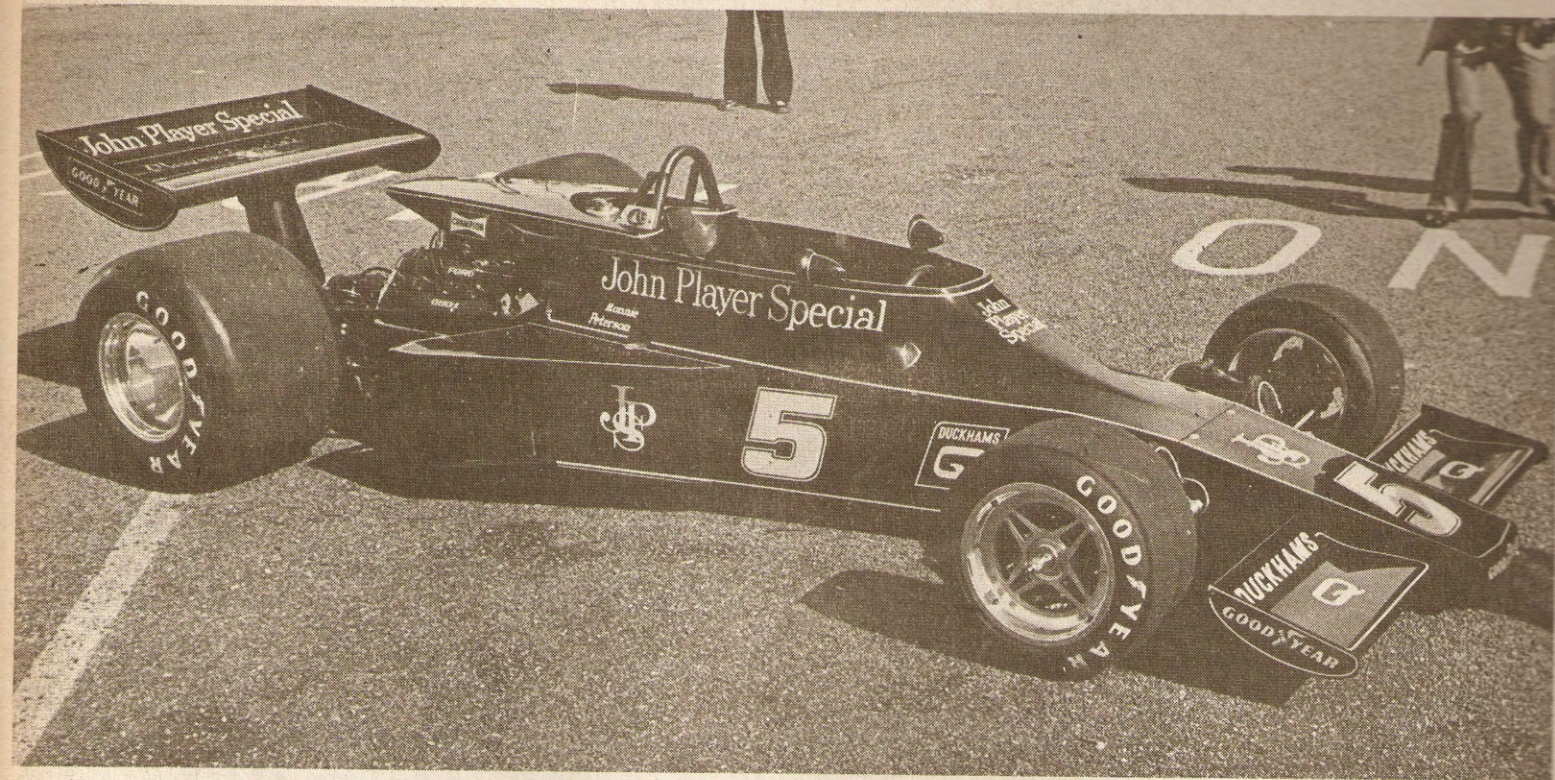
The nose, cockpit fairing, seat, and air intake are moulded in resin-bonded glassfibre. Presumably a lower air intake will be evolved and the oil radiators will be moved further inboard to suit next year's regulations, if and when the car reaches the starting grid. A built-in fire extinguisher system is fitted, operated by the driver or by heat-sensing switches.

Project 34 will add great interest to the racing scene. That it is not a good-looking car is the result more of the regulations governing Grand Prix racing than of the basic six-wheels conception. It must be safer than an orthodox car, because the result of a single front tyre deflating would be nothing like so serious.

The first tests will be undertaken by Patrick Depailler as Jody Scheckter is busy elsewhere, but both drivers will be trying the car in the near future.



Grand Prix challengers for 1976



A clean, easily adjusted body for the new Lotus 77.

New JPS 11 from Lotus

Many journals have been speculating as to what the new John Player Special Grand Prix car would look like and, thanks to an unofficial sneak preview by an Italian journalist, everyone heaved a sigh of "ah, we were right" when Lotus unveiled their latest car at a press reception held at a London Airport hotel during the middle of last week.

The car, which Colin Chapman yet again specifically asked to be referred to as a "JPS 11" and *not* a Lotus type 77, is hoped to put the Hethel concern back in the winner's circle, something which its predecessor, the ill-fated type 76 (nee JPS/9) never did. However to surpass the mighty record of the type 72, a model which is still racing under Team Lotus and Player's colours after six seasons and three Constructors Championships, the new car will have a hard time. Hard insofar as the technical innovations in Grand Prix racing, certainly the worthwhile ones, have nearly all been tried and unlike the type 72 when it first appeared, the new car is very much in keeping with the current trend of "kit car" and constructed with the revised F1 regulations very much in mind.

Designed in order to maximise performance characteristics to suit individual circuits, the car features a suspension system which is easily variable in both track and wheelbase, as well as other suspension characteristics.

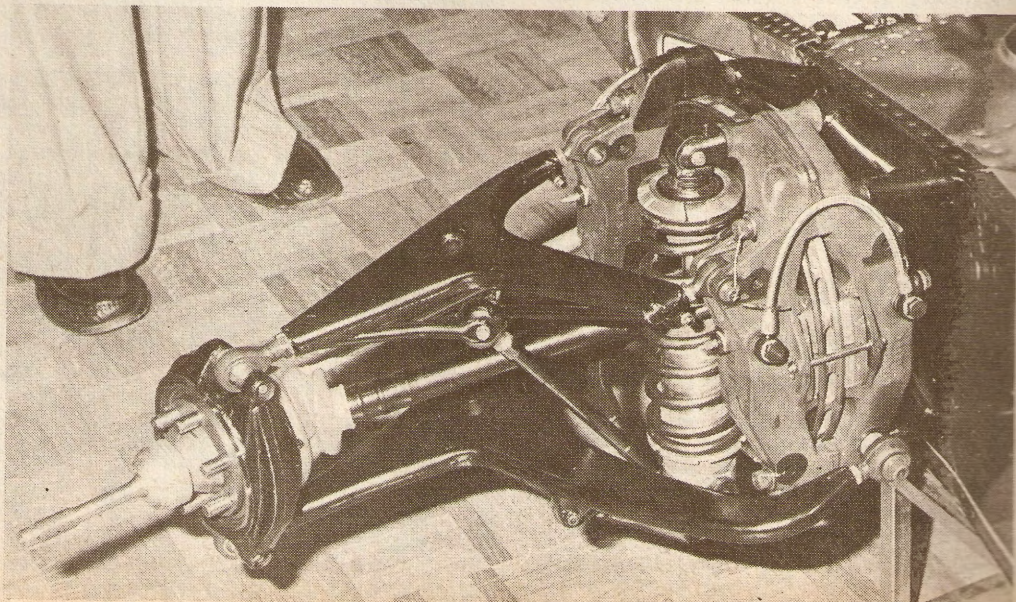
In order to combine this requirement with inboard brakes at both the front and rear, a new braking system has been designed to provide both balanced braking by fitting one leading and one trailing caliper to each large diameter disc and incorporating suitable mounting points for the suspension wishbones and links. The calipers (eight in all) have been developed in conjunction with Lockheed and are cast in magnesium. At the front they are mounted on a chassis mounted frame which can be changed simply to provide variation in track and anti-dive. At the rear the calipers are supported on new gearbox (a 5-speed Hewland FG400) sideplates, which can be rotated for variations in anti-squat, the right hand one of which incorporates an integral clutch slave cylinder.

Another of the entirely new developments in automotive engineering are the combination constant velocity joints, wheel bearings and hubs

used outboard on all four wheels. Using special Lobro joints, Ransome Hoffman Pollard have developed to John Player Team Lotus specifications, an angular contact twin row bearing which is fitted direct to the outer casing of the joint. The wheel drive pegs and lock nut spindle are incorporated into the outer joint thus the entire assembly, in addition to being stronger than a normal configuration offers a great reduction in size and number of parts, and weighs less than the original Lobro outer joint casing.

The new wheel bearings are mounted in fabricated steel uprights. As a result of ever improving tyre performance, massive 11½in x 13/16in ventilated discs are mounted inboard, there no longer being room in the 13in diameter wheels for brakes of the size required, and the discs are driven front and rear by standard Lobro intermediate shafts.

Constant velocity joints, wheel bearings and hubs have been integrated into one extremely compact assembly.

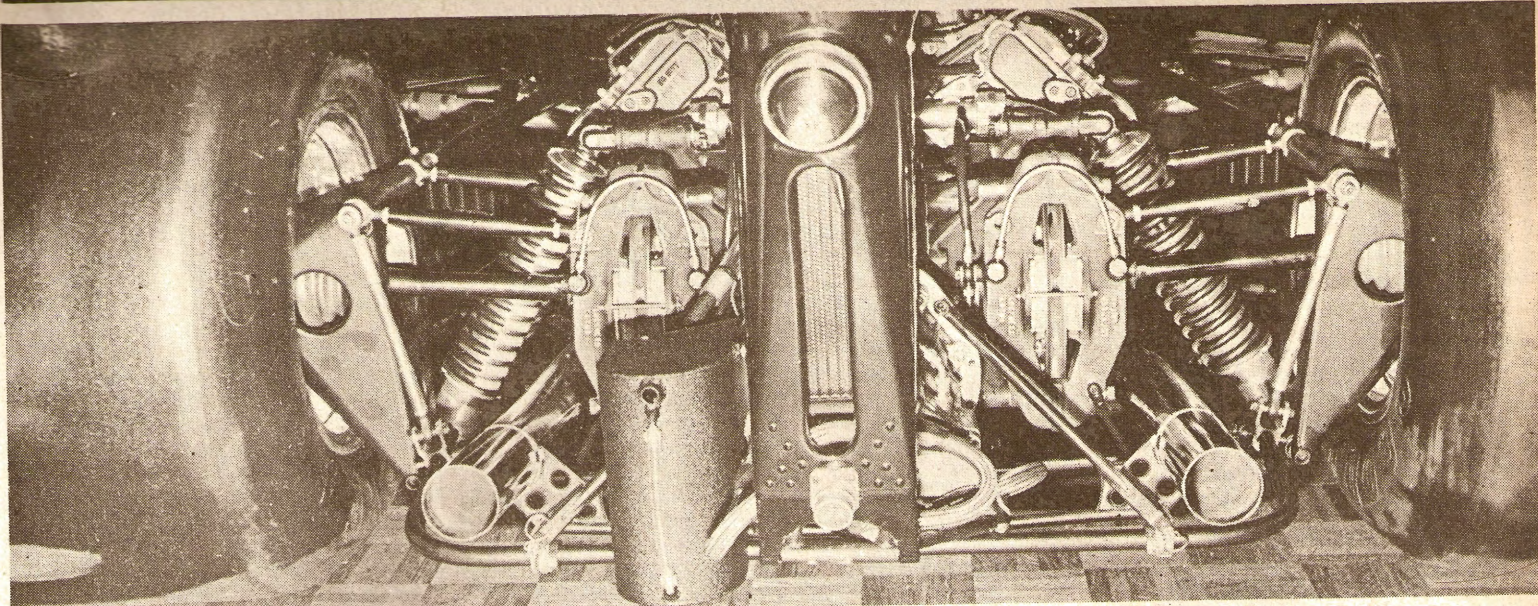


The conventional suspension comprises a fabricated alloy steel top and bottom wishbone. The top wishbone operates a linkage to the lower end of the coil spring/damper unit (Konis all round) vertically mounted on the brake caliper. The anti-dive geometry and track width changes can be incorporated by using different caliper mounting frames. The uprights are fabricated from sheet steel while the wishbones are mounted on the brake calipers.

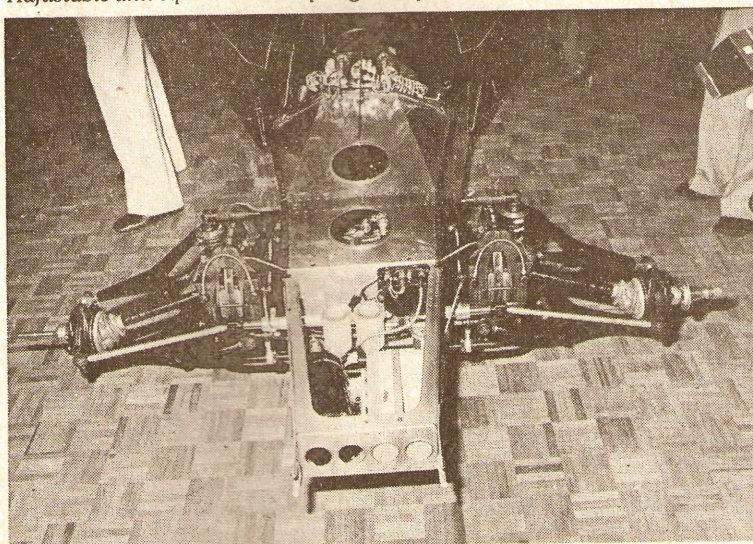
The conventional rear suspension features twin parallel top links and a single bottom with twin radius rods controlling wheel movement. All links are swaged alloy tube of French manufacturer. This is the first time Lotus have used this particular type of radius rod which are reputed to cost £18 each! It is also the first time a John Player Special has used coil springs. The coil spring/damper units are mounted at the lower end on a fabricated steel upright and at the upper end on the brake caliper. The rear geometry has adjustable anti-squat.

Ahead of the Cosworth Förd DFV engine, a 2½ gallon oil tank is situated in a shelf at the back of the monocoque and short pipe runs take oil to and from the engine and oil radiators which are

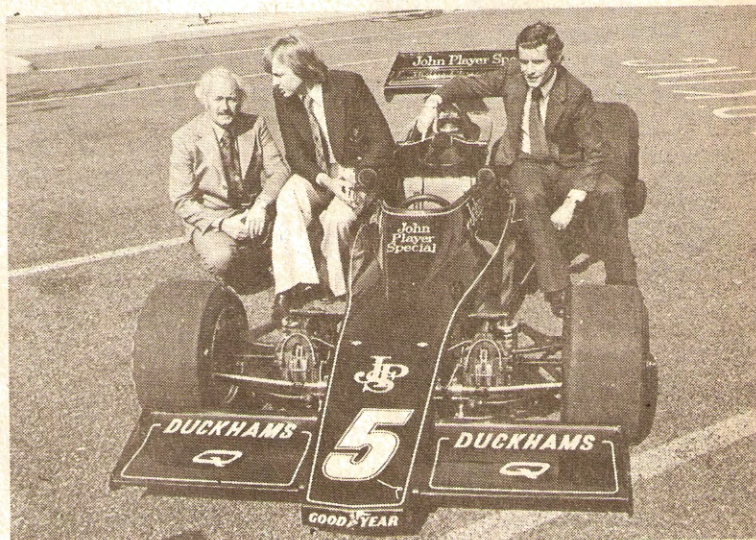
Grand Prix challengers for 1976



Adjustable anti-squat and coil spring/damper units are a feature of the otherwise conventional, for Lotus, rear suspension.



Manufactured from 16 SWG aluminium, the chassis is a full monocoque.



Next year's driving force? Chapman, Peterson and Ickx.

mounted directly behind the sharply angled water radiators. Both are cowled by detachable glass reinforced plastic ducts.

The water cooling is by twin copper brass radiators mounted beside the engine ahead of the rear wheels.

Fuel is housed in three foam filled rubberised fabric cells and these discharge under braking into a forward mounted collector pot from where the electric and mechanical fuel pumps feed direct to the engine through the break-away coupling. The three cells have a total capacity of 38 gallons and are located in chassis bays lined with deformable material to comply with current regulations.

Manufactured from 16 SWG aluminium, the

chassis is a full monocoque with a structural top panel ahead of the dash structure and which incorporates a deformable structure lining in the tank bays.

The front and rear wings are foam filled aluminium skinned structures with reinforced glass fibre end plates of carbon fibre. Apparently all four of these are lighter than just one of the older type used on the 72. The rear wing, "which is like foil," is integral with a further monocoque pillar structure which doubles as the wing support, gearbox oil cooler housing and ducts, rear light and auxiliary battery socket. Two main attitude positions are provided for the rear wing by gearbox mounted brackets while fine trim is

achieved by altering the separate trailing edge flap. The front wing adjustment is by simultaneous screw adjustment in the nose.

The cockpit top, engine cover, and airbox is a one piece glass reinforced plastic moulding. The airbox has twin intakes mounted either side of the engine cover behind the driver's head just like the original type 72. This just happens to conform to the new F1 regulations which come into effect next April on a maximum height of 85cms from the lowest suspended part of the car. The narrow width nose and side radiator cowls are also glass reinforced plastic.

The detail design on the latest John Player Special has been done by Geoff Aldridge (chassis) and Martin Ogilvie (suspension and brakes), formerly of Girling. Engineering supervision on the project has been the responsibility of Mike Cooke. Ralph Bellamy, although still employed at Team Lotus, wasn't in evidence, although Jackie Ickx was. The Belgian is still a John Player-Team Lotus contracted driver up until the end of this year, and he's been promised a drive in the new car. But as to whether he remains at Lotus next season, alongside Ronnie Peterson, is yet to be realised.

There was no mention of deleting the words and insignia of John Player Special in Great Britain from the car, although when this was given a trial run at the Race of Champions earlier this year, very few people noticed it. Duckhams and Goodyear were in evidence.

CHRIS WITTY

| | | |
|------------------|----------|------------|
| Wheelbase | 104.5 in | (265.5 cm) |
| Front track | 56.25 in | (142.9 cm) |
| Rear track | 60.00 in | (152.5 cm) |
| Overall length | 173.5 in | (440.5 cm) |
| Overall width | 80.0 in | (203.0 cm) |
| Overall height | 36.0 in | (91.5 cm) |
| Ground clearance | 3.5 in | (9.0 cm) |
| Weight (approx) | 1270 lbs | (575 kgs) |

Joint 77 designers - Martin Ogilvie, suspension and brakes.

Geoff Aldridge - chassis



Warner's Stratos plans

Getting the Chequered Flag Lancia Stratos to the finish of the Castrol '75 consisted of rather more than very safe and steady driving on the part of Tony Pond for the car was effectively a four speed Stratos after the gear selection problems encountered on the first stage. Tony was instructed not to engage fifth gear again as following the first and only time he did, the gearbox promptly found and obstinately remained in second on his subsequent change down to fourth. By not using fifth again, Tony encountered no further problems with the gearbox. In addition the car suffered a puncture on the longest stage of the event, Hafren 3, and on one stage, a thread on a steering arm stripped, effectively leaving Tony with one wheel steering with which to complete the stage. . . all in all an outing which in view of the lengths taken by the driver to get the car to the finish, has given Graham Warner further misgivings. It has also given him the highest regard for Tony Pond whose

mechanical sympathy, attitude and ability impressed him greatly. With Opel now out of the Lindisfarne (they will be hard at work preparing for the Kadett assault on the RAC) Tony Pond has been released from his commitments to DOT and Graham has taken the opportunity of entering him in the Stratos on this event. Pond will also be doing the Cheltenham Festival in the black and white car.

When we spoke to Graham late on Monday, he was awaiting Per Inge Walfridsson's confirmation of the RAC drive; but Tony will in any case be driving one of the new Kadetts, forming a triumvirate of Kadett crews, the other two being Walter Rohrl and Rauno Aaltonen. After the Lindisfarne and the Cheltenham Festival, the troublesome Chequered Flag Stratos will be taken back to Italy for a comprehensive rebuilt at the works prior to the RAC. Warner's '75 plans have yet to be announced but they promise to be exciting.

Round 11...

ASRs are now available for the fourth "Cheltenham Festival," the Cheltenham MC's methodology this year taking the rally away from the southern forests into the South Wales region where the stages will appear as old favourites, plus two completely new tests. Other new ideas employed include target timing for all sections and digital electronic stopwatches at stages finishes. The rally takes place on October 25, both starting and finishing at a location near Bulth Wells — from 08.00 hrs to 18.00 hrs, taking in a 200 mile route with at least 70 stage miles included. The entry fee is £32, which includes one service pack.

Dymock's delight

The forthcoming Forward Trust rally, run on Saturday November 1, by the North Ulster CC in place of the Causeway Coast (which has died a death largely because of the lack of forestry allocation as much as because of last year's chaos), has the dubious honour of being the first rally to be run in a stock car stadium (Eric Dymock, the former rally driver, opinionated Formula one follower and vitriolic critic of rallying, will doubtless be heartened by these glad tidings). The single venue event is to take place at Aghadowey where the stadium is built on an old airfield. There is a £1,200 prize fund.

Wolfsburg for RAC— new VW team to enter European rallies?

It now looks certain that Wolfsburg will have at least two cars in the RAC Rally probably entered under the Formula Vee label. The cars will be Golfs in the Nordstadt Tuning colours and will be driven by Freddy Kottulinsky and that German emigre to South Africa, Llaus Kelint. For the rallies of Europe, this could

be the thin end of the wedge for VW are interested in projecting the new big engined Golf as a sporting car and rallies are likely to be the way to exploit it. With rumours of engines giving over 180 bhp for the little front wheel drive car, it could bring an exciting new ream of cars into European rallying.

Mikkola signs up for '76

At midday last Tuesday, as we were on the verge of going to press, Hannu Mikkola signed for Toyota for next year. Last Monday, Ove Andersson flew to Helsinki for talks with the Finn and they spent the evening in heavy discussions at one of the city's prominent nightspots. The following day Ove Andersson boarded the plane for the return journey to Brussels with Mikkola's signature in his pocket. We are also

led to understand that Ford have been very interested in acquiring his services again, and had in fact made an offer which was seriously considered by Mikkola before he decided to take the Toyota deal. Exactly what Toyota's rally plans are for the 1976 rally season is not known at present, but it presumably includes most of the World Championship rounds and other prestigious events.

Lampinen is a double winner

Last weekend Simo Lampinen was confirmed as '75 Finnish rally champion when he won the Turku-based Kesoil national rally for Finnish Saab. The rally crammed in approximately the same number of stage kms as the 1000 Lakes into 18 hours. The only man who could theoretically have threatened Lampinen's position was Hannu Mikkola driving the Escort 2 and accompanied on this occasion by Ford Finland PR, Timo Putkonen. Mikkola spent the first three stages experimenting with summer tyres (the cars are not allowed to use winter block treads during the summer months) and had finally decided that the Uniroyal variety were the best. Despite this however he was still leading the Saabs, though the rally at this stage was being led by a knowledgeable local in a Group one

Alfa Romeo! On the fourth stage Mikkola had a slight off and although the accident was of a very minor nature, the impact broke the anti-roll bar mountings and he was unfortunately not able to continue. At this juncture the Alfa led by one second from Norwegian Erik Aaby in the ex-Clarke and Simpson Escort RS who was in turn one second ahead of Mikkola. With the latter's departure from proceedings however, the rally resolved into what looked like certain victory for Aaby, which would have been a surprise indeed for a Norwegian to have won a Finnish event; but cruel luck robbed him at the last when he suffered a puncture on a road section, lost six minutes, and finished up 10 seconds behind Lampinen in second place. Tapio Rainio was third in another Saab.

Over the hill

From what we can gather latest news from Oldham would suggest that the long and latterly successful rally life of JBU 700L, George Hill's ex-Will Sparrow overworked and very tired Vauxhall Magnum coupé, is nearing its end, as George will be at the wheel of a brand new Magnum for the RAC in November.

Sunday's Dukeries action

Over 120 entries are set to start this Sunday's National Dukeries Rally, a round of the BTRDA championship, and the entry is a good one indeed. The first car is due to leave the Idlewells Centre, Sutton-in-Ashfield, 120/493590, at 08.00 and there are 26 stages in store in the Sherwood Forest/north and east Nottinghamshire area. Halfway halt is at Blyth. First car should be arriving back at the Idlewells Centre at about 18.00. The top runners are as follows: 1, Tony Drummond/Derek Carman (Escort RS); 2, Chris Wathen/Colin Gorman (Escort RS); 3, Willie Crawford/George Dean (Escort RS); 4, Piggy Thompson/Mike Nicholson (Porsche Carrera); 5, George Beever/Stuart France (Escort RS); 6, Barry Lee (Datsun Sunny); 7, Richard Iliffe/Tony McMahon (Escort RS); 8, David Stokes/Bill Andrews (Escort RS); 10, Randolph Whittall-Williams/Roger Hemmings (Escort RS). Tony Drummond is taking his

sponsor, Derek Carman, with him, although whether Derek will be content to read maps and watch the scenery sliding past is a moot point.

Spectator facilities have been carefully laid on by the Dukeries MC in Clipstone forest and recommended vantage points will be pinpointed in the programme on sale at the start; however the start references for the eight Clipstone forest stages are as follows: 1, first car due 08.46, 120/624609½. 2, first car due 08.59 5706030. 3, first car due 09.05, 601612. 4, first car 09.16, 629½620.5, first car due 15.49, 576623.6, first car due 16.00, 602613.7, first car due 16.12, 587½611. 8, first car due 16.36, 611593. There is a further stage at Kings Mill Reservoir at MR 511591 where the first car is due at 17.15. There is a car park provided for spectators opposite the stage finish at 515598½. This year the event is sponsored by Esso and the Mansfield and Sutton Observer.

Castrol points: an Eppynt decider

The points situation following the last round of the Castrol/AUTOSPORT championship means that the leadership struggle will not now be decided until the final round, the Tour of Eppynt, in December. George Hill could theoretically score a further 32 points in the event of him winning the two remaining rounds, as his lowest score this year is 12, and he would of course drop this since the championship is decided on the best eight scores. All this would give him a theoretical maximum of 148 points. Tony Fowkes, now firm favourite to take the title from George, could score a maximum of 40 points from wins on the remaining two rounds, as he has scored on just six events so far. This gives him a theoretical total of 147. Only these two drivers are in the running for overall honours. **Drivers-overall:** George Hill 116; Tony Fowkes 107; Robert James 62; Tony Drummond 56; Andrew Dawson 53. **Co-drivers:** Phil Short 116; Bryan Harris 107; Dave Richards 56; John Tew 49; John Brown 48. **Group one drivers:** Paul Appleby 88; Ian Lawless 74; Chris Field 67; Tim Walton 58; Bernard Banning 46. **Group one co-drivers:** Keith O'Dell 88; Ken Carter 58; Keith Read 43; Alex Walker 39; Barry Fawkes-Underwood 38. **Lady drivers:** Jill Robinson 36; Jane Neate 33; Jean Denton 25. **Lady co-drivers:** Dylis Rogers 45; Rosanne Clinton 21; Valerie Guest 15.

● Following Ian Lawless' fine drive into seventh overall and first group one car with his immaculately turned out RS2000 on the Castrol '75 last week, he is now to do the RAC under the Sky Radiophones sponsorship. The original deal was merely arranged in order to enable him to complete the Castrol/AUTOSPORT championship this year, but his recent successes plus the promotional value of the RAC itself, seem to have changed things somewhat. There is no possibility however of the sponsorship being continued into next year.

Reiner's Porsche to win German Championship?

With the points situation rather unclear in the German championship pending Warmbold's appeals concerning the Baltic Rally, which should be heard in mid-October, what has emerged with just one round to go — the Stuttgart Rally in ten days time — is that Reiner Altenheimer and Hanno Menne are practically champions elect since whatever the result of the Baltic Rally, if they just finish the Stuttgart Rally, they must be the champions. Second is almost certain to be Walter Smolej and Willy Pitz in the Irmscher Opel Ascona.

● The Wexford Stages, a national event in Southern Ireland, was held over the weekend and was won by Jimmy Stewart's Porsche Carrera. Joe Pat O'Kane/Roy Sloan were second in their similar car, and Roger Cree's Mini finished a creditable third. The Group one prize went to local man Frank O'Rourke driving an Opel Ascona. Ron Neely totalled his Tuborg Mini on the third stage of the event, though thankfully no one was hurt. Man of the meeting award should surely go to Dessie Coates who managed to bring his MG Midget home sixth overall.

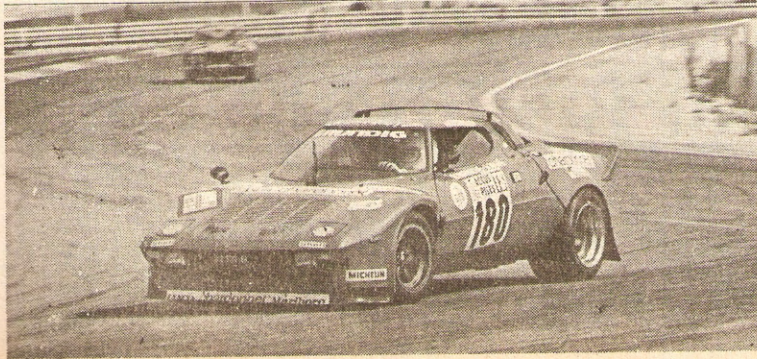
● Tony Fall is shortly to put his two rally Asconas up for sale in readiness to go over full time on to the Kadett programme. He hopes to be running at least one car next year with the possibility of another car to be driven by a driver bringing his own sponsorship.

● From what is now being mooted in the McCartney camp, it appears that Dessie is to go continental next year, having come to the decision that he has gone about as far as he can go in Ireland. With Terry Harryman beside him, he could hardly fail to meet with success, especially in view of Terry's European experience which he gained with Lancia some years back. Meanwhile Ronnie has another Porsche for sale; this one is the familiar yellow car which Dessie used last year and which appeared in Ronnie's hands last weekend on the Castrol '75.

TOUR de FRANCE

Darniche leads

After an early challenge from Makinen's Escort 2 (blown engine at Paul Ricard) this long event was led by the very rapid Guy Chasseuil (Opel Ascona) before he was overhauled by Bernard Darniche's Stratos (below). As we went to press, the Stratos had gearbox trouble and was being caught by Egretaud's Porsche Turbo.



Just 43 crews for Centurion

Using three forest stages, two on the Otterburn training ranges and the remaining four being on airfield and private stretches of road, last Saturday's Hadrian CC Centurion Rally was won by Bill Lymburn and Allan Hutchinson in an RS 1600 by a very comfortable margin.

Attracting only 43 crews for their Hubb Hire sponsored event which had 75 stage miles in road mileage of 200, the event was organised in conjunction with the Tyneside Motor Sport Group.

Taking the lead almost from the start Lymburn/Hutchinson ran away from the opposition with 852 pens to head Bob Joyce and Doug Heard in their Escort TC. The latter firmly established themselves in second spot and then eased off with the result that Alan Conley and

Crawford Dunn, in their Avenger Tiger, pulled back to within seven penalties of them by the end of the day.

Fred Henderson and Dave Orrick collected fourth in their Toyota Celica, a further fair distance behind, with Bill Dobie/Peter Mellor (Escort TC) and George Hubb/Brian Dickenson (Mazda RZ3), taking fifth and sixth spots.

Class winning performances came from R. Snowden/G. Stephenson (Mini) and M. Baxter/M. Rowe (Mini). The best Tynemouth crew were Peter and Cathy Thompson in a standard Chevette.

Results: B Lymburn/A Hutchinson (RS 1600), 582 pens; 2 B. Joyce/D. Heard (Escort TC), 732 pens; 3, A. Conley/C. Dunn (Avenger Tiger), 739 pens; 4, F. Henderson/D. Orrick (Toyota Celica), 775 pens; 5, B. Dobie/p. Mellor (Escort TC), 832 pens; 6, g. Hubb/B. Dickenson (Mazda), 883pens.

Final Forum

The final All Star Rally Forum in memory of Barry Hughes is at 8pm tonight (Thursday September 25) at the Bowden Assembly Rooms, The Firs, Bowdon, Altringham, Cheshire. The panel will consist of Russell Brookes, Colin Malkin and Will Sparrow and will be chaired by Stuart Turner. The previously published map reference gave metric map 101, which does not yet exist. The correct reference is 759869 on either map 109 or 12 sheet 101.

● The Motor Sports Club of Hong Kong held their annual general meeting on August 21 to elect officials of the club for the 1975/1976 season. The new president is Jerry Richardson, a relative newcomer to the club, backed on the competitions side by Pete Mullens as vice president (competitions). With the president working for Hong Kong's anti-corruption commission, and the vice president (comps) being in the special branch of the Royal Hong Kong Police Force, the club should (it says here) run along the right lines!

It was also decided at the meeting to apply to the FIA/FIM for recognition to enable the club to run international events in their own right. In these days of fluctuating financial forces, it is felt that an extra international event or so can only be a good thing, both for overseas crews who could have other events in their calendar, and local crews who may also wish to compete further afield.

BRIEFLY...

● A postcard from the Wandering Dutchman, Bob de Jong has alerted us to the fact that he is doing the Darma Putna Rally in Indonesia on October 22/26. This year it will only be a national rally but next year plans to go full international and get some of the European stars out to perform. Bob reports that it is ideal rally country and if you want to really know why he is there, the first prize is £4000.00.

● North Humberside MC's Moores Opel Stages Rally rakes place this Sunday, starting from Moores of Hull's premises at Witham and finishing at the Grange Park Hotel, Willerby. Mike Rawson will be heading the entry away, driving the DOT Ascona SWX 6M, with Rupert Saunders co-driving. Last year's Northern Road Rally Champion, John Evenden, will be entered on the event by Rawson's sponsors, Stock-shill Garages. Evenden is planning to build a group 2 Kadett during the winter.

● Scheduled for October 19, once again the Maidstone and Mid-Kent MC Niflo Grasshopper Rally will have its entire route in Kent. A little late, but now on their way to all who have applied, are the ASRs-copies from Mr M. Jordan, Pilgrims Garth, Hollingbourne, Maidstone. Telephone Hollingsbourne 286. Any volunteers for marshalling duties are requested to contact Mr G. Castle, 10 Chatsworth Drive, Sittingbourne, Kent. Telephone Sittingbourne 71157.

● There are two more rounds remaining in the Cars and Car Conversions rally championship, the Ouse Valley stages on October 5th, and the Hercock Simpson on October 25th; and over 1601 cc leader is Randolph Whittal Williams who leads Malcolm Smith by 18 points; Terry Kaby leads Jon Lloyd by 11 points in the up to 1300 cc class; and Robin Langford leads Colin Barrell by 21 points in the 1301-1600cc class.

● Last Friday night a closed rally was run by Cookstown MC which was won by Tommy Speers/Joel Law in their Escort TC. Second was Irvine Tannahill's Corolla, with Fred Gallagher navigating, and third were Peter Jones/Brian Rowan whose Imp blew up at the finish after running with no oil pressure.

Compound problems on San Remo tests?

The problem of finding the right tyres for the long stages on this year's San Remo is setting Pirelli a few headaches and there must also be a few ponderings at Fort Dunlop as well to know what to give the Fords. Rauno Aaltonen has opted for a specially cut version of the soft rubber red spot CN 36 for his Opel Kadett and a sample of the tyre covered in his chalk marks ready for cutting was on display in the Pirelli caravan in Munich at the weekend. Walter Rohrl and Jochen Berger had come back from San Remo to deliver the tyre to Petèr Petit of Pirelli and to act as starters on the rally for the AC Bavaria.

Jan hits the front

That ravishing brunette from the south, former mud wrestler and beauty contest entrant, Jan Peters, did it again on the Isle of Man two weeks ago when her abundant natural charms stunned another gaping panel of judges into weak-kneed submission. The frolicking, fun-loving Jan, watched by her proud husband, international rally co-driver and personality, Monty Peters, walked away with a saucy sash and a £50 cheque for clothes at a local boutique. It wasn't long before the offers and interviews came flooding in and now the "Queen of Rowlands Castle" is to appear on the island again. This time however, she will be flagging away the competitors at the start of the '76 event.

Briant and Bryant

The latest round of the *Motoring News* championship, the Tavern MC's Bristowe, was won last weekend by Mick Briant/Peter Bryant in the former's familiar RS2000. The pair won the event by five minutes from the ever consistent Kevin Videan/Peter Valentine in their Datsun 240Z. A further one minute behind were Bill Gwynne/Terry Thorp. Peter Bryant, who seems to be building up a record of winning one *Motoring News* round every year (last year it was the Cytax with George Hill) reports that the event was well organised with a classic route. Cyril Bolton/Keith Wood were lying third in their Mini when they were sidelined by a wheel shearing clean away from the suspension.

● Hanno Menne who has sat beside Altenheimer all year in his quest for the German championship is looking for a ride on the RAC Rally. His English is excellent and after some of the baffling turns of fate possible on a German Rally, the RAC should present little problem for him. Anyone seeking a co-driver can contact him at 8 Eberburgweg, 5100 Aachen, Germany.

● The Association of Northern Ireland Car Clubs have officially sanctioned the running of an international rally next year in Ulster. It has been decided to form a committee from among the four clubs who have an interest in running the event; these are the Larne, Omagh, North Ulster and Mid Antrim MCs. Dates and details are to be decided.



Fowkes swings through the last hairpin on Myherin. He was the unchallenged master of the event all day.

ABERYSTWYTH/CASTROL '75

ROUND TEN

Fowkes throws down the gauntlet

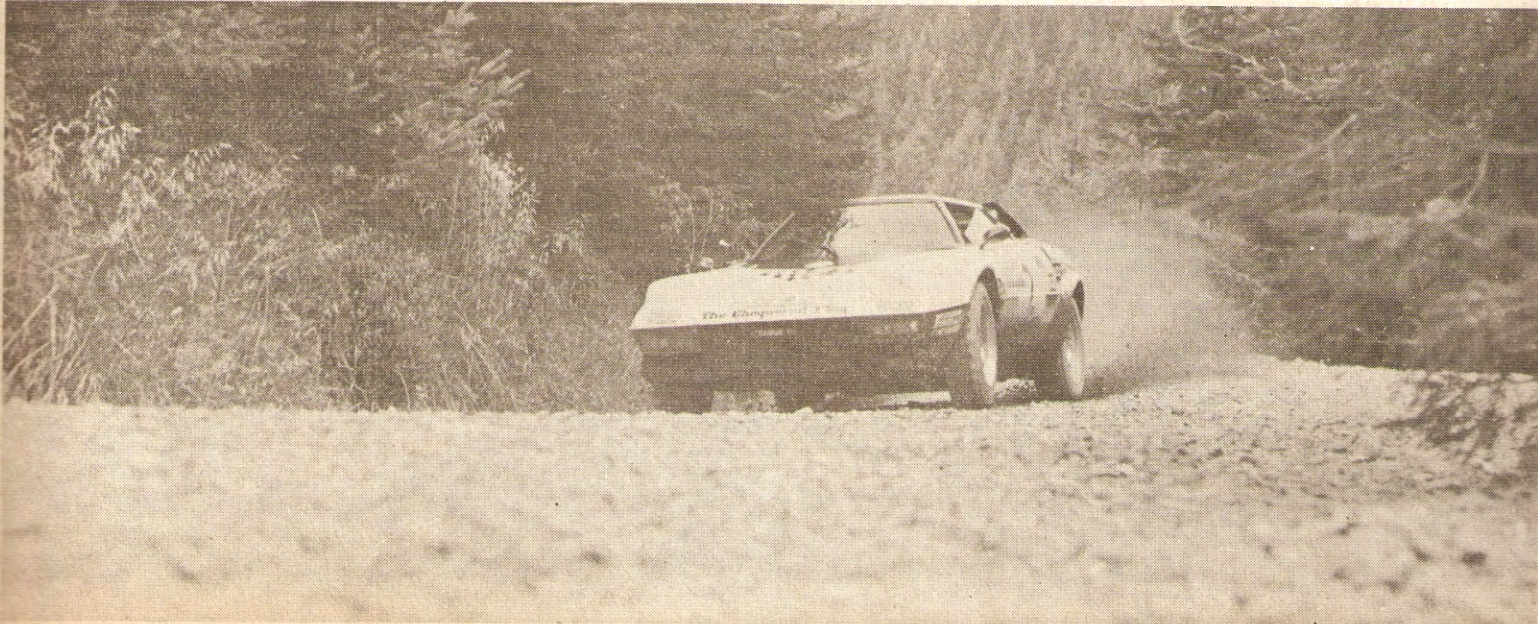
Story and photos by PETER NEWTON

Despite everything that has befallen it over the last six months, the Chequered Flag Lancia Stratos is still the subject of awed attention wherever it appears. Last weekend, however, extra fuel was added to the fire by the fact that an Englishman was to drive it for the first time, an Englishman who had professed his intentions to achieve a result for the team rather than go out with the sole intention of annihilating the opposition only to return with a broken car; with Tony Pond behind the wheel, the Chequered Flag had found themselves with a mature driver of quiet resolve and great flexibility; so surely it mattered not that he had never driven the car on the loose before . . .

Tony Fowkes had not been pleased with the Marina Holidays result and he set out to redress the balance with typical determination. From the outset he made the event his own, and set a seal on proceedings immediately. There was no question as to his intentions, and no one had an answer. Fowkes came home at the end of the day a delighted and thoroughly deserving winner, just reward indeed for his perennial determination and 100% effort. Among the other fancied runners there were afternoon dramas waiting in store which first heaped themselves on George Hill, then Tony Drummond, Andy Dawson and finally Chris Wathen, who had the sickening misfortune to misjudge a bend near the finish of the final stage, with the glare of the setting sun in his eyes, going off and losing a certain second place, after a memorable drive in his old, old car.

Last year the Castrol '75 was an unprecedented success. Under the capable direction of David Stephenson and David Cozens of the Wolverhampton and South Staffs CC, the event is now establishing for itself a unique character and style; the result is a rally which no competitors in the country would want to miss. There are few rallies indeed held on these islands where it is possible to drive an 18 mile special stage on loose surfaces; on the Castrol '75 it was merely the longest of a succession of exciting protracted stages from which drivers coasted out of the forests, sweat pouring in rivulets from their faces, wearing wide smiles under their helmets. The rally, again contained close to 100 forest miles in its compact 120 mile route, and these superb stage miles were effectively divided up into just eight tests. It is only possible to do this sort of thing with firm cohesion and confident organisation; for David Stephenson and his hard working team, these are merely by-words.

Tony Pond on Dyfi 2. A thoroughly professional performance brought the Stratos to its first finish this year, despite a multitude of problems including a stripped thread on a steering arm bolt which effectively gave one wheel steering for half a stage.



This year the rally was based on the increasingly enthusiastic Welsh seaside town of Aberystwyth, and after last weekend it seems as though it has found a permanent home there, such was the reception from the town. Besides merely hosting the event, the townspeople and the local Aberystwyth and District MC were actively involved in that many of the awards were being presented by the town's traders themselves, one even coming from the town council. Thus the atmosphere on Friday night, as the rally circus moved in and the guttural sounds of BDAs drifted through the streets, was one of convivial anticipation. As a natural centre for rallying Aberystwyth is geographically almost perfect, its inhabitants seemed determined to make sure that the welcome lacked nothing either.

Scrutineering was scheduled in two sessions, on Friday night and on Saturday and the organisers were a little taken aback at the sheer number of competitors who appeared for the former session at Meirion Motors' premises. (This is perhaps a reflection of the increased professionalism growing among stage rally crews who now recognise that hotel bills are effectively a necessity, and budget accordingly). The result was that large queues built up in the rain outside the buildings, the latter not ideally suited to the job in hand; it was all very good natured however and competitors made their way towards the bar of the Belle Vue Royal in high spirits. It thus came as a redoubled shock when it was learnt in the small hours that there had been a tragedy not 400 yards away from where the merry-makers were carousing.

It was a rough wet night and the tide was high. A road runs along the promenade at Aberystwyth and at one point turns square right where the sea wall has been built out, there are only some rusty railings between the road and a 20 foot drop into the black waters below. It is doubtful whether the driver of Neil Metcalfe's Ford Granada service car ever saw the corner, for there were no braking marks and the heavily loaded car careered straight on, brushing aside the railings as though they did not exist, and plunged headlong into the sea. The depth was about 10 feet at the time and there was a strong swell running; only one of the four people in the car was reported as being able to swim and Neil, sitting in the back, was badly injured about the shoulder and ribs by a trolley jack which hurtled forward from the rear. The driver, trapped by his seat belts, drowned before he could be extracted, but mercifully the other three escaped. Co-driver Steve Slater and the other member of the service crew were discharged from hospital on Sunday after treatment, but when we last heard, Neil was still there, badly hurt . . . This ghastly tragedy leant an unnaturally melancholy note to the remainder of the evening, so that those who were left rapidly retired to bed, sickened and depressed.

There had been several discussions as to where the organisers would allow Billy Coleman, who had been granted a late entry, to start. In the event the decision never had to be taken as the Thomas Motors team never arrived. Tony Drummond/Mike Nicholson were first away in the Derek Carman Escort which was now fitted with a pair

last frangibility on the Marina Holidays round. Tony also had his "rallycross" doors fitted in an effort to shed some weight from the car. The Stratos started at two with a new crew and everyone's hopes that it would at last succeed. Tony Fowkes has now resolved to win the Castrol championship, and like everything else he does, he has set about it with a singlemindedness that leaves nothing to chance; if there was a favourite to win, it had to be the Cables and Components car at number three. George Hill, his only rival for the championship, was next away in Britain's most successful rallying Vauxhall, the ageing Martins Magnum coupé. Following the most recent exertions of the Manx, the Watts linkage had been "expertly" re-welded by the irrepressible Mike, the rear anti-roll bar had been taken off, and the steering gear had been refettled with new ball joints. The car was still equipped with the 'smoker'; the most reliable of the bunch of engines purchased at various times from Mr Blydenstein, and George seemed more confident and relaxed than at any time this year, having shrugged off his mid-season misgivings about the handling of the car. His performance in the afternoon session of the Marina Holidays was a joy to watch and he was to give another uninhibited display on the Castrol '75. Another battle weary vehicle was next away, and this of course belonged to Chris Wathen. Local fortunes were represented by Jeff Churchill, Dai Roderick, and Aberystwyth resident, David Grainger, the latter down at 29 and destined for a noteworthy run into sixth overall. Loyds of Stafford were very much in evidence through the entry, for not only were they handling Tony Drummond's service and looking after Laurie Richards as usual, they were also represented by Mr Andrew Dawson, who with Kevin Gormley, was seeded at 14 (taking Randolph Whittal Williams' place) in the G2 Lloyd's RS2000 which following flywheel failure on the Manx was now powered by the unit which had served Andy so well on the Jim Clark. Richard Iliffe's Avon Tyres car made a return to competition at 10. The car had been scheduled to start the Marina Holidays, but a porous cylinder liner in the Drummond engine was discovered at the last moment and Tony had had to wait two weeks for a replacement. A smart green Avon Garage/Central Tyres supported Escort RS started at 11. This newcomer for Terry Brown turned out to be none other than David Stokes' venerable old TC shell resprayed and fitted with Brown's 1800 BDA and Atlas axle salvaged from the wreck of his old car. Regrettably he was to pack up after the first stage when, on suspecting the flywheel bolts working loose, he decided to stop rather than risk expensive damage to the car. Further down the entry list were Robert James' Carrefour RS, Pat Ryan Western Mail/Howells Alligator, Gordon Batchelor's Avon Tyres RS, still with the big engine, "but don't tell Pat Ryan!" and further on, three Irishmen: Hugh O'Brien, who was making a return to stage rallying at 18 in the ex-Derek Boyd Escort; Ronnie McCartney in the car which brother Dessie used on the Manx in '74; and Paul Martin at 44. These three brought with them an entourage which comprised at least Peter Scott, not to mention Derek Boyd, Brian Evans, a now remarkably svelte John Brown, Nigel Mills, and of course Paul Martin's rigorously drilled and highly disciplined service crew. With David Lang, Paul Appleby (just), Ian Lawless, Bernard Banning, Chris Field et al in attendance, the Castrol '75 promised to be a tremendous rally. No one was disappointed.

One of the disappointments of the day, however, concerned the non-start of Barry Lee who was to have made his return to rallying at the wheel of Geoff Glover's neat little Datsun Sunny coupé. He was on his way to the start when he was forced to park the car forlornly at the side of the A44 some 15 miles short of Aberystwyth when the Datsun overheated and reportedly blew a head gasket. Apparently a hose had worked loose, accounting for the rapidity of the engine's demise. Barry thus did not make it; Paul Appleby however did, by about two and a half hours, arriving in the town at six o'clock in the morning after a sleepless night delivering cattle. Since his cattle business pays for the rallying, there is no question as to priorities, but Keith O'Dell's eagerly awaited double act as driver and co-driver was not to be.

There were only three stages before an early lunch in the nostalgic surroundings of the Wynnstay Arms, Machynlleth; just three tests and 34 stage miles. At 09.15 the rolling forests of Myherin came alive with the angry sounds of teeming rally cars and the battle was joined. On the way to the start of the stage, the Stratos

played the first of its many ruses of tricks on Tony Pond when the selectors jammed between two gears, leaving him with just second gear to tackle the entire 12½ mile test. There was nothing for it but to go in, and hope for the best. Meanwhile Tony Fowkes had made his intentions obvious from the start, setting a time through the forest to which no one could reply. In fact he was fastest all morning, and was a comfortable and happy leader at lunchtime, for him the rally was now a pleasant formality. With very strict servicing arrangements everyone was well aware of the necessity of reliability. This factor and the length of the stages themselves could mean that to get a puncture might well decide the event. Unscheduled servicing in Wales has now been forced off the road by the police, and the organisers, already keen to restrict servicing, made the day a very simple outing for support crews by laying down official service areas and banning any other rendezvous. It was gratifying to learn that most competitors complied with the rules.

When eventually, after a 27 minute delay while a mobile cement mixer was allowed up the first stretch of Myherin, the Stratos crawled through the stage, Tony was immediately confronted by another problem, namely how to get around hairpins. There is no effective handbrake in the car, the brake bias is to the front, and while a 'big swing' would have possibly sufficed, this might have meant visiting ditches, and possibly damag-

ing the car to the finish and he intended to prove it by driving as sympathetically as possible. The fact that he lost so much time on this first stage, and then at all subsequent hairpins where he would always take reverse gear rather than risk the car and yet still finished third, three seconds down on George Hill, speaks volumes both for his driving and the potential of the car. Never has it been driven so carefully, and never has it before finished an event.

There were a further two stages in Hafren before lunch and the second of these proved something of a graveyard for rally cars; Escorts littered the trees and firebreaks like confetti. Among those off farming was David Stokes, who shot down a firebreak at impossible speed, electing to head for the gap rather than risk his car in the forest. He was horrified to see a vicious tree stump looming up ahead as he careered on down the gap. REV lunged towards it with prayers being offered from within the cockpit. The stump promptly exploded in minute pieces all over the car — it was rotten to the core. David was out of the rally but damage to his car was minimal and he will be out on the Dukeries next week. Meanwhile he was soon joined by Mr Spriggs' Vauxhall with two rods through each side of the block and a holed sump! Poor David Lang does not seem to have much going his way at present. After another batch of really impressive stage times he rolled to

George Hill powers through a fast left at the start of Hafren 3. A fine drive was rewarded with 2nd overall.





Andy Dawson flings the Lloyds RS 2000 through Dovey — he was unlucky not to finish second.

a halt in Hafren 2 out of petrol. He was a rather subdued man at lunch and carried on only to suffer boiling brake fluid and, eventually, to run out of tyres. Richard Iliffe managed to collect two maximums before lunch; the first as a result of an off after the ford in Myherin, the second when a rear brake pipe and a cylinder cracked in Hafren 2. The engine, however, was apparently highly satisfactory. Meanwhile Bernard Banning had managed to go off five times on this stage — all this on the way to ninth overall! Jeff Churchill was not at all his ebullient self that morning, and his service crew were also suffering from a mystery stomach ailment that was as unpredictable as it was violent. Dr Laurie Richards stepped in at lunchtime however and one of his unique potions soon soothed the Churchill constitution. All, however, was in vain for the camshaft belt slipped off his BDA on the first test after lunch, thus adding another expensive mechanical malady to the swelling list. Jeff however was not too disheartened for two 2-litre BDAs are on the way — and a new car to boot.

Laurie Richards' ill luck was back again after a brief relapse on the Marina Holidays; he got two punctures in Hafren and broke the steering wheel in his efforts to keep the weeving car on the track. He would certainly have been second at lunch but for this 2½ minute delay. The Gods were not nearly finished with him however, for between the two Dovey stages during the afternoon the engine refused all attempts at restarting, and despite the mechanics changing everything save the distributor, it obstinately maintained its silence. Recalling his day later Laurie totted up three punctures, one broken spring, one useless ignition system, a bent axle, a broken steering wheel and a persistent misfire — such is the price of winning an event.

In the afternoon it was the leaders' turn to feel some of these misfortunes and as they made their way out towards Pantperthog Fowkes led from a hot foot Dawson by half a minute, with one second separating George Hill in third and Chris Wathen in fourth. The Stratos was as yet about a minute behind these two, back in eighth place.

Whereas the first stage had been very slippery in parts, the afternoon developed into a warm sunny session with a stiff drying breeze. The going was thus faster and with two Doveys and 18 miles of Hafren as part of the later agenda (including 32 stage miles without any servicing) the pace promised to be hot. Halfway through Pantperthog an internal return spring on one of the leader's carburettors broke, jamming the throttle wide open as the car hurtled down a steep descent. Tony remembered the moment with a wry smile and a shake of the head — somehow he got round the next corner, the massive power of the engine rapidly shrugging off the effects of the brakes. Tony drove the remainder of the stage on the key and at the end got out to dismantle the induction — time was on his side and thanks to meticulous preparation it just so happened that he carried some different external return springs. However despite all this, had Tony not been the mechanic he is, the return spring could have cost him the rally. He coolly fitted double external returns to the Webers, threw away the internal springs and continued, albeit among the low numbers. When he arrived at a delayed Hafren, oil stained and beaming, it was with a 'pleased to see me!?' look that was the exact antithesis of the thoughts of Walten and Dawson. These last two were now heavily involved in a struggle for second place as the Martins Vauxhall had run into trouble in Dovey when the bolt holding the alternator bracket to the engine dropped out, and the fan belt went slack, forcing George to drive on without a water pump. Rapidly the gauges went off the clock and the crew began to be increasingly concerned about the headgasket. With no service at the end of the first Dovey they pressed on. George had already noticed that the engine had gone right off and in fact the offending bolt had also savaged the camshaft belt, scoring a groove in it and resulting in a slip of one tooth on the cog. One further cog and all the valves would have been hopelessly bent; as it was the car struggled to the end of the stage where all was put right and the engine re-timed. George however was apparently out of the reckoning. Misfortune too for Tony Drummond who had been lying fifth at

reversing backwards in the narrow track to and in another go, found an enormous hole to run into which lay concealed in the undergrowth. No amount of shouting or horn blowing could attract many spectators that far in the forest and it was fully seven minutes before the luckless pair were extricated and on their way again. Meanwhile Ronnie McCartney, who had been having a quick drive in the Porsche despite running without an LSD (he had come over on business and had not been able to resist the thought of the forests) swiped a log with the rear wheel albeit at very low speed, punctured the tyre, and broke the driveshaft. The crew took a short cut out of the stage, met their service crew and Ronnie was most impressed with the way in which Brian Evans first produced a spare driveshaft, and then proceeded to fit it himself. With the car well again the crew continued. Ronnie was thoroughly enjoying his day.

The Stratos was now using a lot of oil but Tony was really coming to terms with the style of driving required to get the best out of it and in fast corners the little black and white projectile would draw gasps from onlookers as it rocketed out of bends, apparently without drama, and scurried away into the horizon, almost before the sight had fully registered on the retina.

The final drama was reserved too for the final stage, Talliesin, where Chris Wathen, after another storming run to a certain second place, went off on "Kullang's bend" over a drop and about eight-feet down a bank. If he had had a gun with him at that stage, there is every possibility that he would have put it to his head there and then. As it was the car, though undamaged, took over an hour to extricate . . . At almost the same spot the coil dropped off the Lloyds RS2000, just over a mile from the finish. The car ground to a halt and Dawson found to his chagrin that he could not replace it on the bracket, every time he got it on, the coil would tumble off again. He lost over three minutes but still claimed a fine fourth overall in a car which was giving away a tremendous amount of power to the top runners.

There is more of course, Ian Lawless' excellent drive into seventh overall with the Sky Radiophones RS2000; Paul Appleby's antics on Nant-y-Moch where his efforts to regain the road from the river had the vast crowds on their feet, waving and cheering; Gordon Batchelor's unfortunate retirement after losing second gear and a morning spent being sprayed in oil; Robert James' hard earned fifth place with a failing gearbox and dragging clutch; Pat Ryan's broken rockers and a fire on a stage when the engine blew back through the Webers; O'Brien's unfortunate accident in Hafren 2 when he hit a bank at 80mph and will now probably require a new shell . . . but above it all was a splendid rally, run with panache by a highly experienced team, only the prize giving ceremony itself lacking the finesse of the rest of the event — the memorable moments remain . . . the looks on the faces of the ever enthusiastic and hard working Chequered Flag team when Tony brought the Stratos home at last . . . the Castrol '75 was indeed a memorable event and did great credit to all associated with it.

Aberystwyth Castrol '75

1. T. Fowkes/B. Harris (Escort Rs) 6172;
2. G. Hill/P. Short (Vauxhall Magnum) 6352;
3. T. Pond/D. Richards (Lancia Stratos) 6355;
4. A. Dawson/K. Gormley (RS 200) 6436;
5. R. James/B. Tilley (Escort Rs) 6523;
6. D. Grainger/P. Watts (Escort RS) 6623; 7;
1. Lawless/E. Cheetham (RS 2000) 6636; 8. P. Martin/N. Mills (Escort TC) 6653; 9. B. Banning/J. Horton (Avenger) 6690. 10. B. Jeffs/W. Ainsworth (Avenger) 6735.

Group one

1. I. Lawless/E. Cheetham (RS 2000) 6636; (seventh overall);
2. B. Banning/J. Horton (Avenger) 6690; (ninth overall);
3. B. Jeffs/W. Ainsworth (Avenger) 6735; (tenth overall).

SS1 Myherin

1. Fowkes 790; 2. Dawson 798; 3. Lang 807; 4. Wathen 809 5. Richards 810.

SS2 Hafren 1

1. Fowkes 357; 2. Lang 358; 3. Richards 360; 4. McCartney 361; 5. Drummond 362.

SS3 Hafren 2

1. Fowkes 1093; 2. Hill 1095; 3. Wathen 1101; 4. Dawson 1107; 5. Pond and Drummond 1111.

SS4 Pantperthog

1. Drummond and Wathen 482; 3. Fowkes 485; 4. Batchelor 486; 5. Dawson and Hill 491.

SS5 Dyfi 1

1. Fowkes 758; 2. Wathen 768; 3. Pond 769; 4. McCartney 772; 5. Dawson 773.

SS6 Dyfi 2

1. Wathen 902; 2. Fowkes 908; 3. Dawson 913; 4. Pond 915; 5. Richards 928.

SS7 Hafren 3

1. Fowkes 1270; 2. Wathen 1284; 3. Drummond 1289; 4. Dawson 1293; 5. Pond 1297.

SS8 Nant-y-Moch

1. Dawson 77; 2. Hill 78; 3. Martin and James 80; 4. Pond, Fowkes, Drummond, McCartney, Mack and Grainger 81

SS9 Talliesin

1. Fowkes 430; 2. Drummond 438; 3. Hill 446; 4. Pond 447; 5. James 450.



Teurlings leads the similar car of team-mate Riefel — both cars fitted with three litre Porsche engines.

LYDDEN

Teurlings is the champion

What started as a likely confrontation between the Dutch and Austrian VWs and the might of Dagenham ended with the maestro from New Cheriton, Tom Airey, Walking away with the honours for the second successive year at the final round of the European Rallycross championship. The meeting, organised by TEAC, the co-ordinators of the series, with sponsorship from W. D. & H. O. Wills and generous coverage from the BBC, was unfortunately not witnessed by as many spectators as one would have hoped for, doubtless due to the persistent precipitation throughout the day.

The damp and slippery conditions undoubtedly favoured the Minis, as evidenced by Tom Airey's performance and those of Peter Vaughan and Bruce Bamber who were credited with fastest times in the first and third runs respectively. The best time of the day, however, was recorded by the Dutchman, Cees Teurlings, in the second runs, and in doing so confirmed his position as European Rallycross Champion of 1975.

The runs started with some of the supposedly slower runners, but in the first of these Peter Vaughan, with a clear, fresh track in front of his Mini, roared round to a 3m 31.5s, the fastest of the first runs, while Judith Jesty notched a 3.39.2s. Slower wins in the next group were recorded by further Minis, in the hands of Dave Bell and Graham Strugnell. Then came the first of the televised runs, and the Beetles disgraced themselves. Rod Chapman (Mk II Escort) made a very tardy start as 1974 champion Wurz (2.7 Memphis VW), Wheldon (VW) and Deladriere (VW) charged into Chessons, which they just about negotiated. However the Meadow proved a little more tricky and with Rod easing through the VW trio spread themselves all over the place and the red flag was shown. The rerun at the very end of the first heats saw Wurz inch clear as Chapman compounded his slow start problems with a spin at the Elbow. However he then closed on the dicing Deladriere and Weldon who ended up with the Hitachi-supported Belgian beating Hugh by just 0.6s.

John Taylor's Haynes Escort II then took on the three VWs of Cees Teurlings, Dick Riefel and Woud Couwenberg (BDA engined), and making a demon start pulled well clear to a 3m 33.4s, with Teurlings some 13s slower. Tom Airey and David Potter proceeded to have a good dice in their Airey Minis in the next run. Tom notching a 31.6s, a narrow second quickest in the first heat. Piet Reynders had a much slower win over Bruce Bamber's Wessex Mini in the sixth run, with Keith Ripp, one of the few to declare a liking for the wet conditions, a quicker victor of the next in his CCC car, ahead of a fine scrap between Rolf Nilsson's Porsche and Tinus Korevaar's Opel.

Nick Jesty took an initial lead in his Sylva-springs V8-engined Imp in the next run, but Mick Bird took him exiting the meadow, found he was going too quickly and hit the bank. Mick rolled once and escaped with no personal damage, but

his Mini was sporting a frangible roof and this flew off on impact. Nick unfortunately retired from the rerun leaving Trevor Reeves to be the first to see the chequered flag, with John Smith recording a rapid 3m 34.6s in the group behind.

Two impressive wins were seen in the next groups, run concurrently, with Theo Jansen really motoring in his Fassbender Valks Renault Alpine — 'the car I like, your weather, urghh!' — to cross the line after just 3m 34.5s, Peter Harrold's Autocavan VW winning the following run in 1.1s longer. The first runs closed with Ron Douglas and Peter Lewis both being quicker than their respective opponents.

With the rain continuing to force itself upon the area the second run opened with a number of slower events, the first quick one being when the Minis of Keith Ripp and Theo Spaay, entered by British Leyland Nederland, took on Ron Douglas's mid-engined Escort and Franz Wurz. The latter shot away, like a rabbit let loose from his hutch, only to flounder on the Chessons chalk again, delaying Douglas as he did so, and allowing the CCC driver to pull out a large lead, winning in 3m 37.0s. Following more slower runs, Jansen sped around again with his white Alpine to a 3m 34.4s, but this time Harrold, Smith and Potter were not far adrift. The two Conti VWs were pitted against Taylor and Airey in the next run, and following one false getaway Teurlings and Riefel led the first lap with the Englishmen dispersing the bollards at Chessons. They both came back however, Airey displacing Riefel from second at Pits, shortly before the Dutchman's retirement. In the fastest race of the day Teurlings was credited with a 3m 27.2s, Airey 28.7s and Taylor 32.4s.

Anything following could only have an anticlimax, and it was, Hugh Wheldon having nobody to challenge him on his way to 3m 29.6s. Another tardy start by Chapman left him much to

do in the following run and he was defeated by Reynders' VW. Tinus Korevaar got his Opel Kadett really wound up to record 3m 35.0s in the second group out on the track in a varied grid also comprising a Porsche Carrera, Triumph GT6 and the ubiquitous Mini.

A delay prior to the third runs while awaiting the termination of some other form of racing caused BBC's Alan Hart to comment that he wished Newbury racecourse could be as prompt as TEAC, as this would save him many problems. By this time the persistent rain had turned into a persistent drizzle, only to intensify again within a short time, prior to stopping, in typical perverse fashion, as the meeting finished. After a semblance of a dice Harrold continued his consistent form with a 3m 40.5s, holding off Ripp. The following run was mainly notable for the Alpine finally taking control of Jansen and gyrating on a couple of occasions, a feat emulated by Hugh Wheldon.

Yet again poor Taylor was up against Teurlings, Riefel and Wurz, and no prizes are given for forecasting a jump start. Teurlings was away first on the rerun as the Haynes Escort found itself hemmed in by Riefel, both just behind Wurz. Taylor was obviously becoming frustrated by Riefel's slower cornering which was enabling teammate Teurlings to pull clear, but short of employing stock-car tactics rather than the gentle nudging he was trying, there was no way through for Taylor. As Teurlings went on to 3m 38.4s Wurz completed a miserable day for him with a spin.

Bruce Bamber followed this up with a 36.9, surprisingly the fastest of the third runs. A tripartite dice ensued next with Deladriere holding David Potter and Trevor Reeves at bay. Korevaar then turned in another quick drive ahead of the dicing Reynders and Chapman, and the meeting thereafter disappeared into the gloom with another half-dozen runs which were less than inspiring.

When the day's totals were added up Airey was a clear victor, receiving the honour of British Embassy Rallycross champion, with Harrold, Teurlings, Taylor and Jansen next. As this is now a FIA controlled series the points scoring has to be to their system and so the fastest 15 in each runs gain points and the top ten of these are then awarded points as per the normal 20-15-12...1 sequence. Teurlings ended up European Rallycross champion gaining a neat £1,000 from the prize fund put up by the organiser. Taylor failed by one point to displace Riefel from second, and the jubilation over this 1-2 shown by the hordes of Dutch supporters (three coach-loads of them came over!) with accompanying chanting soon filled this particular Kentish valley. Unfortunately such is the dedication of these people that their celebrations in the Embassy marquee had to be curtailed in order that they could catch a boat to complete in the National round the other side of the water on the Sunday.

JOHN ASQUITH

First runs: 1, Peter Vaughan (1.5 Mini Cooper) 3m 31.5s; 2, Tom Airey (1.4 Mini Cooper), 3m 31.6s; 3, John Taylor (2.0 Ford Escort II), 3m 33.4s; 4, Theo Jansen (1.9 Renault Alpine), 3m 34.5s; 5, John Smith (2.0 Ford Escort), 3m 34.6s.

Second runs: 1, Cees Teurlings (3.0 VW), 3m 27.2s; 2, Airey, 3m 28.7s; 3, Hugh Wheldon (2.4 VW), 3m 29.6s; 4, Taylor, 3m 28.7s; 5, Jansen, 3m 34.4s.

Third runs: 1, Bruce Bamber (1.5 Mini Cooper), 3m 36.9s; 2, Airey, 3m 37.1s; 3, Teurlings, 3m 38.4s; 4, Tinus Korevaar (2.0 Open Kadett), 3m 39.7s; 5, Peter Harrold (2.1 VW), 3m 40.5s.

Leading points scorers: 1, Airey, 42; 2, Harrold, 30; 3, Teurlings, 28; 4, Taylor, 25; 5, Jansen, 23; 6, Korevaar, 22; 7, Keith Ripp (1.4 Mini Cooper), 20; 8, Smith, 17; 9, Vaughan, Bamber and Piet Reynders (2.2 VW), 15.

The slippery conditions just didn't suit cars with the drive and engine at opposite ends.





The angular Seat 1430 of second placed men Salvador Canellas/Daniel Farrater charges down a hill road.

SHERRY RALLY

Spaniards scoop-up the Sherry

After two years of British victory, Spanish drivers at last succeeded again in winning their International Sherry Rally, held last weekend in the South of Spain. The two factory Seat's of Antonio Zanini and Salvador Canellas finished first and second, while the best British performance was that of Chris Sclater at the wheel of a Group 2 RS2000 from David Sutton Cars, at fifth. After years of mediocrity, the event this year was considered to be first class in organisation and planning, with only a very few instances of the previous disorders being evident. The predominantly tarmac stages placed British drivers at a disadvantage against the local drivers who had been practising to great effect, but on the eight loose surfaced stages they were prominent.

The Sherry Rally is a publicity venture arranged to promote the exports of the drink, and as Britain is the greatest importer of Sherry it is natural that the event has always been promoted here. As a rally, things have never fully complemented the efforts of the publicity men; regulations have been almost impossibly late arriving, British competitors fall foul of rules which seem calculated to catch them out, and the layout of the event has been guided by the preferences of the local drivers. Furthermore there has always been a strain between the organisers and the police which came to a head in the past two years with refusals to close the roads and with radar traps which led to disqualifications. But this year most of this was gone.

The rally lasted for 2½ days, with only short rest halts, and the route was designed around loops of stages, so that competitors drove these stages both in the daylight and in the dark. Although some pure hillclimb-type tests remained (this is a traditional Spanish speciality) they were mostly level tests which did not place such reliance on powerful cars, and as the event did not count towards an FIA series it was possible to compete in Group 5 cars. These have always been favourites in Spain although since the three other major internationals in that country now have to be limited to Group 4, these "specials" are dwindling. The leading Group 5 was an Alpine fitted with Porsche suspension, engine and gearbox which in fact was crashed on the first corner of the first special stage. There was a SEAT driven by former Escort driver Lezama which was

featherweight and used a de Dion rear suspension with inboard rear brakes, whilst one of the SEATs, that of Canellas, was entered in Group 5 so as to permit extensive lightening. FASA Renault entered a Renault 8 in Group 5, as well.

The works teams came from SEAT and FASA-Renault, the Chrysler outlets in Spain not entering this time. SEAT always restrict their entries to the two regular team drivers, except for a series of rallies when Zanini had his competition licence withdrawn and the journalist Ricardo Munoz was given a drive. Zanini is now back again, having won the Asturias Rally two weeks before at Oviedo and Munoz was at the wheel of a Group 2 Citroen GS, which he sadly said was slower than a Group 1! 16-valve heads as used at Oviedo were left back at the Barcelona factory this time, although they will reappear duly homologated in time for the Spanish Rally. Renault entered three cars, an Alpine for the nobleman Pradera, who campaigned a private Alpine as well which he used to come third in Poland, another Alpine for Sunsendegui who had come fifth on the Firestone and of course the Renault 8. These cars appear in pictures to be identical to Dieppe varieties, but in the flesh you will see that the French blue is replaced by Spanish yellow, and the effect is very pleasing. The Spanish run their own Championship which is quite as seriously contested as our own, and which to everyone's chagrin is being led by a foreigner! His is Marc Etchebers, who drives a 3-litre Porsche for smooth events and a Group 1 BMW for the others, and who lives a little distance the other side of the frontier, near Bayonne in France. Like Coleman in Britain, Etchebers has had to relinquish his own national licence. Like Britain also, Spain have their Lancia Stratos, this time driven by its wealthy owner Count Jorge de Bagration and like Britain this car has only finished one event all season! Britain had five entries: four Escorts of which three were RS2000's (Sclater — Group 2, Jill Robinson — Group 2, Inurrieta — Group 1) plus one old TC for Richard Wooldridge from Team Robert Moss, Sclater and Robinson were entered by David Sutton Cars and supported by Avon, Inurrieta was sponsored by the local record company Disco Columbia, while in a Simca Rallye, Struan Robertson was sponsored by Canterbury Motors. The two Datsun Zs which came fifth and sixth on the Portuguese Rally were

brought over privately by Pedro Cortes and Mario Figueiredo — Cortes now having cured his oil overheating trouble, while the other important foreign entries included "Ronny" from Belgium in a Carrera and Werner Schweizer from Germany in a Group 1 Opel Ascona.

The start offered all the ceremony and excitement of a continental rally that one could want. Jerez and neighbouring towns were in the middle of their annual fiestas and even in the middle of the nights, the towns were brightly lit and people thronged everywhere. The events of the first few stages suggested that some of the competitors had joined the festive spirit, since two cars (the Alpine Porsche and the Z of Cortes) crashed and rolled on the very first corner of the first special stage. A SEAT crashed on the second and scattered glass all over the road while a handful of stages later the Stratos clipped a rock and re-arranged its suspension. The Stratos had meanwhile scored three fastest times, although Etchebers was only marginally slower, while the only other driver to enter the race for the lead at this stage was Pradera. Then Etchebers was out on the first daylight stage, leaving Pradera in what he hoped was a comfortable position. Zanini then began to take up the challenge. He drove his angular SEAT in a way that was amazing, for there is nothing he enjoys more than an opportunity to challenge the establishment of rallying. Slowly he took time off the Alpine driver, and the quicker the SEAT went the more wildly the Alpine was driven. Canellas was only marginally slower but he had stopped on the second stage when he suffered a puncture at the start of the test and changed the wheel.

On Thursday afternoon came the first of the loose tests, where Sclater demonstrated the British techniques to the dismay of the local drivers, and which helped him to overtake the local driver Enrique Villar who had put up excellent times on the early stages. During the Thursday night, Zanini overtook Pradera for the lead and when the cars arrived at halfway halt near Marbella the order was Zanini, Pradera, Sclater, Canellas, Villar, Lezama (Group 5 SEAT). Figueiredo was seventh ahead of Inurrieta who led Group 1, while of the other foreign drivers, Wooldridge was 11th (later going on to win his class); Ronny was 12th, Robinson was 15th and Schweizer was 19th, the second best Group 1. Robertson had retired with differential failure.

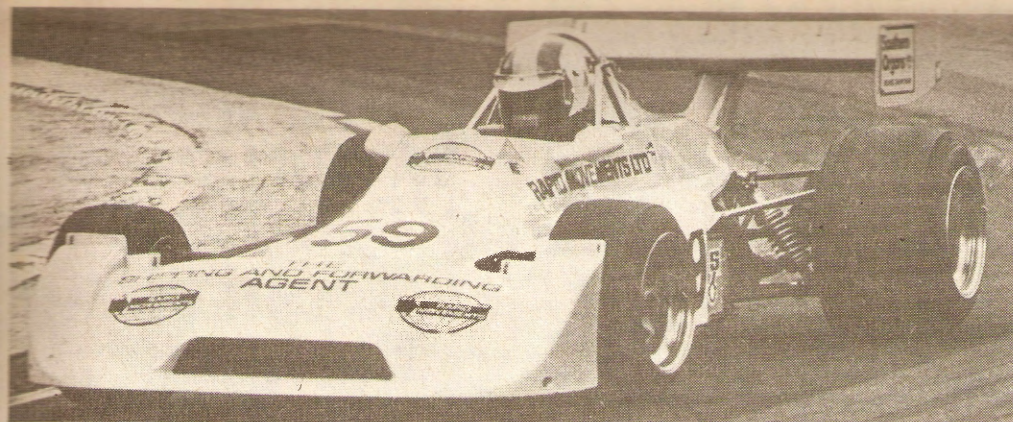
Zanini did not inherit the honour of leading the rally on the road for the second half as competitors still kept their numerical order, and this gave him the satisfaction of seeing the signs of a dramatic exit by his challenger when Pradera left the road on a sharp lefthander. Canellas meanwhile had overtaken Sclater and now lay in second place overall, but British hopes of a Group 1 win were dashed when Inurrieta had his engine throw a connecting rod on a road section. Ricardo Munoz retired when his Citroen GS caught fire and after several loose sections Figueiredo had risen to fourth place overall. This seemed to be the likely finishing order until the final control when Sclater suffered a 10-minute penalty which dropped him two places down the field. All through the rally, competitors had been given neutralisation allowances for the time spent stationary when stages were not open. Competitors were then given 10 minutes neutralisation time for the final section, which was the method by which the organisers announced that an extra time allowance had been given for this section — to save competitors having to hurry through the town. Sclater's penalty was incurred by arriving at his original scheduled time.

The final section, which had incorporated a special stage, lay within the vineyards at Jerez and was intended primarily as a pleasant, interesting, way to break up what otherwise would have been a boring run to the finish. But things went wrong. The roadbook was badly inaccurate. Police directed competitors the wrong way and balked them as well, and only the local drivers were specifically advised of the extended time allowance, and then only verbally. It was an unfortunate end to what otherwise had been a first rate event, and of course with such a Spanish success it was a great day for them!

MARTIN HOLMES

VII Sherry Rally Results

1. A. Zanini/Ed Martinez (1.8 SEAT 1430/1800) 14221.9 points.
2. S. Canellas/D. Ferrater (1.8 SEAT 1430/1800) 14599.6;
3. M. Figueiredo/R. Sousa (2.4 Datsun 240 Z) 15058.2;
4. E. Villar/F. Garret (1.8 SEAT 1430 FU 10) 15147.0.
5. C. Sclater/M. Holmes (2.0 Ford Escort RS2000) 15286.7;
6. F. Lezama/J. Abans (1.8 SEAT 1430/1800) 15418.8;
7. R. Villar/G. Solano (1.8 SEAT 1430 FU 10) 15951.5; 8. R. Wooldridge/D. Spence (1.6 Ford Escort TC) 16016.6; 9. "Renny"/M. Ample (2.7 Porsche Carrera) 16088.0; 10. J. Robinson/P. Gullick (2.0 Ford Escort RS2000) 16179.8.



Gunnar Nilsson again drove the Rapid Movements Chevron brilliantly to score his second successive Atlantic win.

BRANDS HATCH

Nilsson outshines the sun

A thoroughly entertaining Formula Three and Atlantic double-header formed the highlight of an excellent day's racing at Brands Hatch last Sunday where, for those who bothered to attend, each category gave a really good account of itself under really pleasant weather conditions, a far cry from the deluge that had ruined the John Player Atlantic finalé the week before. Had the dates been switched around, this meeting would have made altogether a far better conclusion to that particular series.

As is to be expected from the F3 boys, they put on a superb race. We had a famed 1969 style startline shunt but not even that could detract from the fighting and squabbling that went on all down the field. The race itself was won handsomely by Larry Perkins, the young Australian taking his second Brands F3 win in two weeks with his purposefully designed Ralt.

For BP championship chasers Gunnar Nilsson, Danny Sullivan and Patrick Neve, there were points for all but Neve, the Belgian unfortunately damaging his Safir in practice.

But it was the Atlantic race that really got the much needed boost though and, at long last, we bore witness to what this Formula could achieve if only . . .

The man who's added the sparkle in the recent races is Gunnar Nilsson. His forceful driving of the Rapid Movements Chevron has really got the front runners tweaked up. The man who felt the Nilsson-niggle this time was none other than the maestro himself, Tony Brise.

Nilsson got the pole, Brise got the jump on him at the start, Nilsson piled on the pressure and Brise spun. That, in an uncomplicated nutshell, was what happened.

FORMULA ATLANTIC

The Southern Organs series has suffered this year from the quality of the entry and has run very much as the bridesmaid to the John Player series. However the recent addition of the Swede, Gunnar Nilsson, and our own Brian Henton has given this category of single-seater a Trois Riveires-type boost. The only pity about Sunday's race was that Jim Crawford and Bobby Muir aren't contesting the MCD-derived series and that Ray Mallock has decided to concentrate on F2 where he's already picked up over £2,000 in his last two races.

Last week's confrontation of "the newcomers" versus Brise was, firstly, ruined by the weather and, secondly, Tony's cautious approach in making sure of the JP title. This time there was a lot of pride at stake. It had all the makings of a real needle match. Here we had Brise, the new British hero of Grand Prix racing and the undisputed "king" of Atlantic. Here we had Brian Henton, hero of the Silverstone F2 race and also F1 bound for Britain. Here we had Gunnar Nilsson, a fast, hungry Swede with everything to gain and with a single-minded approach to the job in hand. Victory.

Round 1 went to Nilsson. That was getting the pole. Nilsson, whose Rapid Movements Chevron is powered by one of John Dunn's Swindon engines and not a Hart as was stated in last week's issue, recorded a 44.2s. This was 0.4s off Brise's record but the Swede did spend an awful lot of time in the pits with braking problems, later traced simply to glazed front pads. He'd tried the car in mid-week testing at Silverstone incorporating the works tweak of stiffening up the front bulkhead, a mod which Crawford reckoned transformed the B29 after their early season problems. Nilsson didn't like it at all and reverted back to the conventional set-up. The lap times proved his theory.

Brise was just 0.2s slower. True, the Modus team have been experimenting of late with different suspension settings and possibly it's this has upset the car's performances. This week Tony was back to his usual narrower tracked suspension set up but tried a progressive rate rear springing effect in practice which, he said, made it "very unpredictable as I spun three times." It was disregarded for the race.

Equalling Brise's time and maintaining the tremendous form he's been showing nearly all season was Nick May in his well turned out Lola

T360B, prepared by Dave Price Racing and running with a Broadspeed loaned engine once again.

The second rank it had to be for both Brian Henton and Ted Wentz, both of whom stopped the watches at 44.8s. Henton was again in the Wheatcroft but this enthusiastic team have encountered niggling problems in testing and this has prevented any worthwhile progress. Henton was running an engine prepared by Derek Cook's concern.

Wentz in the Wella Lola T360B found himself behind May once again, something which the American must be anxious to redress. From an early season situation whereby Ted was the only man really capable of chasing Brise, he's now got a (unwelcome perhaps?) helping hand from quite a few others of late. That's good for the Formula but maybe it's too late.

The only other person who got remotely close to the pacesetters was the ever improving Brett Riley in his privately entered Chevron B29 (45.0s). He was partnered on the third row by Val Musetti's March 74B and Phil Sharp's Lyncar on 45.6s. Derek Cook and Alo Lawler, in their Chevron B29s respectively, posted 45.6s and 46.0s apiece (more corners here) while 17-year-old ex-kartist Steve Carvill headed the rest in Peter Wardle's Surtees TS15 on 46.2s.

If there's one thing that Tony Brise is really good at and that's starting. Nilsson thought he'd got a good one but Brise's was simply perfect. The Modus thrust forward as the local hero judged the flag to almost telepathic perfection and then rudely chopped across the poleman's bow. It was a deliberate manoeuvre but a tactical one as there was no way Tony was giving this one to Gunnar on a plate.

The Chevron driver clung to second place for an instant but May had also made an excellent getaway. He too swiftly moved across to shoulder his way through at Paddock and push Nilsson back another place.

Brise burst to complete that first lap, head bowed in characteristic fashion and obviously determined to put as much daylight between himself and the pursuers. May was still there, driving hard as he can but with a little more restraint than of late where he tended to try and win the race on the first lap. Nilsson was pressing hard and Wentz, Crawley and Musetti were all in line astern. The rest had been dropped while poor Henton had never even made the start for the gear linkage had stripped a thread on his final warm-up

lap. He'd also been pushed started as well but so too had Wentz.

On the Wheatcroft it was thought to be caused by a falter starter motor while Wentz, in a black mood afterwards, grunted and made gestures about the battery "and not for the first time this year. . . ."

What was a pity about Ted's incident was the 10 second penalty, despite Sid Offord of the BARC agreeing on it being a silly ruling, especially as the car's have a flying warm-up lap prior to starting the event proper. It cost him the lead in the championship as it happened.

Back in the race it was obvious that May, quick though he has become, wasn't able to hold onto Brise and after two laps, Nilsson's yellow Chevron slipped by entering Paddock and the chase was on.

The gap was about a second and for an instant we waited. It closed, the Chevron noticeably quicker through the slower corners. Down it came and by lap 6 the pair were together. May was still right there as was Wentz while Riley and Musetti gradually began to feel the pressure as slipped back slightly. It was a good race with the potential of becoming a mini-classic. Could it last?

Nilsson was right there and boy, he wasn't half making Brise work for his lead. The Swede was waiting, confident of his success and planning the Coup d'Etat. This was an Atlantic situation Brise hadn't been in before.

A wisp of smoke appeared from the Modus from time to time. Oil was leaking onto the rear brakes making the car oversteer badly on the slow corners, "but it was really fantastic around the quick one's especially Paddock" Tony explained afterwards. Nilsson could see that Brise was hard pressed and he just turned the screw a little more. The answer came as early as lap 8 when the back-end kicked a little too much as Brise booted it through Clearways and the Modus slewed sideways to an almost complete stop. Zap! The Chevron was through and that was it.

May and Wentz had been dropped by now and looked to have resolved their battle. Then Nick had problems lapping the slow Chevron of Ronald Remeus. He got baulked going into Kidney, got it sideways in his anxiety to prevent Wentz from nuzzling through and perhaps (?) a helpful nudge made sure he'd visit the grass. As for Riley, he lost his nosecone trying to avoid it and had to retire.

Collecting himself together May recovered the lost ground, although he found himself 0.2s the wrong side of his Lola counterpart at the flag, while Brise pressed onward after his faux pas and pipped Musetti on the last lap, the March having mysteriously slowed.

If only we could guarantee such races. . . .

FORMULA THREE

The F3s, chasing valuable BP Super Visco points, would have to put on a good show if they were to upstage the Atlantics, won incidentally by the man who was leading the BP championship as it happens. Perhaps there's a point to be made somewhere?

Anyway all the leading contenders were present with the exception of one or two like Dick Parsons and Terry Perkins.

Pole was taken by young Rupert Keegan in his familiar BAF March 743. Explain please. Well, Rupert's been going really well of late and his race in Italy last week saw him maintaining the form first seen at Brands three weeks ago. Confidence must have helped greatly, plus familiarity with the surroundings, in seeing him get under the lap record 46.0s.

Alongside was Herve Regout in his familiar Brian Lewis-run B&O March-BMW, although his time of 46.2s was regarded as a little optimistic. Also recording the same time was Larry Perkins in the Ralt, winner of the last Brands F3 race. Then came a trio on 46.4s, namely Alex Ribeiro's works March, fellow Brazilian Ingo Hoffman and Stephen South, the latter driving the ex-Danny Alderton March-Toyota now owned by former kartist John Stokes.

Just 0.2s slower were no less than four cars, although three started. The unfortunate one was Patrick Neve who unaccountably (there are theories) lost the Safir exiting Paddock and wrote off a rear corner. It was his second crash in six days, the young Belgian also falling off in the wet at Silverstone while testing some M&H tyres. It wouldn't do his BP championship chances any good.

Ironically both the other leading BP title contenders were also on the same time as Neve; Gunnar Nilsson's March and Danny Sullivan's works Modus. So too was Chris Barnett's March.

Nilsson was again running the narrow rear

track on his March (by 2-in) but suffered from a misfiring engine, eventually traced to a duff battery. Sullivan complained of handling problems, something which we'll deal with in a moment.

Making it 14 cars covered by just one second were Bob Arnott's Swansong March (46.8s) and Pierre Dieudonne (B&O March), Richard Hawkins (Ratcliffe March) and Eddie Cheever (Modus), all on 47.0s.

Completing the recognised quicker runners were Tim Brise's works Modus and Graham Hamilton's Ecurie Ecosse March, both on 47.8s. Brise had all his ratios strip in practice while Hamilton had handling problems.

Perkins made no mistake from the outside of the front row and led away into Paddock while further back confusion reigned as cars suddenly seemed to bounce everywhere.

It looks as if Cheever and Brise went for a gap between Dieudonne and Hawkins. Result? They all retired, including Ken Silverstone whose March joined the carnage for fun!

Cheever's car was left blocking the track and with the leaders already on the Bottom Straight, it looked unlikely that the marshals could clear the track. The red flag was then hung out and simultaneously, the preceding marshals post displayed the crossed yellow and oil flags. But the marshals were ultra quick in removing Cheever's machine and the red was withdrawn. However, the crossed yellows should have conveyed the message to the leaders, but it did not.

Some drivers raised an arm to signal their intentions while others charged on, oblivious to danger that should have lurked ahead. The offenders said afterwards that if the leader (Perkins) had eased up, they would have followed. Yeah! We've heard that one before.

Anyway, it didn't really matter this time but someone should have said something about the matter afterwards.

This blew the race for some people, including Keegan, Sullivan and Barnett while Perkins, Ribeiro and Nilsson charged off into the wild blue yonder.

After about 5 laps, a pattern had emerged with Perkins keeping ahead of the two works Marches while a huge dust up raged between Keegan, Sullivan, Arnott and Hoffman. South had been with them but found himself pushed out at Bottom Bend and spun. He rejoined just in front of Barnett and they then pulled themselves back into contention, although neither were able to find a way past a fast fading Regout at the close.

Keegan eventually submitted to Sullivan and then Arnott, these two simply rocketing onward toward the leading trio. Keegan, who'd lost his clutch, eventually spun into retirement at Clearways on lap 15.

Toward the latter stages, everyone began to suffer as their tyres grained badly but it didn't seem to bother Sullivan, nor Arnott for that matter. Both put in really gritty drives, the Modus getting to within 0.2s of Nilsson at the flag.

Perkins ended up a handy 1.6s to the good after a really switched on drive, something which he tends to turn with remarkable inconsistency while Ribeiro managed to keep out of trouble yet again despite an inoperative clutch.

To illustrate the pace of the leaders, five cars shared a new record and Arnott can be considered very unlucky not to be included in that select bunch.

CHRIS WITTY

BP Super Visco Formula 3 20 laps — 24.80 miles Championship round 16

- Larry Perkins (Ralt-Novamotor Ford t/c RT1), 15m 39.2s, 95.06mph;
 - Alex Ribeiro (March-Novamotor Toyota 753), 15m 40.8s;
 - Gunnar Nilsson (March-Novamotor Toyota 753), 15m 42.0s;
 - Danny Sullivan (Modus-Novamotor Toyota M1), 15m 42.2s;
 - Bob Arnott (March-Brown Ford t/c 743), 15m 44.6s;
 - Ingo Hoffman (March-Novamotor Toyota 753), 15m 50.0s;
 - Herve Regout (March-GmbH BMW 753), 15m 56.4s;
 - Stephen South (March-Novamotor Toyota 753), 15m 56.8s;
 - Chris Barnett (March-Novamotor Toyota 753), 15m 57.8s;
 - Graham Hamilton (March-Brown Ford t/c 753), 16m 29.0s.
- Fastest lap:** Perkins, Ribeiro, Nilsson, Sullivan and South, 46.2s, 96.62 mph (record).

Southern Organs Formula Atlantic 20 laps — 24.80 miles championship round 7

- Gunnar Nilsson (Chevron-Swindon Ford BDA B29), 15m 10.8s, 98.02 mph;
 - Nick May (Lola-Broadspeed Ford BDA T360B), 15m 17.6s;
 - Tony Brise (Modus-Nicholson Ford BDA M3), 15m 25.0s;
 - Ted Wentz (Lola-Swindon Ford BDA T360B), 15m 27.0s;
 - Val Muesetti (March-Wood Ford BDA 74B), 15m 27.2s;
 - Derek Cook (Chevron-Cook Ford BDA B29), 15m 38.8s;
 - Phil Sharp (Lyncar-Nicholson Ford BDA 005), 15m 40.6s;
 - Alo Lawler (Chevron-Swindon Ford BDA B29), 15m 40.8s;
 - Mike Franey (Chevron-Grey Ford BDA B27), 15m 46.8s;
 - Steve Carvill (Surtees-Swindon Ford BDA TS15), 15m 55.0s.
- Fastest lap:** Nilsson and May, 44.6s, 100.09 mph.

SUPPORTING RACES

Opening the day's proceedings on Sunday were two heats for Formula Fords qualifying for the Brush Fusegear final.

Tiff Needell totally justified his pole position in the first heat to win it comfortably. His High School of Hang Gliding sponsored Crossle was only headed for part of the first lap, when Geoff Lees led the Weybridge engineer, but some pre-race psyching seemed to put off the already aggravated Lees, and he spun his lead away at Kidney. Thus Lees had to follow home a dicing bunch of four cars, of which Rick Morris had control most of the time, with Derek Warwick heading Jim Walsh, all three in Hawke DL12s. Mike Thompson (Troston) occasionally challenged Walsh but never got by.

Once David MacPherson had dealt with Fred Sigafoos' Jamun, there was absolutely no catching the MRS instructor's ITT supported Dulon in the second heat, and he ran out a fairly easy winner. Sigafoos led for one lap and as far as Paddock on the second, but thereafter slipped back to Frank Bayes in the Image who pressured the American as far as Paddock on the last lap, and Sigafoos was passed again, finishing third by 1.2s. Richard Maile was always at the front of the next bunch in his Merlyn, and Matthew Argenti, tying in the championship with Geoff Lees at this stage, completed the first six.

MacPherson was quickly into the lead in the ten lap final event of the day, closely followed by Needell, Bayes and Morris. But as Needell defended his position from his pursuers, so MacPherson began to open up that all important tiny gap. It was already in evidence on lap two, when Needell had his mirror full of Bayes, but the Image driver dropped back to Morris on the next lap, and on lap four, as they went into Clearways, the two touched and round they went off in unison, continuing briefly well down the field. Thus both MacPherson and Needell were left with sizeable leads over their respective pursuers, and ran out first and second. Of major significance was the fact that both equalled the three year old lap record of Rob Wicken, set on Torinos of course.

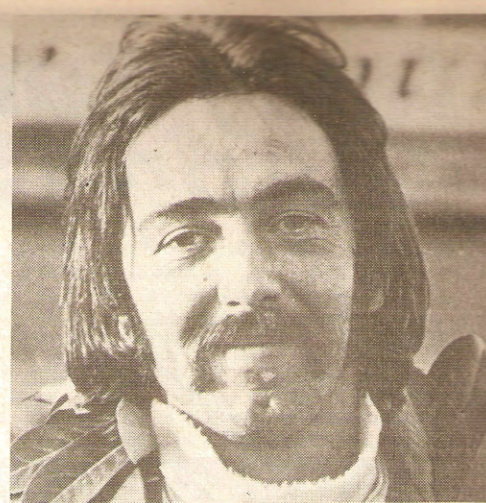
Fred Sigafoos managed to detach himself from a bunch in third spot to lead home Mike Thompson who was another to shake the rest off. Of those, Jim Walsh put up a noteworthy performance, for despite only coming fifth, he had pulled up from ninth and passed his rival Geoff Lees, who followed him home with Derek Warwick next up.

Various journalists from motoring, local and national papers, plus Modus' Teddy Savoury came out for race three in Shellsport Escorts. Poleman Rex Greenslade of Motor, pulled away so quickly that he made it all look very easy and as though it would be a very dull race. Regular contributor for the same magazine, Eric Dymock took up station in second and John Blunsden (*The Times*) quickly demoted Savoury to fourth and that's the way it looked as though it would stay. But in the closing laps, all four closed up again, and Dymock even got by Greenslade briefly. Savoury made repeated attempts to get by Blunsden, but that's the way they finished, albeit, only covered by two seconds.

The National Organs Clubmen's round was another event which looked as though it should be dominated by the man they're all talking about in Clubmen's: Geoff Friswell. He lapped as quickly as his own lap record in practice, and it would have made him twelfth quickest on the Formula Atlantic grid or equal fourth quickest on the F3 grid!

But poor Geoff was to get no further than the first paddock entrance road. "He either wins, breaks a diff, or crashes," said engine builder Brian Hart, and this time it was the diff. So Peter Cooke, fearing that an "O" ring would blow as it had done twice just before the start of the race, led. There was quite a gap to the second man Creighton Brown who had John Davies (Gryphon), Ray Edge (U2) and Malcolm Jackson (U2) in close attendance. Jackson moved up on Edge on lap two, but two laps later, after Jackson had taken him, John Davies felt the handling was a bit odd, had a moment, Edge braked and was smartly thumped by a following Barry Foley; exit Edge.

By half distance it was Cooke way out in front, then Brown challenged by Jackson and then Davies and Foley. Then Jackson was by Brown too and Foley by Davies whose handling was still suspect, and with two laps to go he had an extraordinary series of manoeuvres along Bottom straight involving David Orbell, which told him that a tyre was deflating so he pitted. Meanwhile Brown went off into the Bank fairly lightly at Bottom bend so as the race closed, so did Jackson on Cooke, but failed to catch him by 0.8s. Then on



David MacPherson was on form winning his heat and the FF final.

the last lap, our cartoonist lost his St Bruno Roughcutter at Paddock and somewhat bruised his ribs so that Orbell, despite his moment with Davies came third and Martin Mansell fourth. A race of changing fortunes. Next up was FF engined class leader Nick Adams in his U2 although coming man Andy Houston was closing on him at the end in his Gryphon, the latter taking a new class lap record.

The first of the Forward Trust saloon car races, for classes over 1300 cc and 1001 cc to 1300 cc, featured a typically workmanlike drive by Nick Whiting who led from the start and had a lead of the whole of top straight after just two laps. Thereafter, he led all the way to the chequered flag in his All Car Equipe 1.9 Escort-FVC. Colin Hawker took second in the DFV-engined VW Fastback having dealt with Phil Winter's 1.3 Mini on the first lap, but Winter hung on to finish third. Jeff Mann was way back in ninth position in his 1.3 BDA-engined Anglia on lap one, but came right the way up to second in class and fourth overall, a good drive.

In the second Forward Trust Special Saloon 10 lapper, for the smaller two classes John Homewood once again let Brian Prebble's similar 1.0 Imp into the lead at the start, but once again, Prebble had to give best on the first lap and thereafter follow home the Brands specialist to the flag, although the gap was just enough to be comfortable for Homewood, and interesting for the spectators. Roger Gill showed that Minis don't dominate the 850 class by leading home lots of 1.0 cars in his Imp, holding a consistent third throughout, although early on he had Alan Hawkes' Wessex Kentred Mini to contend with.

BOB CONSTANDUROS

Brush Fusegear Formula Ford, heat one (10 laps): 1, Tiff Needell (Crossle-Scholar 25F), 8m 52.4s, 83.95 mph; 2, Rick Morris (Hawke-Scholar DL12), 8m 55.2s; 3, Derek Warwick (Hawke-Minister DL12), 8m 56.4s; 4, Jim Walsh (Hawke-Scholar DL12), 8m 57s.

Fastest lap: Mike Thompson (Rostron-ASD CT75), 52s, 85.85 mph.

Brush Fusegear Formula Ford, heat two (10 laps): 1, David MacPherson (Dulon-Minister MP17), 8m 52.2s, 83.88 mph; 2, Frank Bayes (Image-Minister FF2), 8m 55s; 3, Fred Sigafoos (Jamun-Minister T3C), 8m 56.2s; 4, Richard Maile (Merlyn-Scholar Mk 25), 9m 4s.

Fastest lap: MacPherson, 52.2s, 85.52s.

Shellsport Escort, Journalists (10 laps): 1, Rex Greenslade, 11m 23s, 65.36 mph; 2, Eric Dymock, 11m 23.4s; 3, John Blunsden, 11m 24.8s; 4, Teddy Savoury, 11m 25s; 5, Alan Henry, 11m 27.8s; 6, Peter Windsor, 11m 28.4s.

Fastest lap: Greenslade, 1m 6.2s, 67.43 mph (Equals record).

National Organs Clubmen's championship round (10 laps): overall and fully modified engines: 1, Peter Cooke (Harrison-Cooke/Cosworth Mk 7), 8m 7s, 91.66 mph; 2, Malcolm Jackson (Mallock-U2-Holbay Mk 14), 8m 7.8s; 3, David Orbell (Stallwood U2-Holbay Mk 16), 8m 22.6s; 4, Martin Mansell (Mallock U2-Piper Mk 16), 8m 27s.

Fastest lap: Jackson, 47s, 94.98 mph.

Formula Ford engined: 1, Nick Adams (Mallock U2-Holbay Mk 14), 86.04 mph; 2, Andy Houston (Gryphon-Lion C4A); 3, Arthur Mallock (Mallock U2-Holbay Mk 16E).

Fastest lap: Houston, 50.4s, 88.57 mph (Record).

Forward Trust Special Saloon car round, up to 850 cc and 1001 cc to 1300 cc (10 laps): 1, Nick Whiting (1.9 Ford Escort-FVC), 9m 41.4s, 85.62 mph; 2, Colin Hawker (3.0 VW-DFV Fastback), 9m 7.4s; 3, Phil Winter (1.3 BLMC Mini), 9m 23.6s; 4, Jeff Mann (1.3 Ford Anglia-BDA), 9m 32.8s.

Over 1300 cc: 1, Whiting, 85.62 mph; 2, Hawker; 3, John Colburn (3.8 Jaguar Mk 2).

Fastest lap: Whiting, 50.4s, 88.57 mph.

1001 cc to 1300 cc: 1, Winter, 79.21 mph; 2, Mann; 3, John Davies (1.3 BLMC Mini Cooper S).

Fastest lap: Winter, 54.4s, 82.06 mph.

Forward Trust Special saloon car round, up to 850 cc and 851 cc to 1000 cc (10 laps): 1, John Homewood (1.0 Sunbeam Imp), 9m 8.2s, 81.43 mph; 2, Brian Prebble (1.0 Chrysler Imp), 9m 11.2s; 3, Roger Gill (850 Hillman Imp), 9m 40.6s; 4, John Oxborrow (850 BLMC Mini), 9m 53.6s.

851 cc to 1000 cc: 1, Homewood, 81.43 mph; 2, Prebble; 3, George Ostroumoff (1.0 Chrysler Imp).

Fastest lap: Homewood, 53.4s, 83.60 mph.

Up to 850 cc: 1, Gill, 76.89 mph; 2, Oxborrow; 3, Clifford Watts (850 Hillman Imp).

Fastest lap: Gill, 56.8s, 78.59 mph.

Brush Fusegear Formula Ford, final (10 laps): 1, MacPherson, 8m 46.6s, 84.77 mph; 2, Needell, 8m 48.8s; 3, Sigafoos, 8m 54.8s; 4, Thompson, 8m 57.2s; 5, Walsh, 8m 57.8s; 6, Geoff Lees (Royale-Minister RP21), 8m 57.8s.

Fastest lap: Needell and MacPherson, 51.4s, 86.51 mph (Equals record).

Vermilio's sensational final

If the powers that be have their way, last Saturday at Oulton Park witnessed the final fling as a separate class for those exotically exciting and thunderously spectacular saloon cars which have come to be known as Super Saloons. The RAC Race Committee has decided it doesn't like them and so they've been given the chop. Hopefully the final round of the 1975 Tricentrol Championship, although won by the champion elect Gerry Marshall, showed enough of the cars' potential to make race promoters think again. Chris Craft turned up to drive Colin Hawker's DFVW and showed that, with minor problems ironed out and a little more sorting, the car is a winner and with Mick Hill back in his second generation Capri (that) car was once again a strong contender. The other highlight of the BRSCC-organised meeting was a sensational drive by Bernard Vermilio in the National Organs Formula Ford 1600 final which took him all the way from a distant sixth to a dramatic winner on the last lap.

The first FF heat began in sunny conditions in front of a good crowd. Kenny Gray took his Van Diemen straight into the lead from pole position, never looked back and set a new lap record on his way. In his wake second place was initially disputed by the Crosslés of Phil Dowsett and Mike Blanchet and David MacPherson's Dulon while Tiff Needell in his Crosslé 25F spent a lap looking for a way round Stuart Baird's Merlyn Mk 24. As MacPherson and Needell moved up so Dowsett and Blanchet dropped back, the latter to retire with no oil pressure.

Heat two began as a much closer carve up between the Royales of Geoff Lees, Rod Dougall and John Bright, the Crosslés of Rod Bremner and Kelvin Hesketh and Bernard Vermilio's Merlyn Mk 29 which had taken pole position. Bremner led lap one but Lees took over next time round while Bright hung on to third from Hesketh, Vermilio and Dougall. Two laps later Bremner led again as the bunch approached Lodge which was lucky for him because the rest tripped over each other and Lees, Dougall and Hesketh were out of racing for the day. Bremner carried on to an easy win while Vermilio caught and passed Bright's damaged car before the end for second.

A scratch collection of historic sports cars and one 1959 Elva Formula Junior provided a varied assortment for a last-minute programme filler. Happily the Lister-Corvettes of Roger Brierley-Jones (ex-Shelby, Costin-bodied version) and John Beasley (ex-Jim, chunky type) were very evenly matched and duelled for the lead all the way with the verdict going to Brierley-Jones after he had resorted to some stern measures in the corners to keep Beasley out.

A very thin grid of Clubmen's cars lined up for a LEC Refrigeration round with Frank Synter on pole and hoping to beat Geoff Friswell again, Frank out in Peter Evan's U2 and Geoff with his own car rebuilt after its Brands crash. But it was not to be for Fris performed a demon start and led all the way while Synter spent half a lap trying to find a way past David Manley's U2. Peter Cooke in his Harrison also managed to negotiate the Irishman to settle into third but he could make little impression on Synter, and none at all after half distance when the brakes began to play up. Manley held on to fourth despite considerable pressure from John Davies in Herb Moger's Gryphon and latterly Ruari Gillies in another Gryphon after the Calor Gryphon of Charles Tippet stopped with a broken diff. Gillies contributed to Nick Adams only finishing third and last in the FF-engined class when he stalled at the start and the following Camborough Piglet rubbed its snout on his rear. The class was won by Alex Ferrada's U2 after the man with the flag held it out too early and caused Chris Greville-Smith in the Phantom to back off after leading for nine of the 10 laps. Although a win for Greville-Smith would have affected his championship chances, Friswell supported him in a protest but the stewards took the easy way out and said it was too late.

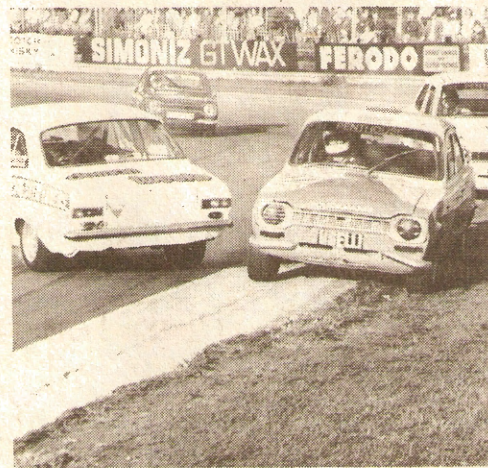
The prospect of Chris Craft in Colin Hawker's Volkswagen-DFV, which Chris drove at Le Mans when it was the De Cadenet, added considerable interest to the Tricentrol Super Saloon final round, the championship already won by Gerry Marshall. Gerry, despite a nasty boil on his neck, took pole position in the DTV Firenza-Repco V8

but Chris was only 0.4s slower after a day's testing had resulted in a new rear wing and other suspension mods although there is a lot more to come. With Martin Birrane engaged on business, Mick Hill was entrusted with his Adlards Capri but was 2s slower than the VW. Despite only six laps before the car stuck in second gear, Nick Whiting's Escort FVC was fourth quickest, 0.2s slower than Mick while Alec Poole was driving "as if he was still on his honeymoon" according to Derek McMahon and the 2-litre Skoda was only fifth fastest at 1m 6.0s. This time was equalled by Dave Brodie's temperamental Capri V6 which, despite brake problems which seemed to afflict several of the cars on the tight circuit, was going well for once. Altogether 17 cars started with Arthur Collier's Skoda-Chevrolet on the 10s mark after his mechanic had spent all night fitting one of Mick Hill's F5000 engines to replace that blown at Mallory.

With a local anaesthetic to ease the pain, Gerry Marshall was in no mood to play around in the early laps this time and fairly hurled the mighty Firenza into the lead, coming round Lodge sideways, using all the road, and bursting over Deer Leap in a blast of sound, the car seeming to leap momentarily into the air as its driver grabbed a higher gear. If Super Saloons were always like this, no one could have enough of them! Chris Craft was only third, behind Mick Hill, for the DFVW had cut out as Chris changed from first to second off the line. Nick Whiting was fourth, clinging limpet-like to the V8s in front while Alec Poole was still honeymooning in sixth behind Tony Strawson's Capri-Chevrolet. Alan Minshaw had the DAF-Oldsmobile going well in seventh ahead of Brodie.

Until Craft could find a way past Hill, Marshall was going to go unchallenged and it was lap five before he succeeded. A lap earlier Poole had picked off Strawberry and was catching the threesome in front. Two laps after being demoted, and with Craft still only a short distance in front, Hill had the Capri twitch away from him under acceleration out of Lodge and the car kissed the armco and spun. In a trice Mick was demoted to

Mexico moments as Neil McGrath spins at Old Hall.



Formula Ford 1600, Heat 1 (10 laps): 1, Kenny Gray (Van Diemen-Scholar RF75), 11m 28.4s, 86.50 mph; 2, David MacPherson (Dulon-Minister MP17), 11m 33.8s; 3, Tiff Needell (Crosslé-Scholar 25F), 11m 34.2s. **Fastest lap:** Gray, 1m 7.2s, 88.61 mph (record).

Formula Ford 1600, Heat 2 (10 laps): 1, Rod Bremner (Crosslé-Rowland 30F), 11m 47.2s, 84.20 mph; 2, Bernard Vermilio (Merlyn-Scholar MK 29), 11m 56.6s; 3, John Bright (Royale-Whitehurst RP21), 11m 56.8s. **Fastest lap:** Bremner, 1m 8.4s, 87.05 mph.

Historic Cars (10 laps): 1, Roger Brierley-Jones (5.7 Lister-Chevrolet), 12m 33.4s, 77.03 mph; 2, John Beasley (5.7 Lister-Chevrolet), 12m 34.8s; 3, Rupert Glydon (1.2 Lola-Climax Mk 1), 12m 52.6s. **Fastest lap:** Brierley-Jones and Beasley, 1m 14.0s, 80.46 mph. **Class winners:** Glydon and Brierley-Jones.

LEC Refrigeration Clubmen's Formula Championship round (10 laps): 1, Geoff Friswell (1.6 Mallock U2-Hart Mk 16), 10m 21.6s, 95.79 mph; 2, Frank Synter (1.6 Mallock U2-Davron Mk 16), 10m 32.8s; 3, Peter Cooke (1.6 Harrison-Cosworth Mk 7), 10m 38.8s; 4, David Manley (1.6 Mallock U2-Swindon Mk 17), 10m 46.4s; 5, John Davies (1.6 Gryphon-Holbay C73A), 10m 46.8s; 6, Ruari Gillies (1.6 Gryphon-Holbay C74A), 10m 47.8s. **Fully modified engines up to 1600 cc class:** 1 Friswell, 95.79 mph; 2, Synter; 3, Cooke. **Fastest lap:** Friswell, 1m 1.0s, 97.61 mph (record).

Formula Ford 1600 engines class: 1, Alex Ferrada (Mallock

U2-Davron Mk 16), 86.67 mph; 2, Chris Greville-Smith (Phantom-RE P74/75); 3, Nick Adams (Mallock U2-Close/Holbay Mk 14). **Latest lap:** Ferrada, 1m 6.6s, 89.41 mph (record).

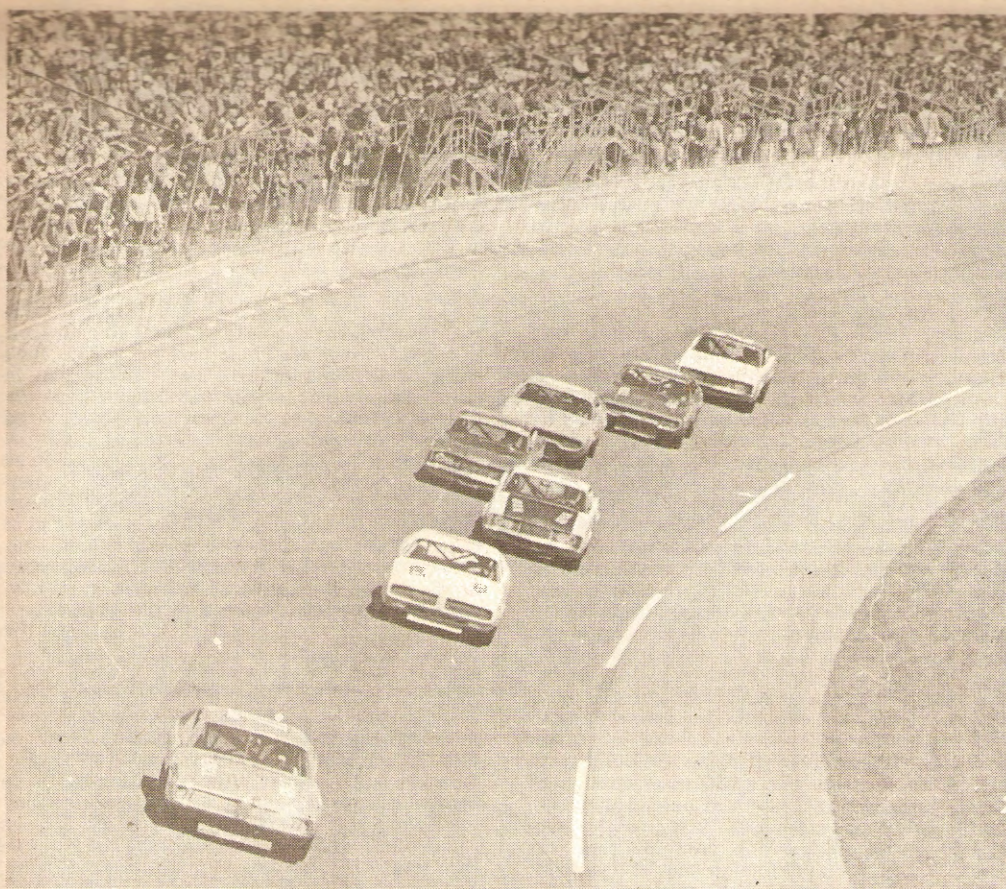
BRSCC Tricentrol Super Saloon Car Championship final round (25 laps): 1, Gerry Marshall (5.0 Vauxhall Firenza-Holder/Repco V8), 27m 3.0s, 91.52 mph; 2, Alec Poole (2.0 Skoda S110R-Swindon/BDG), 27m 47.2s; 3, Mick Hill (5.0 Ford Capri V8), 27m 59.4s; 4, Nick Whiting (2.0 Ford Escort-Cosworth/FVC), 28m 1.8s; 5, Tony Strawson (7.2 Ford Capri-Chevrolet V8), 24 laps; 6, Dave Millington (2.3 Vauxhall Firenza 1/c), 24 laps. **Fastest lap:** Marshall, 1m 2.8s, 94.82 mph (record).

National Organs Formula Ford 1600 Championship round (15 laps): 1, Bernard Vermilio (Merlyn-Scholar MK 29), 17m 13.0s, 86.46 mph; 2, Kenny Gray (Van Diemen-Scholar RF75), 17m 13.2s; 3, Tiff Needell (Crosslé-Scholar 25F), 17m 13.2s; 4, Rod Bremner (Crosslé-Rowland 30F), 17m 15.8s; 5, John Bright (Royale-Whitehurst RP21), 17m 37.2s; 6, Phil Dowsett (Crosslé-Minister 25F), 17m 38.0s. **Fastest lap:** Vermilio, 1m 7.6s, 88.08 mph.

BRSCC Penthouse Escort Championship round and a Renault 5 (10 laps): 1, Steve Thompson (Mexico), 13m 48.0s, 71.91 mph; 2, Nick Weir (Mexico), 13m 48.6s; 3, Gordon Bruce (Sport), 13m 49.0s; 4, Tony Dron (Sport), 13m 51.0s; 5, John Morris (Mexico), 14m 10.0s; 6, Graham Hollis (Mexico), 14m 13.4s. **Fastest lap:** Thompson, Weir, Bruce and Dron, 1m 21.8s, 72.79 (record).

First and last Renault 5: David Taylor, 60.35 mph. **Fastest lap:** 1m 36.0s, 62.02 mph (new record!).

IAN TITCHMARSH



Thundering around the Daytona banking at close on 200 mph go the leading bunch in the 1971 race.

NASCAR it's unreal

NIGEL ROEBUCK recalls
his experiences of
visiting his first
Daytona 500 classic.

"There always seems to be at least one major accident in every Grand National race, yet serious injuries, let alone fatalities, are extremely rare."



You just cannot get through to some people. A great friend of mine — a journalist of some repute, by the way — has a phobia about saloon car racing. He doesn't reckon it at all and, by and large, I agree with him. Whenever a bout of insomnia comes into my life, I go and watch a Group 1 race. The perfect remedy. Invariably, when I open my eyes, it's sometime Monday and everybody's gone. "But not *all* saloon car racing is like that," I tell him, "NASCAR is different. You need more than a Mazda and a loud mouth to make it in the South," but still he isn't convinced.

My first sight of motor racing, deep-fried Southern-style, was at Daytona three years ago. As soon as I got off the plane at Heathrow, I started talking about it to anyone who would listen, and the memories of it are as clear in my mind now as then. I'm going back next February. For me, NASCAR is a drug, the greatest high in the world, and I've been a long time without a fix.

I was hooked long before I went to Daytona. For years and years, I'd listened to the American Forces Network's live broadcasts, chainsmoked my way through countless epics from Charlotte, Talladega, Darlington and Atlanta, listened, entranced and unbelieving, to the commentator's mounting hysteria as Petty, Allison, Pearson and Yarborough, inches apart, stampeded past the stands to begin their first lap. All this, people, after more than three hours' racing. Bill France got his sums right once again. The big deal about NASCAR is that people *pass* people. Often. And the spectators like that.

So I was a believer before ever I crossed the Atlantic. My big fear was that reality would be less than fantasy, that I'd be disappointed, that those AFN broadcasts might never be the same again. Anyway, I went. At that time, I was working for *Car and Driver*, so there was no hassle whatever. I flew to New York, spent a couple of days there, and then hopped on a private aeroplane to go down to Florida. Check into the Holiday Inn, have dinner, go to bed, drifting into oblivion with thoughts of tomorrow

The first hours at Daytona are confusing. The whole scene bears no relation to anything you have seen in Europe, believe me. Superficially, there are similarities. Several Goodyear high-transporters are there, surrounded by tyres piled high, but why are they so narrow? Here's a guy in Nomex — obviously a bigshot, judging by the number of autograph hunters — but who the hell is he? Surely that can't be a *drum* brake assembly lying there in pit lane. . . . Open-face helmets lie on pit counters; have these people never heard of a Bell Star? Clearly, there are many questions to be answered here.

I went into the garage area and finally saw a face I recognised. Sitting on the bonnet of his car was A. J. Foyt, relaxed and smiling. The legendary Anthony Joseph takes part in six or seven NASCAR races each year and is always competitive. He is a registered USAC driver and is therefore ineligible for points in the NASCAR Grand National Championship, but that doesn't worry him. There is no love lost between NASCAR and USAC and, Foyt being Foyt, there is intense satisfaction to be gleaned from popping down to the South, winning a race and plundering all those dollars. If the home crowd roots for Petty or Allison or Pearson, its admiration for Foyt is unquestioned.

Gradually, other familiar faces start to appear. There is little coverage of NASCAR racing in Europe, but everyone has seen pictures of David Pearson, Buddy Baker, Bobby Allison. And there, striding quickly towards pit lane, a blur of cowboy boots, flashing white teeth and Polaroids, is NASCAR's all-time favourite hero. Richard Petty. The Man. Striding quickly because engines are starting and the final practice session is about to start.

One of the photographers suggested that I go with him to his favourite vantage point at Daytona and I agreed. After a long and complicated route, we eventually finished at the top of the banking on the exit of Turn 2! Surely he can't be serious. . . . In the distance, a vast rumble could be heard, green lights went on all around the track, and I fumbled for my cigarettes. The prisoner's last request, if you like. And then the whole world suddenly went mad.

In the distance, a small white dot was quickly becoming a big white dot, seemingly heading straight for us at about twice the speed of sound. For a split second there was pure bedlam as this apparition hurtled past us, no more than twelve feet away. "He'll get us next time," I thought. And then there were others, red, blue, yellow . . . no, no, this isn't real, it's a movie, outrageously speeded up. The big white dot comes by again, and the photographer tells me it is A. J. Foyt. I light a

cigarette for my other hand. Wish I had more hands.

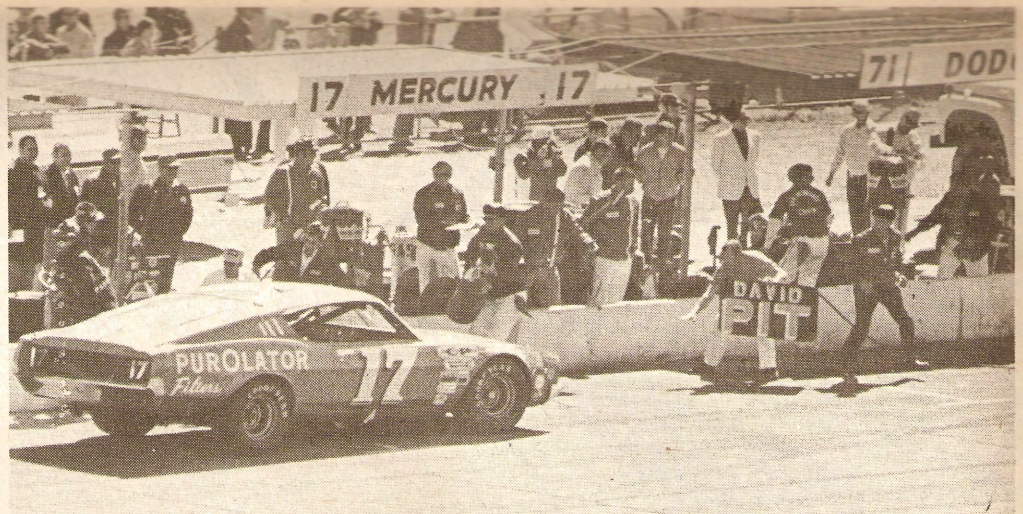
That's the thing about NASCAR: the sheer, almighty, blinding speed. No words can do it justice. On race day, I went back to the same spot, this time taking my tape recorder. The tape has been played many times to friends in England, and they don't believe it. There is silence, a couple of seconds of astonishing engine noise, and then silence again. They're gone. No matter how many times you spectated at pre-chicane Woodcote, you have never seen anything like this. Watch the superstars come around the high banks, the cars linking and twitching, the tail constantly flicking out of line. Petty, in particular, holds a high line all the way round the banking. The first time I saw this, I was convinced he had made a mistake and was going into the wall. Eventually, it occurred to me that, unlikely as it seemed, maybe this was a deliberate policy. And so it was. Car 43 is always up the wall, inches from it. That's King Richard's line, y'hear.

In a daze, I wandered back to the garage area when practice finished. I wanted a close look at a stocker, and my photographer friend took me over to meet Petty, who showed me over the famous Plymouth with obvious pride and delight. Richard's north Carolina drawl is difficult to understand at first. I asked about the drum brakes. "If we had disc brakes, we'd need boosters to make 'em work, and that'd be too bulky and heavy." A simple answer. I tried to press down one corner of the car and found that there was no discernible travel in the suspension. Solid. Close examination of the bodywork is fascinating. Everything fits perfectly. Fantastic attention is paid to the elimination of drag. The cars are constantly waxed and polished because, believe it or not, this reduces 'skin' friction and makes the car that much more slippery. If all of this sounds far-fetched, bear one thing in mind: in NASCAR, you are not allowed to have a better engine than anyone else. Obviously, some engines are better because they're more efficiently screwed together. But if you come along with a new engine which is patently more powerful than anyone else's, then sooner or later Bill France will drop in on you and suggest that it might be a good thing for all concerned if you forgot about that engine. A good thing for all concerned? Yes, that's right. A good thing for your rivals because they won't get blown off, and a good thing for you because you won't be banned from NASCAR! Bill France founded NASCAR and he makes the rules. There has always been one basic premises on which NASCAR philosophy is built; close competition. That's what pulls the spectators. Consequently, all the regulations are aimed at ensuring that the cars are as equally matched as possible. And that leads on to another essential part of NASCAR. Cheatin'.

After all, you have to find that little extra from somewhere, and cheating in the South is not the dirty word it is in Formula Ford or Group 1. It is an open accepted principle, and they all do it. Of course, people get sore sometimes but there is frequently open admiration for a particularly unusual or sophisticated tweak. The classic example occurred some years ago, when one particular car started cleaning up all of a sudden. It was blindingly quick, and no one could quite figure out why. It looked OK, and yet. . . . In fact, it was an exact seven-eighths replica of the car it was supposed to be! Now how do you get mad with someone who thinks of that?

How do you get an underweight car through scrutineering? Easy. You fill up the tyres with water. . . . And what about the regs concerning suspension? Obviously, the lower the car, the better it is, but you have to get past the man with the tape measure and templates. So you chock up the suspension with pieces of wood, which take the strain until the load is put on them, on the track whereupon they fall out. "I remember Darlington one year," someone says, "during qualifying, the inside of the first turn was like a timber yard!"

No one ever tries to reduce a car's weight by skimping on safety, however. A NASCAR stocker weighs something approaching two tons, and when one of these mothers gets out of control, it's a long, long accident. Cars have been known to somersault for quarter of a mile or more. And yet NASCAR's safety record is astoundingly good, primarily because of the roll cages. More than 250 feet of steel tube is used on the roll cage assembly, which completely surrounds the driver. The only means of access to a stocker is through the side window frame, for the doors are welded shut. There always seems to be at least one major accident in every Grand National race, yet serious injuries, let alone fatalities, are extremely rare. In time-honoured style, the driver pulls himself out



David Pearson prepares to make a stop for fuel and tyres. He'll be out again in something like 20s.

of a heap of wreckage, and waves to the crowds. You gotta remember to wave to the crowds, buddy. . . .

Florida, in February is a nice place to be. If that sounds like a sales pitch for the US Tourist Board, I make no excuses. I like Americans and their country. OK, certain aspects of their society, their attitude to life, may be corny, but that doesn't bother me at all. Much of the pre-race ceremony at Daytona is corny in the extreme, but it all contributes to the building up of a Great Occasion. By the time the cars depart on their pace laps, the crowd is at fever pitch, and European promoters could do worse than take a long, hard look at the way Bill France gets his act together. Daytona is a civilised race track. It is possible to find a good hamburger, a cold beer and a clean loo. Commentary and information about the race is astonishingly good, quite unlike anything you will find in Europe. Bobby Allison will cross the start/finish line and, ten seconds later, the commentator will announce "Allison posted the lap at exactly 183mph. Hang on in there, Bobby!"

Race day ceremonies begin early. There are

Start of this year's 500 with Donnie Allison and David Pearson and the front row.



bands, parades, majorettes. Yes, King Richard has his own theme music, an accolade never awarded even to JYS. An hour before the start, a huge dais is erected in front of the main stands, and the drivers line up near it. In turn, they are all introduced to the spectators and interviewed. The atmosphere is a blend of bullfight and early Stones' concert. The best is saved until last. The crowds grow more and more impatient as also-rans say how honoured and privileged they feel to be competing in this greatest of all races. The people in the stands want to hear from Allison, Pearson, Petty. The stars. "And now, from Randleman, North Carolina, Rich. . . ." The rest is lost in applause.

Last of all, there are the prayers. "Lord, we thank Thee for this speedway," says the Baptist minister, "and we pray for a spirit of clean competition." Once the race gets started, you wonder if maybe some of the drivers already had their earplugs in at that point. . . .

Governor George Wallace then gives a short address, rapturously received, and it's time for action. Bobby Isaac puts on his last cigarette for four hours and walks over to his pole-position Dodge. On goes the helmet, and he climbs in, face set, eyes expressionless. If I were ever on race track and saw that face in my mirror, I think I'd probably move over. . . . Petty and Foyt are calm. Buddy Baker, a huge man, is shaking like a leaf, fumbling with his helmet straps.

Eventually the pace car takes off from the pits, and forty rumbling Grand National stockers follow. One pace lap, two, three. . . the pace car is heading for pit lane, the green light is on. . . charge! "Foyt, Isaac, Allison, Marlin, Glotzbach," screams the commentator. Three-quarters of a minute later, having completed 2½ miles, they are back. It is an unbelievable and unforgettable sight.

Pitstops are a major factor in Grand National competition. Fuel tanks are restricted to 22 gallons, so stops are frequent. It is an education to watch a crew such as the legendary Wood brothers in action. The Woods acted as Jimmy Clark's pit crew when he won the Indianapolis 500 in 1965, but they are Southern boys and their hearts are in NASCAR. They own and run David Pearson's Mercury. In half a minute, these guys can change four wheels, put in 22 gallons of gas and a quart of oil, clean the screen and give the driver a drink. Only five members of a crew are allowed over the pit wall, so other jobs are done from behind the wall by means of long-handled tools! There is even a special vacuum cleaner to remove debris from the radiator grille. Nothing is left to chance.

I'm going back because NASCAR is different, because it is virtually certain that there will be a real race right to the wire. Consider the last two Daytona 500 races. In 1974, a group comprising Bobby Allison, Richard Petty, Cale Yarborough, A. J. Foyt, George Follmer, Benny Parsons, Donnie Allison and Bobby Issac ran together in a battle for the lead that lasted for more than two hours. A different lead with a few laps to go, but Benny Parsons, thanks to a massive tow from Petty, was gaining. As they entered their last lap, Benny was close but not close enough. It seemed all over. But then Pearson, astonishingly, lost the lot while lapping a backmarker. A mile from home, he had thrown away the Daytona 500, the biggest race on the NASCAR calendar. Nothing is certain at a race in the South.



"There are precious few top line drivers in evidence, and those that exist do so only by making huge concessions to the incomes and life-styles they could expect to command . . ." if using their obvious intelligence and skill in almost any other form of sport utilising circular spheres or wheels as its major constituent.'

By IAN SADLER

Fool's paradise

A new age of rallying may just be dawning. A suitable tempo and balance could soon put the sport into an accurate synchronization with the majority of accepted, civilised, practices unceasingly taking place on or around the surface of this planet. Then again, perhaps not. Perhaps the realisation of our place in the order of events is still in too infantile a form to permit a methodology processing to the homogenous awareness necessary if we are to prevent further oscillations. Serious thoughts.

The scenario, a typical Trust House Forte hotel a few hours after the finish of a single day, sprint-type, special stage rally. The bars are noisy with laughter, tinkling glasses and ringing tills. Hands are gesticulating the angles of particular ditches and firebreaks to eager, nodding listeners. New cliques are constantly forming and dissolving into the peopledscape; some nattily dressed for the evening, others, with dusty trousers and the ubiquitous plastic jacket, are still to dress or, perhaps without a change of clothes. The familiar countenances of the so-called "specialist press" can be observed grappling with their drinks and jotters.

Simultaneously, the drivers, managers and service personnel of the few sponsored teams might be finishing a five course dinner in the softly lit hotel restaurant, while their publicity agents are wedged into perspex bubble phonebooths, coping with the vagaries of a long distance call to the "boys back home" telling their creative tales of success or misfortune.

It sounds quite a glossy past-time or vocation. It

is, however, a fool's paradise. For we have all been guilty of massive errors of judgement; of long term planning inadequacies and, quite simply, not seeing the wood for the trees. In a nutshell — we have sold ourselves short; ridiculously, almost criminally, short.

It can only be the basic grassroots appeal of the sport, completely overwhelming common logic, that brings new, young, drivers into the forests. If these young hopefuls (as opposed to straight "clubby" drivers) look towards the top, they surely can't find much inspiration to help soothe their consciences. There are precious few top line drivers in evidence, and those that exist do so only by making huge concessions to the incomes and life-styles they could expect to command were they to use their obvious intelligence and skill in almost any other form of sport utilising circular spheres or wheels as its major constituent.

Uphill struggle

It can be argued that special stage rallying is now mature enough to have already reached its zenith for a steady-state expansion and that any further beating of the drums is largely unnecessary. To a certain extent this synopsis does hold water. Special stage rallying is not a "new" sport, undergoing any tantrums of infancy. This country has witnessed the off-road (unfortunately not closed road) competitive section format for the past 15 years. Why, then, does it appear to be such an uphill struggle to carve any sort of living from the sport?

Obtaining and operating the necessary equipment is an extremely expensive procedure — totally divorced from the realities of potential earnings no matter how successful a combination is employed. This vast expense is doubly crippling when one remembers that the majority of the money is nearly always self-financed. Compared with the total annual cost of competing, most sponsorship arrangements are no more than chicken-feed — more important to the driver psychologically ("See my new sponsors' name on the car last week?") than monetarily. A principle reason why there is, comparatively, so little commercial money in special stage rallying could be in the answer to the question: "If I back you, what exposure do I get out of it — and what guarantees?"

Transient scene

There is no easy, convincing, answer to that question. Explaining why you want Company X to invest in your event programme, for their benefit, is something akin to asking for a few thousand pounds so you can go and drive a Lamborghini engine Riva over the Mediterranean for the summer. Usually, no deal.

The typical forest special stage rally is, to all those not directly involved, a peculiar, over-complicated and transient occurrence. The only "fresh" audience such a rally can boast is the collection of often disinterested but curious bystanders found at the start and finish locations. Those who witness the action in the forests make up the more important, keener, impressionable

sector. Good fodder for the sponsors. The numbers of the latter band are, however, only increasingly fractionally — if indeed at all. Yet, the antics and sheer visual bombardment of a well driven rally car traversing a twisty track through the trees is often far more exciting and unpredictable than all but a very few motor races.

Now . . . motor racing — for the equivalent outlay in both cash and manhours — is infinitely better off. At the top of the racing league vehicle cost and its driver's wage is a mere fraction of the total cash whizzing about within the overall scene. The return is properly in keeping with a well-run business.

Instead of following obscure championships in largely depopulated areas and acting-out the poor relations of racing image — perhaps it is time for the popular concept of rallying to be "racing-ised." It is already beginning. The RAC Rally, as just one example, now provides a number of spectator stages with commentary, associated displays, and the basic requirements for food throughput. Thousands of people who wouldn't otherwise have been sufficiently motivated now have the opportunity of properly seeing and understanding — enough to kindle a real enthusiasm if it is present.

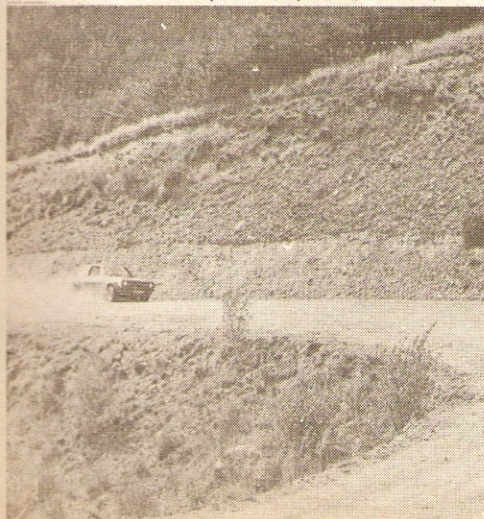
On a more topical note, the Welsh version of "Grandstand", the BBC's Saturday afternoon armchair sport programme, will be screening the first heats of the Tarren day this weekend. This unique event brought together all the major teams in this country (with one or two regrettable exceptions) for an expertly filmed day which should go far in explaining the purpose of rallying to a much wider audience. This, and the RAC's spectator stages are, at last, beginning to offer the kind of coverage necessary to produce a worthwhile commercial involvement. But only if the trend continues with some overall direction, and does so with more haste, can the commercial ball gain momentum.

Hypothetical ideal

The end product could well be quite impressive. Rally championships commanding big-name sponsors in the golf, tennis, horse/motor racing mould (neither cigarettes nor Pepsi-Cola have ever been remotely connected with motoring) and individual counters chosen for many more involved reasons than the allocation/manpower resources of the present. Individual round organisers would, in the hypothetical idealized series, have to procure television time in their area, either in conjunction with a full facilities spectator stage or as a separate feature.

The above would, of course, be part and parcel of a much greater public following of rallying. Let's face facts — even most motor racing spectators/participants fight shy of involving themselves with the muddy, uncouth, rally circus. It is time for the sport in this country to wake up to the reality that there is no earthly reason why the top names shouldn't command respectable fees . . . or top events prime coverage. We sold out cheap in the past. Hence the tarnished image we have to shake-off and the new professional approach — we have to acquire.

As (will be) seen on TV . . . Roger Clark climbing the "Tarren" track. The programme should explain what the hair-spray commercial misses.



Waving the flag on the Manx

Apart from the obvious speed, a Porsche travelling quickly along a narrow tarmac road can tend to be a boring sight. Nevertheless, the '74 Castrol Manx, which produced a Porsche one-two was, for this writer, a most enjoyable episode to have witnessed. This year's rally was a very different story, as you must have realised from the superb Colin Taylor transparency on the cover of last week's AUTOSPORT. It was also a rally I was doomed to miss . . . until a last minute plan from British Leyland ST came to the rescue and I was packing, once again, for that immensely pleasurable little 29 by 11 mile island projecting forth out of the Irish Sea.

In the light of what happened during the course of the rally, with R. Clark's legendary giant-killing performance being enacted, you may be excused from realising that Britain's one and only all-Union-Jack team were across with their very civilised and rather dignified Triumph Dolomite Sprint. As it turned out, it was all rather a waste of time — but it might well not have been. The hitherto 100 percent reliable differential chose the start line of Injebreck — just the seventh special stage — to cry enough. Elapsed time on Brian Culcheth's watch since driving down the start ramp, just 90 minutes.

The Triumph was using the camshaft that was first tried on the Welsh, not entirely satisfactory then, but it was used now in conjunction with a new Broadspeed developed exhaust manifold. These two modifications were giving a significant power improvement, though the engine was, unfortunately, still stiff from a rebuild earlier in the Manx week. Assuming the gremlins are working their way methodically through the car — remember their feasting on the steering and front suspension last year? — a quick nibble at the differential could well be the vital indicator that they have had their evil fill and are now off to live at Luton, or somewhere.

Seriously, the Dolomite has taken quite a few of the pundits by surprise this year with some excellent performances from both Culcheth and the car. It was definitely "on" for a good top ten placing on the Manx. As it turned out, Leyland had to console themselves with a stirring drive to 12th place from Phil Cooper — and that with a car Leyland ceased developing some 5½ years ago.

My first sight of the ill-fated car was at dawn (not a time of day I am over familiar with) on the Thursday prior to the start. The patriotic red, white and blue car was parked serenely in the driveway of Leyland ST man Bill Price's attractive house, somewhere in Buckinghamshire. Soon, as they say, we were off up the M1, chugging along in overdrive top at a respectable speed. It was then that I began to notice, over the free-flow exhaust racket, that Bill was occasionally muttering nasty things under his breath. Further observation revealed that we happened to be passing



Top British Leyland performance on the Manx came from the Phil Cooper/Eddy Bamford Mini-Cooper 'S

transporter loads of Japanese cars during each attack. Sitting in the "Dolly" looking at all those Smiths instruments and the walnut veneer door cappings et al . . . pretty soon I, too, joined in, hurling silent abuse at the unfortunate transporter drivers. It seemed like good therapy in preparation for an all-British Manx.

My next re-acquaintance (after navigating Bill three times around Liverpool) was with the smelly and rusty, old but beautiful boat. There is only one thing to do on a ship like that . . . and it is better than drowning in the sea.

Douglas is reminiscent of a very subdued Blackpool. Hotels line the promenade, all vying with each other to capture the sickliest shade of weathered outdoor paint. Our hotel, the Villiers was, as usual, the rally headquarters, though for some reason well beyond my ken, the Sefton just further along the front always seems to be the centre of official activity, while the Palace, a little further along again, assumes the unofficial mantle.

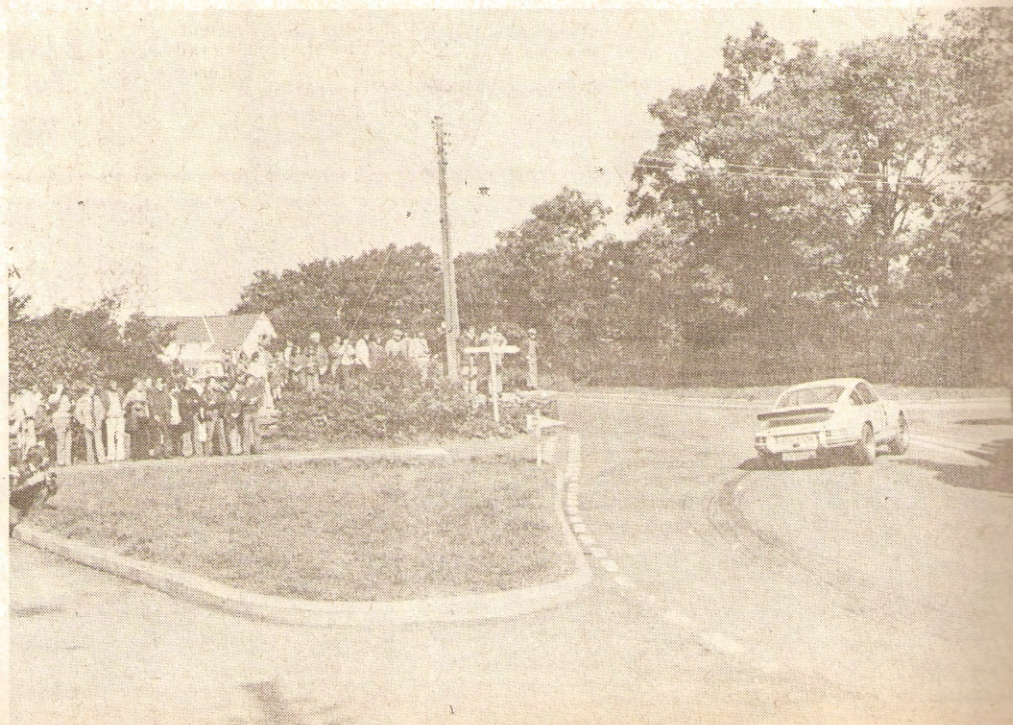
There appeared to be very little to do before the Friday evening start. Brian and co-driver Johnstone Syer had some proper tyres fitted after we delivered the car before disappearing into the hills to loosen-up the engine, set the lights and check the notes (it turned out to be Britain's first Manx for 11 years).

Missing the start by a few minutes for

photographic reasons, it turned out to be 100 minutes, for us, before it happened. A few hundred yards in from the start of Injebreck, we had positioned ourselves for a good long view rather than photographs, especially with darkness impending. Cars kept on coming by — but still no number six. Anxiously we walked back towards the start and there — lo and behold — was the Triumph being counted-down. Brian revved it up on to the cam, let the clutch in, the car shot forward — then Bang! clang, clunk, clang! It was all over. All of the night section was still to be run and all of Saturday daylight — 39 more stages in all. It was a bitter disappointment at the time.

Needless to say, the rest of the time was spent in a virtually mesmerised state by observing Clark's amazing performance of cat and mouse with the Carreras. I soon forgot BL's disappointment, in an almost mercenary fashion — for I was not involved, but I felt quite sure that but for that "sleeping component's" failure — Culcheth's Sprint would have surprised a few more of the cognoscenti that September weekend. Brian took the retirement most philosophically, flying out on Saturday, while Johnstone knocked us all well into shape, keeping the assembled company on the very brink of choking to death with laughter courtesy of the most incredible, often hair-raising tales of other rallies gone-by. The Manx had just been one more under the belt for Johnstone.

Try as they might . . . the great Porsche myth was exploded on the Isle of Man.





The Chevette body is a saloon with a tailgate that can almost be regarded as a miniature estate.

Right size — right time

The Vauxhall Chevette is an important car, because it seems likely to restore the waning fortunes of its manufacturers. It is also highly significant, because at last it indicates a tie-up of Vauxhall and Opel within the framework of General Motors. It has always seemed odd that the two firms went their own ways independently and this collaboration can only result in the production of better cars.

Though the Chevette is an entirely new car, it employs as many components as possible from existing models, thus reducing the usual astronomical costs of tooling-up for a new vehicle. The main body pressings are, of course, completely fresh, but they are united with the floor-pan and suspension assembly of the Opel Kadett. Regular readers may remember that I was able to praise the roadholding qualities of the Kadett when I tested it, so this choice of assemblies is wise.

The engine and gearbox are those of the Vauxhall Viva. Though long in production, this power unit has been steadily refined, quieter running having been achieved by the adoption of a viscous drive to the fan, while both power and economy have benefited from a sophisticated temperature control system for the ingoing air and two separate exhaust pipes from the manifold to the silencer. Though the engine may seem to be dated by having only three main bearings, the reduced friction has an appreciable effect on fuel consumption.

The body is a saloon with a tailgate, that can almost be regarded as a miniature estate. In fact, the interior space is not very large, for the seat squab folds on top of the cushion and the rear floor is above the petrol tank and spare wheel. All this adds up to a high floor level which, with the low roofline, restricts the luggage capacity. However, there are bigger Vauxhall estates for serious haulage and the Chevette can carry a lot of shopping. With the seat back erect, the body is a useful four-seater as long as the front people are not too greedy, the space in the boot still being quite handy, though lacking privacy.

A shape that will appeal to many people has been achieved, the only slightly controversial feature being the nose, which is reminiscent of

the late-lamented Firenza. The recessed headlamps are safe from damage and give a good light, the high bumper corresponding with the level of those on large cars. The area of glass is exceptional, even among the latest designs, all the occupants having a clear view in every direction. The nose and tail are short, which makes the length easy to judge when parking, all four corners also being visible to the driver.

The seats are comfortable, though they are not particularly soft. The steering wheel and gearlever are well placed, but the pedals might be a little closer to the floor; the handbrake lever is readily grasped and quite powerful. The heater works well and the cool air ventilation is satisfactory and separately controllable. Among the extras on the L version are rear windows that prop open at the back — much appreciated by my dogs — and full-length carpeting, including the luggage deck.

The Chevette is light enough to be lively and its

maximum speed is over 90 mph, which most owners will regard as ample. Except when revving really hard on the lower gears, the engine is surprisingly quiet. Most small cars are too noisy for comfort on a long journey, but this one is as quiet as many medium-sized machines. The virtual absence of wind and road noises contributes to this effect and 80 mph cruising is a delightfully effortless proceeding. The excellent third gear is fine for winding roads or rapid overtaking.

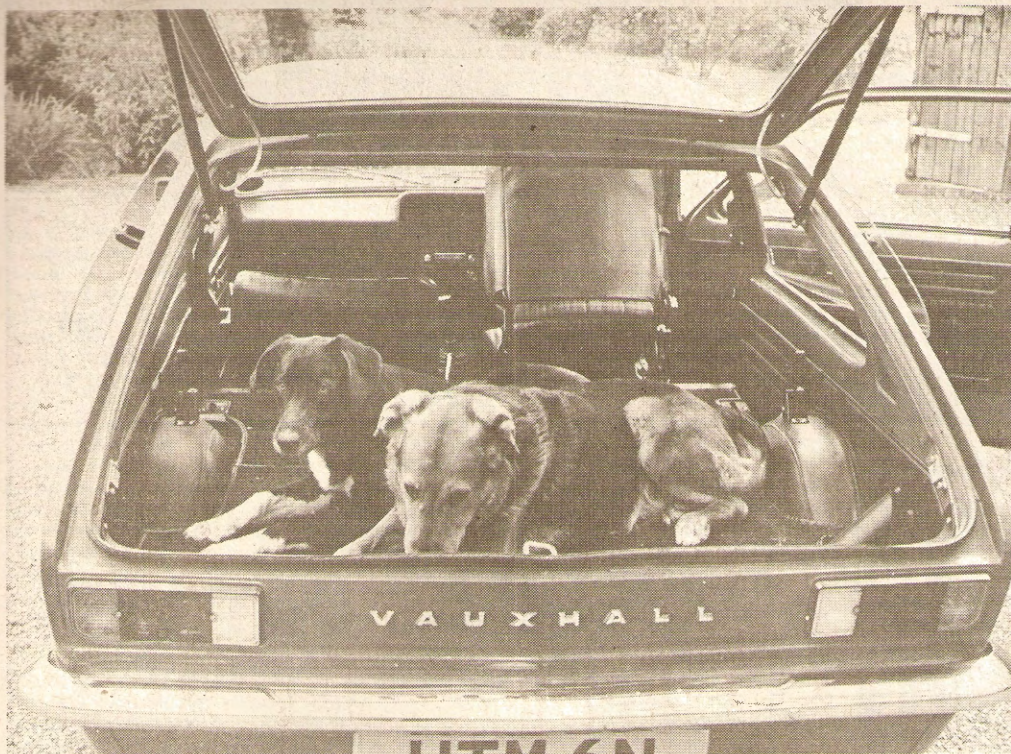
Unfortunately, the Chevette has the well-known Vauxhall rumble at low speeds, which spoils its town manners. Accelerating in top gear, it passes through a rowdy period at about 25 to 27 mph, and at corresponding revs in third. Obviously, the press-on driver will keep the revs above this speed, but it's a nuisance when one is trying for maximum economy.

The handling is a sheer delight and absolutely outstanding. High cornering power and a low angle of roll make fast driving easy and safe, with no tricks to learn. There is just enough understeer for stability, but this almost disappears during hard driving, while the steering has plenty of feel and is light for parking. This good behaviour continues when the roads are wet and the Chevette unquestionably benefits from its Opel suspension parts. The brakes can certainly

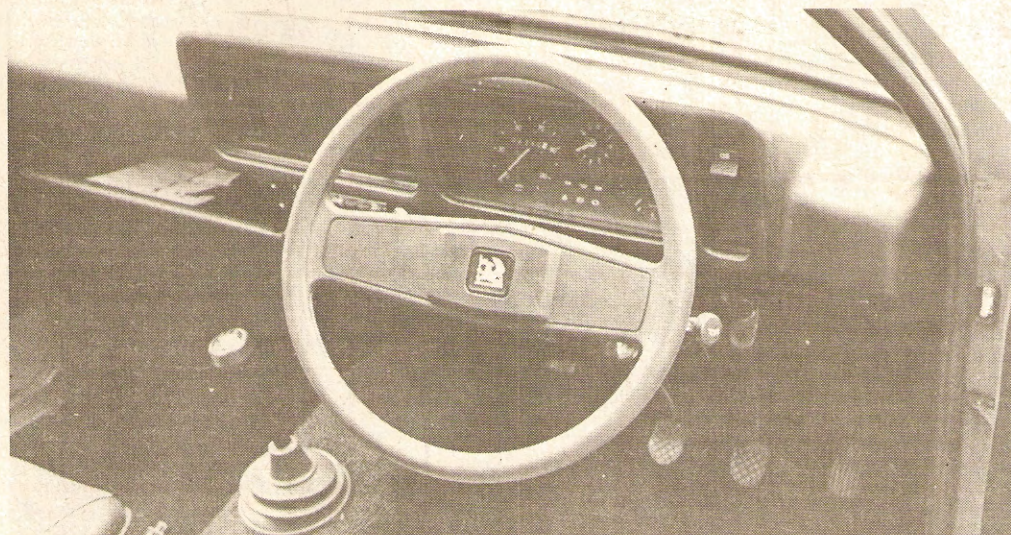
A shape that will appeal to many people has been achieved.



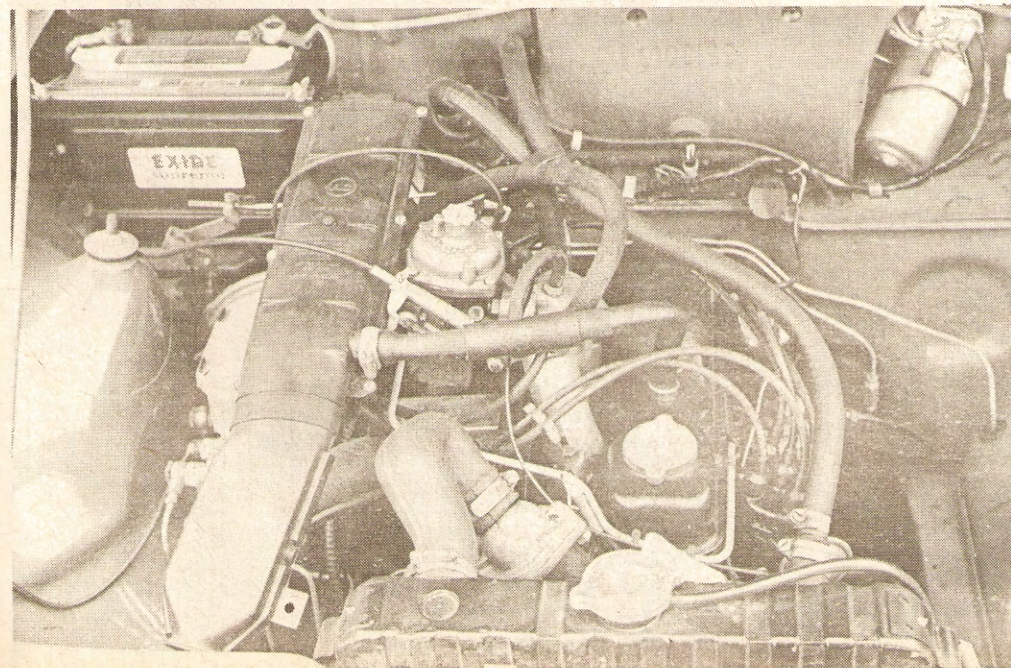
Road test



Dogs appreciate the opening rear quarter panes and carpeted flooring.



Above: The steering wheel and gearlever are well placed. Below: The three main bearing engine has been steadily refined.



cope with any conditions to be met in fast road driving.

The ride is quite satisfactory on reasonably good roads but it does deteriorate on less perfect surfaces. There is then a lot of up-and-down movement and the occupants are well aware that the suspension is hard at work. Curiously enough, the car rides better than would be expected on really rough tracks, but perhaps that's because the speed is lower.

This new, small Vauxhall is an economical car and it is possible to obtain around 40 mpg without trick driving. The fast and perhaps slightly illegal man will increase the consumption to something in the region of 30 mpg, but a lot of owners are going to average 35 mpg, or even a little more. Though the engine is of 1256 cc, the car is just as economical as some of the real "babies" when driven at comparable speeds.

The Vauxhall Chevette is the best car that has come out of Luton for quite a while. It is not perfect, but I am fully aware that the faults I have indicated may not even be noticed by some prospective owners. There are plenty of people who actually prefer a fairly hard ride, and others to whom top gear flexibility is of little interest. To them, this car may well approach the ideal and there are others who will be willing to live with its few little imperfections, because it is so outstandingly good in other respects. Personally, I thoroughly enjoyed driving it and I shall remember its excellent handling qualities for a long time.

The most important thing about the Chevette is that it's the right size. Vauxhalls were getting too big, but this firm now making a vehicle that's small enough to be economical yet still large enough to be a family car. That it is sure to have a future in the competition world needs no emphasis, though that was certainly not the object of the exercise. If it seems a bit pricey, I would guess that the manufacturers have announced a figure they can stick to for some time; at least that would make a change.

Sackcloth and ashes! Since writing the above, the price has gone up by 5.5 per cent and the corrected figure appears in the data panel. However, since the value of the pound has also fallen, there's a glimmer of hope that the car can still be exported.

CAR TESTED: Vauxhall Chevette 3-door saloon, price £1685 (Chevette LE1742), including car tax and VAT.

ENGINE: Four cylinders 80.97 x 60.96 mm (1256 cc). Compression ratio 9.2 to 1. 58.5 bhp DIN at 5600 rpm. Pushrod-operated overhead-valves. Zenith Stromberg horizontal constant-vacuum carburetter.

TRANSMISSION: Single dry-plate clutch. 4-speed synchromesh gearbox with central change, ratios: 1.0, 1.404, 2.213, and 3.460 to 1. Hypoid rear axle, ratio 4.111 to 1.

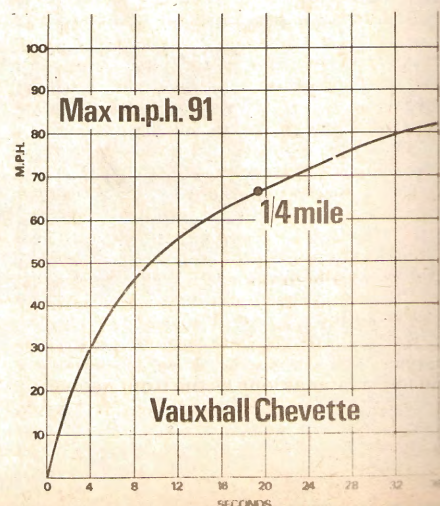
CHASSIS: Combined steel body and chassis. Independent front suspension by wishbones and anti-roll bar. Rack and pinion steering. Live rear axle on torque tube, trailing arms, and Panhard rod. Coil springs and telescopic dampers all round. Dual-circuit disc/drum brakes. Bolt-on steel wheels, fitted 155 SR 13 tyres.

EQUIPMENT: 12-volt lighting and starting. Speedometer. Fuel and temperature gauges. Clock and cigar lighter on Chevette L. Heating, demisting, and ventilation system. Windscreen wipers and washers. Flashing direction indicators. Heated rear window. Reversing lights.

DIMENSIONS: Wheelbase 7ft 10.3in. Track 4ft 3.3in. Overall length 12ft 11.3in. Width 5ft 2.3in. Weight 16cwt 40lb.

PERFORMANCE: Maximum speed 91 mph. Speeds in gears: Third 74 mph, second 47 mph, first 30 mph. Standing quarter-mile 19.5s. Acceleration: 0-30 mph 4.0s, 0.50 mph 9.6s, 0-60 mph 14.4s, 0.80 mph 32.2s.

FUEL CONSUMPTION: 30 to 40 mpg.



Achim again — and no complaints!

The dry, hot wind swept across the city bringing thirst aplenty. At the airport the airliners disgorged streams of London-Australians who had brought their thirsts with them to mingle with the Germans and Americans who were already there. Munich was preparing for its session of annual madness which is called Ocktoberfest — where beerdrinkers of many nations get together to pour the stuff down them, over them and into each other. In one quarter of Munich, however, preparations of a different sort were going on for the AC Bavaria were holding their Bavarian Rally, a counter in the German Championship and the Mitropa Cup, though at times the madness of the Ocktoberfest seemed to have touched the rally as well.

Despite the possible diversions in the city, the one day rally went off reasonably smoothly and, rather predictably, the winners turned out to be Achim Warmbold/John Davenport in the works loaned, KWS run, Renault Alpine 310. The whole thing was very much a Derby for with the slings and arrows of the Baltic aftermath still fresh in everyone's minds, outrageous fortune decreed that both chief protagonists, Warmbold and Walter Smolej, also lived in Munich. Smolej and Willy Pitz were driving their familiar Irmscher prepared Opel Ascona and went extremely quickly on some of the dirt stages to finish the rally just forty-two seconds behind the Alpine. Third overall was the Porsche Carrera Group 3 of Reiner Altenheimer/Hanno Menne who were twenty-six seconds behind the Opel after lying second until they had problems with a drive shaft which nearly put them out of the rally. Wolfgang Knorr/Manfred Speck were fourth in another Porsche Carrera from the same Vergolst team as Altenheimer while Horst Rack/Helmut Kohler were fifth in yet another Carrera, this one sponsored by Wella for Men.

Like so many of the German rallies, the Bavarian Rally had a secret route which meant that in the days preceding the event, those drivers with a desire to win went out and practised on the stages. To the organisers it always seems a mystery as to how the drivers can find the locations to so many of the stages but frankly, if you are arranging to close public roads, the authorities must know which ones and there is nothing to stop them telling other people and the information this filtering out to a much wider audience. The organisers had banned both practice and pace notes but of course, by not telling the competitors which stages they were going to use, they could hardly ban them from driving on all public roads. They set traps on some stages and took the numbers of cars which were later traced to some of the drivers entered in the

rally but a pre-rally decision of the organisers was not to exclude them.

In all there were fourteen stages of which four were repeats and the rally started at six o'clock on the Saturday morning and finished shortly after eight o'clock the same evening. It could have none of the criticisms of longevity that were levelled against the Nordland and the Baltic. It was a classic event of the type that we know so well in Britain and, as such, was well organised. Scrutineering took place in the immaculate ADAC building in south-western Mjnich and the only grumbles were that scrutineering started a bit later than necessary and took quite a long time as the cars were held in parc ferme for two hours just in case there were any protests. You may think that that was strange but after the acrimony at the end of the Baltic, quite a lot of people seemed to be ready to put their money where their mouths were concerning other people's cars. To be on the safe side, the Irmscher Opel turned up with carburettors on a cross-flow head instead of the normal injected engine while there was talk about Altenheimer's Porsche being made up of two cars and thus being artificially strengthened at the join. Fortunately the ADAC had laid on refreshments in their large hall so that the competitors could sit it out in comfort and ultimately all the talk plus the two hours produced not a single written protest and the cars were taken away by their owners to be prepared for the morrow's struggle.

Amongst them was the only Italian entrant seduced by aims for the Mitropa Cup, Vanni Tacchini/Gianti Simoni from Novara in their works specification Fiat Abarth Spyder 124. Another foreign entrant was the Saab 96 V4 of Per Nyborg/Bjorn Lie who had travelled practically non-stop from the Isle of Man to be at the Bavarian Rally. The Formula V Team from Hanover had their immaculate Golf S out for Freddy Kottulinsky/Dieter Grimkowski while also in Group 1 were the Deutsche Toyota pair of Harald Demuth/Peter Witte who were in a very standard looking Celicia as there had been no chance of putting the old Corolla to rights. The husband and wife team of Hans and Ulla Stuck were there with their private Porsche Carrera but the work righting the damage done on their Baltic retirement had only been finished a couple of hours before leaving for the rally.

The rally started with a special stage just twenty metres from the start ramp and this ran through what must have been a military area on basically dirt roads. It was not terribly well arrowed and Smolej must have had a different idea to the rest as to which way to go as he went on a "long-cut" and lost sixteen seconds to

Warmbold however, who took the lead with a very determined effort four seconds quicker than the Alpine. The second test was four laps of a road circuit totalling some 20 kms and here Warmbold took nine seconds off Altenheimer and six off Smolej to go into a lead he was never to lose. Smolej was using the new Pirelli P7 tyres of which I am sure we will hear much more in rallying as they can be supplied in a 205 x 40 size and are virtually road approved racing tyres. He had a puncture but it was on the slowing up lap when he pulled over to let someone else who was still racing go by. Demuth did the same for Stuck but a misjudgement led to the exchange of paint at no cost of time.

The third test was an excellent amalgam of dirt and tarmac over some 9 km where Smolej surprisingly only took a second off the Alpine but all was revealed on Bavarian TV who had filmed his long spin that must have cost him at least five or more seconds. Altenheimer was fastest and pulled back to lie equal with Warmbold but the next test was a high speed constant hairpin course laid out on the ADAC learners track at Augsburg where the light Alpine took ten seconds off Smolej and twelve off Altenheimer. The scene now shifted north towards Regensburg where the meat of the rally was concentrated and it was immediately evident that the Bavarian police were short of a D-mark or two as they were running at least four speed traps of which one cost Tacchini quarter of an hour and 40.00 DM. At the start of the next stage there was a wait of some forty-five minutes while the police assured themselves that it was properly secure and when it did get under way it was to see Smolej eight seconds quicker than Warmbold. Altenheimer was right there one second behind the Opel but in setting that time he had bent a drive shaft on a rock and now had to stop and change it which took almost all his 30 minutes of lateness and he just squeezed into the next stage within two minutes of exclusion. Here the Opel and the Alpine were only separated by a second and subsequently on the extremely quick tarmac of the Painten test which followed, Warmbold was the only car to clean it while Smolej lost eighteen seconds and Altenheimer twenty-two. Poor Tacchini went hunting in the forest at one point as the start marshal was forgetting to hand out the maps of the stage and with no arrows, it was difficult to know which way to go at the junctions. However, the organisers considered that the stage was properly run and did not scrub it to Warmbold's infinite relief as on the next stage, Smolej took fourteen seconds off him over the rough dirt. The KWS Escort of Dieter Guinther/Wulf Luther was leading Group 1 at this point but was shortly to retire with a punctured oil cooler.

Back with the rally. After lunch Warmbold was just fifteen seconds ahead of Smolej but now the Opel driver allowed his exuberance to produce another spin and a chance to get on terms was lost. A return to Painten saw Warmbold take nineteen seconds from him and then another three seconds on a short tarmac hill climb so that all was to be staked on a final fling round one of the best stages in the rally, fourteen kilometres of dirt and tarmac at Konigslachen. Smolej flew through to record ten minutes dead and the second car, that of Warmbold, had ten minutes and two seconds on his watch and was consequently disgruntled when he was credited with ten minutes twenty-two seconds. During the inevitable argument with the timekeeper, other cars arrived and their errors were thirty-five seconds, forty-five, a minute and finally a minute and a half. It was evident that the watch was going berserk but the marshal would not admit it nor did he have a back-up clock to which he could refer as a check. In the confusion, some cars did not get times recorded at all, and as the aggravation spread down the field, there were finish line accidents and then the cars were coming through completely untimed which led to the cancellation of the stage. It would have made little difference to the result anyhow but it shows how unreliable timepieces can lead to the best of stages being scrubbed.

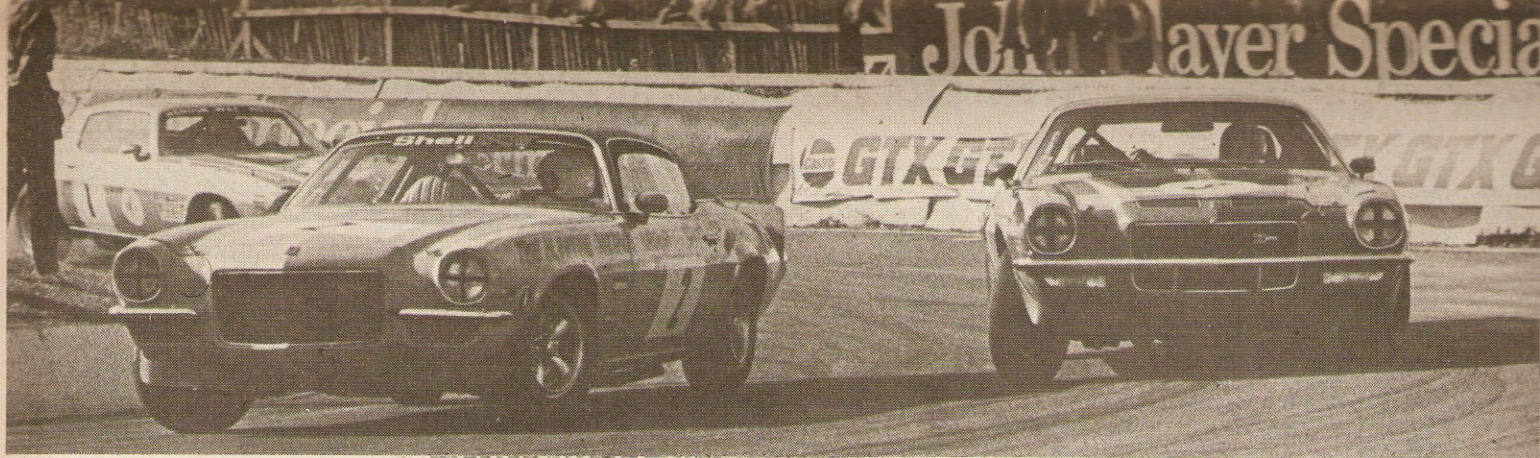
It was well dark by now and the rally ended with a final fling back across the military area to the finish ramp where Altenheimer spun and stalled his engine and Smolej took the final fastest time, three seconds ahead of the Alpine.

JOHN DAVENPORT

1. A. Warmbold/J. Davenport (Renault Alpine 310) 905 points; 2. W. Smolej/W. Pitz (Opel Ascona 1.9) 947; 3. R. Altenheimer/H. Menne (Porsche Carrera 2.7) 973; 4. W. Knorr/M. Speck (Porsche Carrera) 996; 5. H. Rack/H. Kohler (Porsche Carrera) 1060; 6. W. Hauck/X (Porsche Carrera) 1073; 7. H. Stuck/U. Stuck (Porsche Carrera) 1100; 8. H. Herrmann/K. Schmidt (Opel Ascona 1.9) 1170; 9. H. Rausch/X (BMW 2002 Ti) 1175; 10. WoHohing/U. Schmidt (BMW 2002 Ti) 1175.

Reiner Altenheimer's steady performances (3rd on Bavarian) virtually assures him the championship.





It's probably too late but the Camaros of Roger Payne, Brian Rice and Derrick Brunt put on a superb display in the Radio 1 event.

MALLORY PARK

Five lap records broken

In late summer sunshine at Mallory Park last Sunday conditions were perfect for record breaking and five new ones were established during the eight races at the BARC-organised Radio One Championship meeting, three of them in the Radio One Production Saloon events themselves by Derrick Brunt, Mike Smith/Bob Saunders and Simon Watson. Apart from a Formula Ford contretemps in practice, which sent Barry Hodson and Clive Broughton to hospital with a broken shoulder and broken wrist respectively, it was a relatively incident free afternoon's sport with some entertaining club racing.

The needle match for the Formula 1300 Championship between Bob Davis and John Allan was continued in the first race. Allan had spent the morning trying to rectify his gearbox but to no avail for he started the race stuck in third gear while Davis, from pole position, streaked into the lead from the Briokay Elva of Brian Cocks and Alan McBeath's Gopher. McBeath's efforts to wrest second from Cocks ended with a spin into the Esses bank on lap two by which time Allan's rear-engined car was through to third. A lap later he was second and catching Davis but the pursuit only lasted two more laps before the clutch objected to the harsh treatment necessary to get the car round the hairpin. So Davis clinched his eighth win while Paul Webb's Delapena fought its way past Cocks to take a distant second. Cocks was only 0.4s behind and had Peter Grzelinski's Claydon Special breathing down his neck all the way to the flag. Davis and Allan shared a new class record.

Even with the Editor present, the Mazdas were a bit thin on the ground, only five starting the first Radio One race for the cheaper categories. Jock Robertson led from start to finish in the Marshall-Wingfield RX3 although Malcolm Kay was ever present and actually drew alongside at Devils Elbow on the penultimate lap. However, Jock was equal to the challenge and only had to equal his class record to win. Wendy Markey's new car finished third without a clutch ahead of Eric Cook. In the cheapest class of all Tony Stubbs's Lada had new-found speed, catching and passing Simon Watson's Sunbeam Imp which ran out of brakes at the hairpin and rammed it. Both finished, with the Russian car ahead but Watson's driving has been referred to an RAC Tribunal. Neville Knight's attempts to finish third in the class with his Simca Rallye were thwarted by an excursion on to the grass when trying to pass Danny Alderton's Honda. The Simca's oil filter was dislodged and it soon retired in a cloud of smoke.

First lap incidents at the Esses are becoming rarer in Formula Ford these days but John Bright and Chris Skellern contrived to initiate one in the John Hamilton Memorial Trophy race. Bright, who was leading at the time, spun but Skellern escaped into a goodly lead while Graham Tilley's Crosslé 25F and Andrew Peach's Pallsier WDF3 following close behind ended up in the bank. Bright rejoined with his Royale RP21 undamaged and drove magnificently to climb from 10th to the tail of Skellern's Crosslé in the next eight laps. There was nothing Skellern could do to stop the

Royale going past but he hung on to finish only 0.6s behind.

John Pearson's familiar Jaguar XK120 was sent off pole position for the Miller Organs modified sports car round for dropping oil but a quick turn of a spanner on the oil filter saw the Jaguar able to line up on the last row before the flag fell. Into the lead went the two Elans of Richard Jenvey and John Evans while Pearson sorted his way past 17 other cars in the space of one and a half laps to bring him up to third. It was an incredible rate of progress, with a new lap record of 49.8s thrown in, but no sooner had the gap to the two leaders begun to come down than second gear went missing and then the oil leak started again, allowing more lubricant to be added to the already slippery surface. Pearson pulled off while Jenvey eased off, allowing Evans to close right up but not go past in the laps remaining. John Cooper's Porsche Carrera RSR, which is supposed to be ineligible, finished a distant third after visiting the scenery in practice while Robin Gray was a worthy fourth in his Morgan Plus 8, running a cooking engine from a written off Rover. On the slick surface Ian Hall's Mini-Jem was more at home than Simon Packford's Davrian, the championship leader winning his class but, with only two starters, scoring fewer points than Jenvey and thus dropping to second place. The amazing MGA of Rob Haigh and Max Payne's Elan, which suffered more than most from the oil, split the fifth-placed Mini-Jem from the Davrian.

With Formula 4 Champion Fergus Tait absent, the race lay between the ex-Ian Taylor March 733 of Ian Briggs and John Brown's Delta which led for the first three laps until the throttle stuck open at Gerards and Brown spun, rejoining ninth. This left Briggs with an easy win from a hectic scrap between five cars which saw Lorina Boughton's GRD triumphing over the mere males led by Roy Lewington's Brabham BT28, Ken Crook's grossly-underpowered Lotus 41C, Mike Whatley's

Brabham BT18/21, which managed a quick spin at Gerards on the last lap, and John Finch's Ensign which blew out clouds of smoke and almost expired on the last lap, allowing Brown to make it back to sixth.

The five Camaros in the second production saloon race made a splendid spectacle as they thundered round in close formation but Bob Ridgard and John Brindley were gradually dropped while Roger Payne's lead came under ever-increasing pressure from Brian Rice and Derrick Brunt. On the sixth lap Rice actually took the lead at the hairpin but he came a little unstuck at Gerards next time round and this let Payne into his most secure lead of the entire race which he was able to keep safe to the end. Rice recovered to stay second from Brunt. In the Capri division, Bob Saunders added considerable interest with his Dolomite Sprint until he spun at the Esses while dicing with Mike Smith for third in class. Ivan Dutton and Marc Smith had the first two places apparently sewn up but Mike Smith caught them up and made a strong bid at the hairpin on the last lap. In best (or worst) saloon car style his efforts were thwarted and he had to settle for third and thoughts of a protest.

As if to show their over-publicised saloon colleagues from the previous saloon races how it should be done, and providing a foretaste of the new British Leyland championship next year, the Mini-Se7en Formula boys produced some fine racing in the wake of this year's champion Graham Wenham. Jim Mancey was second, then John West, then Steve Cobbold, then West, then Cobbold and so it went on while Mancey was caught and passed by Terry Pudwell and Alan Seekings. Seekings was the only one to come unstuck, at the hairpin on lap eight, just as Wenham was suffering a cascade of water all over his feet from the engine. So the West/Cobbold/Pudwell battle became for the lead, finishing in that order after some good, clean dicing.

The consolation Formula Ford race was also more orderly than the faster drivers had been and saw John Brock's old, but Minister-powered Nike Mk 6 score a marginal victory over Graham Wilson's much newer Lola T340 and the rebuilt Royale RP16 of Terry Winters, 0.8s covering all three.

By IAN TITCHMARSH

National Formula 1300 Championship round (10 laps): 1, Bob Davis (1.3 Davis-Ford), 8m 55.6s, 90.74 mph; 2, Paul Webb (1.3 Delapena-Ford), 9m 15.0s; 3, Brian Cocks (1.3 Briokay Elva-Ford Mk 8S), 9m 15.4s; 4, Peter Grzelinski (1.3 Claydon-Ford), 9m 16.4s; 5, John Ivory (1.3 Centaur-Ford Mk 14), 9m 23.0s; 6, Jim Ravenscroft (1.3 Messer-Ford Mk 2A), 9m 24.4s. **Fastest lap:** Davis and John Allan (1.2 Allan-Ford Mk 4), 52.2s, 93.10 mph (record).

BBC Radio One Production Saloon Car Championship round up to £1699 (10 laps): 1, Jock Robertson (2.0 Mazda RX3 Coupé), 10m 16.6s, 78.82 mph; 2, "Jean-Pierre Aux" (2.0 Mazda RX3 Coupé), 10m 17.4s; 3, Wendy Markey (2.0 Mazda RX3 Coupé), 10m 25.8s; 4, Eric Cook (2.0 Mazda RX3 Coupé), 10m 26.6s. **£1300 to £1699 class:** 1, Robertson, 78.82 mph; 2, "Aux"; 3, Markey. **Fastest lap:** Robertson, 1m 0.2s, 80.73 mph (equals record). **Up to £1299 class:** 1, Tony Stubbs (1.2 Lada 1200), 73.57 mph; 2, Simon Watson (875 Sunbeam Imp Sport); 3, Danny Alderton (1.2 Honda Civic). **Fastest lap:** Watson, 1m 4.0s, 75.93 mph (record).

The John Hamilton Memorial Trophy for Formula Ford 1600 (10 laps): 1, John Bright (Royale-Whitehurst RP21), 8m 53.4s, 91.11 mph; 2, Chris Skellern (Crosslé-Scholar 30F), 8m 54.0s; 3, David Hudspeth (Lotus-Scholar 61R), 9m 0.0s; 4, Robert Coates (Hawke-Minister DL11), 9m 5.6s. **Fastest lap:** Bright, 50.8s, 95.67 mph.

Miller Organs Modified Sports Car Championship round (10 laps): 1, Richard Jenvey (1.6 Lotus Elan), 8m 43.2s, 92.89 mph; 2, John Evans (1.8 Lotus Elan), 8m 43.8s; 3, John Cooper (2.0 Porsche Carrera RSR), 9m 5.4s; 4, Robin Gray (3.5 Morgan Plus 8), 9m 21.6s. **Over 3000 cc class:** 1, Gray, 86.54 mph; only finisher. **Fastest lap:** John Pearson (3.8 Jaguar XK120), 49.4s, 98.38 mph (record). **2001 to 3000 cc class:** 1, Cooper, 89.11 mph; 2, Martin Raven (2.4 Datsun 2402); only finishers. **Fastest lap:** Cooper,

52.0s, 93.46 mph. **1151 to 2000 cc class:** 1, Jenvey, 92.89 mph; 2, Evans; 3, Rob Haigh (1.9 MGA). **Fastest lap:** Jenvey and Evans, 50.4s, 96.43 mph. **Up to 1150 cc class:** 1, Ian Hall (1.1 Mini-Jem Mk 2), 86.54 mph; 2, Simon Packford (1.0 Davrian-Imp Mk 7); only starters. **Fastest lap:** Hall, 54.0s, 90.00 mph.

National Formula 4 Championship round (10 laps): 1, Ian Briggs (March-Felday/Ford 733 MAE), 8m 39.6s, 93.89 mph; 2, Lorina Boughton (GRD-Lucas/Ford 373 MAE), 8m 59.6s; 3, Roy Lewington (Brabham-Broadspeed/Ford BT28 MAE), 9m 0.8s; 4, Ken Crook (Lotus-PMED/Ford 41C), 9m 1.6s; 5, Mike Whatley (Brabham-Holbay/Ford BT18/21), 9m 8.2s; 6, John Brown (Delta-Delta/Ford IRF4), 9m 10.8s. **Fastest lap:** Brown, 50.2s, 96.81 mph.

BBC Radio One Production Saloon Car Championship round over £1699 (10 laps): 1, Roger Payne (5.7 Chevrolet Camaro Z28), 9m 44.6s, 83.13 mph; 2, Brian Rice (5.7 Chevrolet Camaro Z28), 9m 46.6s; 3, Derrick Brunt (5.7 Chevrolet Camaro Z28), 9m 47.8s; 4, Bob Ridgard (5.7 Chevrolet Camaro Z28), 9m 51.0s. **Over £2299 class:** 1, Payne, 83.13 mph; 2, Rice; 3, Brunt. **Fastest lap:** Brunt, 56.4s, 86.17 mph (record). **£1700 to £2299 class:** 1, Ivan Dutton (3.0 Ford Capri 3000GT), 79.46 mph; 2, Marc Smith (3.0 Ford Capri 3000GT); 3, Mike Smith (3.0 Ford Capri 3000 II). **Fastest lap:** Mike Smith and Bob Saunders (2.0 Triumph Dolomite Sprint), 59.8s, 81.27 mph (record).

Bob Fox Mini-Se7en Formula Championship round (10 laps): 1, John West, 10m 26.6s, 77.56 mph; 2, Steve Cobbold, 10m 27.6s; 3, Terry Pudwell, 10m 28.0s; 4, Jim Mancey, 10m 31.4s; 5, Martin Goodall, 10m 32.2s; 6, Ron Cuthbert, 10m 39.0s. **Fastest lap:** West, 1m 1.0s, 79.67 mph.

Formula Ford 1600 (8 laps): 1, John Brock (Nike-Minister Mk 6), 7m 28.2s, 86.75 mph; 2, Graham Wilson (Lola-Scholar T340), 7m 28.4s; 3, Terry Winters (Royale-Piper RP16), 7m 29.0s. **Fastest lap:** Winters, 53.2s, 91.35 mph.



The Firenza still has a long way to go to win the war against NVH; although basic ingredients seem to work.

A hint of what might have been

PETER NEWTON at large with Vauxhall's reluctant GT

The sentiments, I realise, are totally misplaced, but in passing some car showrooms these days I am filled with a sense of sympathy for those inmates trying to make a living selling the bland objects that stand forlornly behind their glass screens — even the gloss of newness does not seem to have endowed them with even a trace of mystique, excitement, romance or status, and without these inducements what chance for the dealer to entice the disinterested passers-by? The entire impression gained from these anonymous metallic carriages seems well summed up in the clichéd advertising jargon of the woollens conditioner commercial, "sad and flat," and for a new motor car what could be a worse fate?

Two years ago at Earls Court, Vauxhall unveiled the glass fibre nosed Firenza, a styling creation which met with a mixed reception initially but certainly the launch achieved one of its primary aims: it got people talking about Vauxhalls again and the pundits were soon confidently predicting an upsurge in Vauxhall's slipping fortunes; the company now seemed resolved to change their image and the sporting/youth area had to be the obvious marketing target; after all Ford had accomplished the same tack with notable success. Sadly Vauxhall's attempts to inject some joie de vivre into their range of cars seems to have been a very temporary and half-hearted affair. Following the Earls Court show, and with the increasingly successful efforts of DTV in racing (there were even three Firenza races held at Thruxton and Oulton Park, the second of which resulted in a thrilling last corner victory for Barrie Williams over Gerry Marshall) came the spectre of the three-day week, and trouble at Ellesmere Port, one of the company's premier manufacturing centres.

Naturally there was no special production line for Firenzas, they came rolling down the lines with the others and were fitted out to order. Up until July '75, 199 Firenzas were built and, almost unnoticed, took their places on the roads. The fanfare of '73 had long since dissipated itself and there was little or no attempt to revitalise or rekindle the interest shown at the outset of the project. Those cars that escaped from the factory gates and found their way into the hands of journalists were pronounced by these cognoscenti as very worthy machines, only lacking something in refinement (a purely developmental aspect) to make them thoroughly desirable. The factory are adamant that you can still buy a Firenza to order, but we hear that the coupé body is soon to be phased out altogether and no sporting replacement is planned. There is talk that would-be owners will still be able to order the Firenza parts and have them transplanted into another shell, but again it is talk only, and there is no indication that the options game is at present being related to a direct marketing policy.

Meanwhile several of Vauxhall's more enlightened dealers and distributors soon saw the Firenza as a chink of light at the end of the tunnel. They grabbed all the cars they could, sadly these were never enough to satisfy demand, and personalised them to customer requirements with the ready help of the Vauxhall Sportpart organisation. Not surprisingly David Porter of SMT and Tim Stock



With 185 section tyres fitted, the rubberware graunches painfully on the body during hard cornering.

of E. S. Stock (Motors) were among those people clamouring for Firenzas. David had just nine left when we last spoke to him and we have just been sampling the first ever Firenza off the production line, for some time David's personal road car, and for 20,000 miles one of the most hard-working cars in action north of the border, the inimitable SFS 1N.

The Firenza specification involved a modification of the 2300 Magnum coupé and the principal alterations concerned the engine and gearbox. Blydenstein's big valve head replaced the standard article and attention was directed at induction and exhaust. Such is the untapped potential of the engine that this comparatively minor alteration was enough to boost power to over 130 bhp. This engine was then mated to a five speed ZF gearbox, not primarily noted for its slick operation but renowned for its strength and reliability. With some minor attention to suspension settings and the striking nose and airdam, the car became something of a flyer, with a top speed of over 120 mph and through the gears acceleration bearing remarkable similarity to the RS1600.

David Porter's stipulations for his "Firenza R" were for a car which would be capable of around 140 mph, a 0-60 figure of not more than 6½ seconds, and a petrol consumption of over 20 mpg.

With a carefully rebuilt engine, twin Dellorto carburettors and a modified exhaust manifold, the car was, amazingly, not far short of those apparently rose-coloured directives. Porter was aiming at Porsche performance for under £4,000. Unfortunately SMT's early experiments with Dellortos were hampered by lack of a suitable manifold and the original Strombergs were hurriedly refitted. That is now the car remains today, sitting on 185/70 HR Cinturato CN 36 radials, with Spax dampers (adjusted to the Sprint setting during my tenure) and otherwise apparently little the worse for an undeniably hard life (stories of early morning dashes to Inverness through the Cairngorms are enough to occupy a whole evening in themselves). How does one comment on a car that has covered so much development mileage? It has several rattles, the gearbox is very reluctant to engage first gear, and the car feels lived-in and used, nevertheless where it matters it remains taut and responsive.

With speeds of 40, 68 and over 90 mph in the lower three ratios, the Vauxhall spreads its considerable torque over an exceptionally wide band; this is where the engine really comes into its own, in the middle speed ranges, and it is here that one can exploit one of the best Vauxhall features with the ZF gearbox. The car is a real stormer between 40 and 100 mph, and although the engine, despite its revised cylinder head, still feels very restricted and short of breath at high revs (said to be cured with the new manifold/Dellorto system which has just been fitted to "SFS's" successor, "SMT 1") there is no need to persevere grimly all the way to the red line as the performance is superior if one changes sooner. The gearbox is characteristically heavy and not tremendously fast in operation but it does have the advantage of being positive and, perhaps most important, it is very strong and capable of withstanding prolonged rough treatment. "SFS" is now fitted with a competition clutch and its "on-off" feel is something one either likes or loathes, the choice again is up to the customer. Again its principal advantage is strength and it will withstand brutal applications of power away from rest without slipping.

In overall feel, the Vauxhall is very much a driver's car for the ride is harsh and occupants are unmercifully joggled around with the result that on less than perfect surfaces the Vauxhall feels to be going every bit as quickly as it is. In fairness one should add that the car was on its "sprint" Spax settings and David Porter assures us that Bilsteins allow much more compliance and comfort without affecting the responsiveness of the handling. The latter is an area hard to fault in the Vauxhall. The car responds eagerly to being chucked at bends, Escort style, but the sheer road grip imparted by the tyres makes deliberate breaking of traction a difficult matter. Fortunately there is almost no understeer to contend with at any half-sane speeds, and the car goes exactly where it is pointed with considerable precision, which is in itself very satisfying, and when the very high limits are reached there is a tendency for the rear suspension to pick up the inside wheel where it will spin until the angle of attack in the bend is eased. An LSD would surely help matters here. One curious problem which may well be isolated to "SFS" was a mysterious engine cut-out when the car was subjected to negative "G" forces; all rapidly returns to normal when the car touches down, however.

The Firenza very definitely has rough edges, and one still cannot get away from the fact that it is a sow's ear in terms of the exotica that it professes to compete with in terms of performance; however, depending on the specification ordered, David Porter's developments on the car will not involve more than a fraction of the outlay which would be required for a similar performance level in a foreign car; and if it is attention one seeks, then the Firenza is a winner, for its shape attracts the kind of massed stares that are only normally reserved for one-off creations or AC Cobras; the Firenza certainly looks the part, though some may find the optional SMT livery rather brash. One is left to speculate on what a fine GT car the Firenza might have been had Vauxhall carried the programme to its logical conclusions; meanwhile David Porter has solved most of his own parameters and he should know what these are; he drives "SMT 1," and a more discerning owner would be hard to find indeed.



Brian Poole's GT40 and Pato Nunez' Van Diemen had a superb dice in the Sports/Libre race.

SNETTERTON

Tradition produces flavour

The West Essex CC organised a six-race programme at Snetterton last Sunday. Although the Formula Vee and Esso Uniflo Special Saloon Championship qualifying rounds were won by Ian Flux (Scarab) and Peter Baldwin (Mini), the true flavour of the meeting was savoured in the Club's traditional events. The pot pourri for sports cars was fought out by thoroughbreds of all ages while the fourteenth annual Astley Trophy race for Special Saloons provided a popular win for club racing stalwart Tony Allies Mini.

For the second week running a round of FV Championship opened the programme and for the second week running Ian Flux was a deserving winner. Unlike last week, when the race was held on a soaking track, Ray Simpson was able to match the pace of the Ockley Construction Ltd (Camberley) Shellsport Scarab with his J.S.R. twice getting to the front in the opening laps before the lap-record breaking Flux got the upper hand. Tim Green (CM Vee) having overcome the ailing Tim Flynn (Scarab) inherited third when Gordon Rae pulled off with his Rae Special sufferer from chronic fuel starvation. Flynn's problem was similar, but not so severe, and he persisted to the chequered flag but was further demoted by both Alex Lowe (Valiant Mk 11) and Peter Wimhurst; the latter finding the tired engine in the Caldwell a handicap in the dry conditions.

Under the heading Beech-Double Twelve Trophy Race, Sports/GTs and Libre cars contested 15 laps. Jim Kelly led everyone of them with the ex-Scheckter, ex-Magee Trojan, using the power of the F5000 car to build up a huge lead on the straights which compensated for his extremely cautious cornering and just kept the opposition behind him. A hard trying Frank Bradley, bouncing the FF 2000 Elden over the kerbs, was second from John Corfield, who claimed the Sports Car award with the Bradshaw Plant Hire Martin BM10. Ray Simpson, after another good drive, this time with his FSV Eton, finished fourth. In a superb dice for fifth between Brian Poole's GT 40 and Pato Nunez (Ashtune Van Dieman) the FF car tried all manner of manoeuvres to get past in the corners until its gear box broke just before the end.

The Astley Trophy was also over 15 laps and this certainly sorted out the Special Saloons, many of them failing to last the distance. Tony Strawson, starting his 7.2 Capri from pole, just disappeared from everyone in the first half of the race and looked set to lap the whole field until the big car got a puncture and stopped out in the country. Tony Allies, taking over the lead, the five car bunch, his 1.3 Clubman headed, shrank just two cars, leaving him a popular victor over Ginger Marshall, having his first race with his new 1.0 Mini - an immaculate Clubman! Mike Western limped home third on just three cylinders but like the two cars in front his 1.6 Escort was a class winner.

The combined FF and F4 event soon became a straight FF battle when the sole F4 entry, Alex Lowe, trying to carefully pick his way through, after a bad start from pole, still managed to fall foul of someone and parked his Chevron B20 solidly against a bank on the second lap. A very lively scrap for the lead between John Lipman's Javelin JL2 and David Kemp's Merlyn Mk 20 came to grief when the Javelin apparently did a nasty on its constructor, turning sharp right halfway round Coram, the tyres digging in and launching the car into a spectacular series of sideways rolls into the outer bank, which also collected Kemp as he took avoiding action. Thankfully neither driver was hurt in what looked like a serious accident. Nick Orford (Merlyn 20A), then held the advantage from Mike Morland (Elden Mk 10) but a moment at the Esses on the last lap allowed Morland to slip through and win.

A magnificent selection of sports cars, vintage, historic and post historic assembled to contest the Hugh Howarth Trophy Race. Brian Poole led the opening lap but unfortunately spun the ex-Sadler GT40 at Sear next time round remaining stuck fast in a bank of sand. David Ham then took over with his Lister Jaguar and added one more to the string of victories he has scored in similar races. John Webb was a consistent second in the Monsieur Rochas Aftershave sponsored Elan easily out distancing the similar car of Ken Eady. Between the Elans on the road was Colin James' Martin V8 engined Gropa but it was not eligible, being

allowed to run after being unable to start in an earlier event. Ham and Webb won the Historic and Post Historic sections, the Vintage class going to A. Bianchi (Alvis Silver Eagle).

The Special Saloons finished the day with a second fifteen lapper, this time for Esso Uniflo points. Series leader Peter Baldwin led from flag to flag with his BDA engined Mini to add another maximum to his score. His lead in the Championship was further consolidated as his nearest rival, Jeff Ward, lost a wheel from his Epic Accessories sponsored Imp on the penultimate lap when holding third and also heading for a class win. Dick Adams was the runner up with the Ad-Bacon Trailers and Metal Fabrications entered 2.3 Viva. Tony Allies could only manage third, this time and Mike Western fourth both profiting from Gerry Gough blowing up his 1.3 Mini on the last lap. Other class winners were Basil Dage (1.0 Imp) and Peter Day (850 Mini).

ANDY LEEDER

The Forest Trophy National Formula Vee Championship Round (10 laps): 1, Ian Flux (Scarab), 13m 09.6s, 87.40 mph; 2, Ray Simpson (J.S.R.), 13m 12.2s; 3, Tim Green (C.M. Vee), 13m 40.4s; 4, Alex Lowe (Valiant Mk 11), 13m 42.0s; 5, Peter Wimhurst (Caldwell D.B.), 14m 00.2s; 6, Tim Flynn (Scarab), 14m 23.8s. **Fastest lap:** Flux, 1m 17.8s, 88.70 mph. (Record).

Beech-Double Twelve Trophy Race for Sports/GT and Formula Libre (15 laps): Overall: 1, Jim Kelly (Trojan), 17m 53.6s, 96.42 mph; 2, Frank Bradley (Elden FF), 17m 57.4s; 3, John Corfield (Martin BM10), 18m 30.6s; 4, Ray Simpson (Eton Supervee), 18m 32.2s. **Formula Libre:** 1, Kelly; 2, Bradley; 3, Simpson. **Fastest lap:** Kelly, 1m 09.6s, 99.16 mph (Record). **Sport/GT Cars:** 1, Corfield, 93.21 mph; 2, Ricky Eady (Lotus Elan), 19m 19.8s; 3, R. J. Tyzack (TR3), 18m 51.4s. **Fastest lap:** Corfield, 1m 12.0s, 95.85 mph (Record).

The 14th Astley Trophy Special Saloon Car Race (15 laps): Overall: 1, Tony Allies (1.0 Mini), 20m 39.6s, 83.51 mph; 2, Ginger Marshall (1.0 Mini Clubman), 20m 47.4s; 3, Mike Western (1.6 Escort RS), 21m 02.0s; 4, Basil Dage (1.0 Imp), 21m 40.0s. **Over 1300 cc:** 1, Western, 82.03 mph. No other finishers. **Fastest lap:** Tony Strawson (7.2 Capri), 1m 16.0s, 90.81 mph. **1001-1300 cc:** 1, Allies; 2, Ian Marshall (Alfasud ti), 21m 00.4s. No other finishers. **Fastest lap:** Allies, 1m 21.0s, 85.20 mph. **851-1000 cc:** 1, Ginger Marshall, 82.99 mph; 2, Dage. No other finishers. **Fastest lap:** Marshall, 1m 21.4s, 84.78 mph. **Up to 850 cc:** 1, Peter Day (Mini), 21m 51.4s, 78.94 mph; 2, Mike Kirby (Imp), 20m 41.4s; 3, P. Knipe (Mini), 20m 59.2s. **Fastest lap:** Kirby, 1m 25.6s, 80.62 mph. **Mini Miglia:** 1, Tom Hurn (Daytune Mini), 21m 58.8s, 78.49 mph. **Fastest lap:** Hurn, 1m 26.2s, 80.06 mph. No other finishers.

The National Benzole Trophy Race for Formula Ford and Formula Four (10 laps): Overall and FF: 1, Mike Morland (Elden-Minister Mk 10c), 12m 58.0s, 88.70 mph; 2, Nick Orford (Merlyn-Minister 20A), 13m 01.8s; 3, Ray Turner (Merlyn-Holbay 17/24), 13m 10.2s; 4, John Barley (Lola-TCE T342), 13m 18.8s; 5, Alex Caldwell (Dulon-Scholar MP15), 13m, 19.0s; 6, Eddie Stapleton (Lotus-Holbay 61M), 13m 23.4s. **Fastest lap:** John Lipman (Javelin-Scholar JL2), 1m 15.2s, 91.77 mph. **Formula Four:** No finishers. **Fastest lap:** Alex Lowe, (Chevron B20), 1m 24.2s, 81.96 mph.

The Hugh Howarth Trophy Race for Vintage, Historic and Post Historic Cars (10 laps): Overall: 1, David Ham (3.7 Lister Jaguar), 13m 39.6s, 84.20 mph; 2, John Webb (Lotus Elan '63 S1), 13m 47.6s; 3, Ken Eady (Lotus Elan), 14m 45.0s; 4, Ashwell Rothschild (AC Cobra), 14m 51.6s. **Vintage:** 1, A. E. Bianchi (Alvis Silver Eagle), 14m 51.8s, 69.65 mph; 2, Bob Cook (Riley Merlin SP), 14m 57.2s; 3, A. C. R. Cinkard (Alvis 12/70 SPI), 15m 06.4s. **Fastest lap:** Bianchi, 1m 35.4s, 72.34 mph. **Historic:** 1, Ham; 2, Bob Cooper (Lola), 15m 13.8s; 3, D. Allanson (A/Healey 1959), 14m 42.2s. **Fastest lap:** Ham, 1m 20.6s, 85.62 mph. **Post Historic:** 1, Webb, 83.39 mph; 2, Eady; 3, Rothschild. **Fastest lap:** Webb, 1m 20.6s, 85.62 mph.

Esso Uniflo Special Saloon Championship Race (15 laps): Overall: 1, Peter Baldwin (1.3 Mini), 19m 35.8s, 88.04 mph; 2, Dick Adams (2.3 Viva), 19m 37.0s; 3, Tony Allies (1.3 Mini), 20m 33.8s; 4, Mike Western (1.6 Escort RS), 20m 38.2s. **Over 1300 cc:** 1, Adams, 87.95 mph; 2, Western. **Fastest lap:** Adams, 1m 17.4s, 89.16 mph. **1001-1300 cc:** 1, Baldwin; 2, Allies; 3, Gerry Gough (1.3 Mini), 20m 49.0s. **Fastest lap:** Baldwin, 1m 15.8s, 91.04 mph (Record). **851-1000 cc:** 1, Basil Dage (Imp), 19m 59.8s, 80.53 mph; 2, Duncan Kirby (Mini), 20 31.4s. **Fastest lap:** Jeff Ward (Imp), 1m 17.4s, 89.16 mph (Record). **Up to 850 cc:** 1, Peter Day (Mini), 20m 30.4s, 78.52 mph; 2, P. Knipe (Mini), 19m 44.0s; 3, Mike Kirby (Imp), 21m 07.0s. **Fastest lap:** Day, 1m 26.6s, 80.06 mph.

SANTA POD

Finest racing yet in the UK

The weekend meeting at Santa Pod produced what was, without doubt, the finest racing in the Funny Car and Pro Fuel brackets yet seen in this country, and if the entry in other classes was a little less than expected as the season draws to a close, then the capacity crowd were well compensated by the blistering runs set by the fuel-burners.

Saturday's qualifying period ran into the night producing some spectacular sights of glowing headers and six foot flames from the exhausts, with Owen Hayward not only leading qualifying with a 6.61s run in the Hounddog funny car, but also hitting a 6.54s in the dragster as well to top that field. The funny car run stands as the quickest yet in Europe, fulfilling the team's ambition to beat the Stardust car's time again.

Herridge was not far behind though at 6.70s, with a terminal speed of 210 mph, the same as Hayward's. Dennis Priddle took his Donovan/Avenger down to a 6.93s at 207 mph, whilst Le Roy Chadderton, driving the Milodon/Vega, was next at 7.2s, the car not sounding too healthy. Liam Churchill made a stunning improvement in his 392 Capri at 7.5s next, with Dave Stone in the Stone team Chevy altered slipping into the field with a 7.9s, the car now fitted with a Crowdergilde clutch and two speed plus reverser set-up. Roland Pratt took the Hillbillies 392 Avenger to a half-pass 8.2s, whilst the eighth spot was decided by a run off between Phil Elson's Capri and Peter Barnett's Vauxhall, with Barnett getting in with an 8.6s run as Elson stayed on the line with a broken rocker.

The first round pitted Owen Hayward against

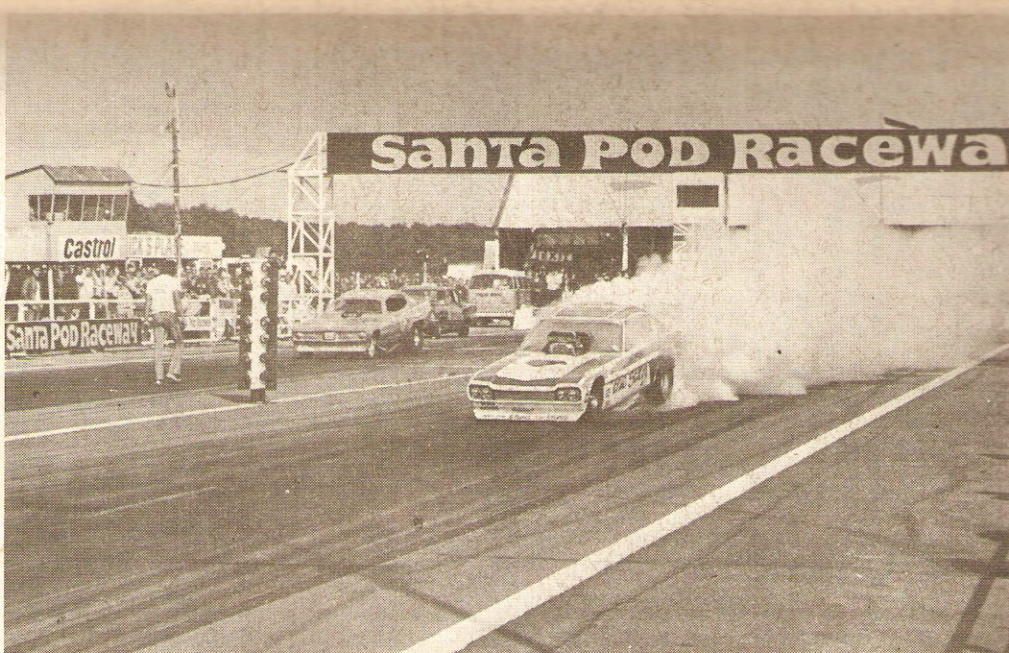
Liam Churchill, who made a terrific start in his smaller car, but could not really hope to stay with the more powerful car. But he was rewarded with a 7.4s time at a mere 161 mph, whilst Hayward, after another wild ride, failed to get a time (he was probably in the air!) but was already slowing to 125 mph after he blasted past in the mid-range. Next it was the two Avengers, and again, Pratt was the underdog and had to be content with sitting on Priddle's bumper as both cars shot to the finish on a remarkably straight run, 6.89s/209 mph to 7.54s/176 mph. The crowd was going wild by now just at the sight of all the horsepower arrayed before them waiting to run and welcomed Leroy Chadderton warmly as he climbed into the impossibly low Vega to put away Barnett 7.2s to 8.8s. Last pair was Herridge, whose car now had another Milodon engine to replace the iron unit that was found to be cracked after the last meet, and Stone, who was hoping for great things with his new transmission set-up. It was unfortunate for Stone to be alongside the giant funny car engine, for it totally drowned out his own engine noise to both him and the crew, so that neither realised that his engine had stalled after the

burn-out for a few seconds. Dave having not got used to the feel of the "automatic" clutch after but one run, by which time it was too late and Herridge could not wait any longer to record a 6.7s at 210 mph.

The second round 90 minutes later started just as sensationally, with Owen Hayward and Dennis Priddle. The really strong cars were still in contention, all capable of solid six second runs, and they all wanted to win this very badly. The American car, not running well was an unknown quantity, but it could be expected to get better, quickly. The two 'Pod cars were the quickest, and Dennis Priddle always managed to find a bit more when he needed it, so the burn-outs were long and hard, the noise shattering the senses, tyres vibrating and assuming ridiculous dimensions as the smoke poured out from every inch of the body work. But Priddle would have to go first to win on the "form", so all eyes fixed on the "Tree. Green, and Hayward was gone, but suddenly at three quarters, the bigger car started throwing out black smoke as the clutch went, turning into so much molten metal in a split second. Priddle would do it — when suddenly fire belched from under his car and he backed-off right in the finish lights at 6.99s, 207 mph. But Hayward had done it at an identical 6.99s time and a mere 155 mph — a seemingly impossible result looking at the speed differential, but again it showed that the start is what counts.

Priddle was all right, oil from a blown rocker box gasket had caught light, and he would be ready to run if Hayward couldn't repair for the final. Then it was Herridge and Chadderton, and more drama as Herridge's reverser broke leaving the American a clear 6.92s/213 mph run to show that the car was indeed getting quicker — and faster! But Hayward was ready for the final as the evening drew in after a frantic rebuild on the clutch.

Violent burn-outs over, Hayward struck more trouble though, for he couldn't get into reverse, and crew men rushed to get him pushed back. Then the motor died and the push car charged up, body up on the funny and on with the big 24v portable starter in a desperate attempt to get into the race. Meanwhile Chadderton sat there, the flames getting longer and longer as his engine got dangerously hot. The exhausts were glowing white hot by the time Hayward had been dragged back into stage by about ten people, but then the transmission wouldn't go into first either so they had to cut it off. When Chatterton went after more than two long minutes waiting, the engine was a bomb waiting to go off — and it did, a great ball of flame enveloping the car in the worst looking fire yet seen in this country. Just as soon though, the car was swamped in white smoke as Chadderton fired all his extinguishers and stood on the brakes, sliding through the finish in 7.4s at 148 mph to step from the car as the crash truck got to him and lifted the body. The Milodon was destroyed, a gaping hole at the front corner revealing a sump full of expensive parts after some seven or eight



Spectacular burnouts and quick times were the order of the day.

runs. But he had won, with some luck, but against the toughest field yet assembled here and on a strange track.

Pro Fuel had four cars, with Hayward quickest as mentioned. Ron Picardo was next at 7.6s, whilst Dennis Priddle, running a new 440 iron block motor for the first time did an easy 9 second run on it. Pete Crane was even slower at 10.6s as he had some traction problems and went up in smoke. But in the eliminations, things would be different, for Priddle reversed his luck over Hayward in the funny car by leaving first and winning the first round with a slower 6.60s, 211 mph to 6.56s at 221 mph. Pete Crane similarly did the trick over Picardo, who despite turning a very respectable 7.05s at 217 mph in "Firefly" was outclassed by Crane's 6.45s at 222 mph. So it would be Crane and Priddle again in the final, with Crane making no mistakes as he drove away from Priddle with a 6.37s, 222 mph to 6.67s at 210 mph. Just to cap the day in the run-off for third, Hayward upped his speed to 223.2 mph in 6.59s against Picardo's 7.3s at 184 mph, so although they didn't win, the Hounddog team went away well pleased with their performance.

After all the excitement of the rounds of Funny Car and Top Fuel, everything else suffers in comparison, with a lot of familiar names taking their usual wins. Pro Comp only had three cars in the end, various problems keeping the others away. Gerry Andrews was fastest qualifier at 7.3s, 193 mph in the Stone team car, with Martin Rowat next at 8.7s, and Pat Cuss at 9.3s. Rowat beat Cuss

again 8.6s to 9.1s after both had red lit on the first attempt, Cuss' form seeming to have left him off late, then went out to Andrews in the final with an 8.7s to 7.4s despite a good initial lead.

Pro Stock was also down to three cars when Gary Goggin again had gearbox problems and couldn't get any drive on Saturday. This left Tony Dickson fastest again at 10.8s to 12.1s for John Ledster and 12.7s to Dave Rose, who was all over the track again, but still showing promising top speed — putting Ledster out in the first round with an 11.6s to 12.03s. Dickson ran a bye at 10.5s then a 10.7s in the final over Rose, who slowed to a 14.9s as his oil pressure went, indicating another bearing failure.

Dave Page won all three rounds of a match race against Vic Hammond's 392 altered, turning a best of 9.17s to do it, whilst Hammond although slower at 11 seconds or so was up in the 140 mph range, so must have the potential to match Page's times.

To cap the meeting, both T. C. Christensen and Danny Johnson brought their 8 second motor bikes across the water to do a three round match race. The first went to Johnson with an 8.52s to 8.37s, whilst in the second he broke part of his transmission leaving T.C. to win and record another 8.37s when he ran John Hobbs in the final round as a substitute, Hobbs turning in a 9.1s. Both are staying over for the meeting this weekend for anyone who hasn't seen these enormous two wheeled dragsters in action.

JOHN DICKSON

SILVERSTONE

Captain Tobias takes off

The Peterborough MC did their annual trick of cramming a quart into a pint pot by packing ten races into a full afternoon's sport at Silverstone last Saturday. Luckily this year the races were hustled through in good weather with no serious incidents so that night racing did not return to Silverstone. Of the more notable races the Monoposto win went to Woody Harris (Genie Mk 13), the GTs to Peter Andrew's Martin BM10, another Jim Walsh (Hawke DL11) FF benefit, John "Wheels" Brown (Delta IRF4) the F4, Max Payne (Elan) his second successive Modsports and Jim Kelly (Trojan T101) the Libre thrash.

First out was an amalgam of Special Saloons and Mini Miglias which was dominated pretty convincingly by Tony Whibley's Drake-Fletcher Vauxhall Viva GT. Behind him Tony Allies (1.3 Cooper S) fought off R. Curzon's Escort for second with Geoff Robinson's Escort carving through to fourth from the 10s penalty mark. The 850 class went to Roger Springett's Imp who followed a bunch of battling Miglias led by Stephen Harris from Alan Curnow and Geoff Robson who had a close battle with, and just beat, Phil Spurling.

After an early dice with Chris Kite's Perigree (which evaporated when Kite spun down to sixth)

John Allan had no serious challenge in winning the F1300 round as he pleased. The early laps were run under waved yellows at Woodcote as three cars collided on the first lap and marshals spent a few laps helping Tony Adlesse away with a few bumps and bruises. The ambulance had to take a very long trip to the first aid hut as the Woodcote entrance was blocked with "official" cars. Bob Davis and Vic Waterhouse (U2) were a close second and third although never really in touch while Brian Cocks (Elva Mk 8S) held off a strong challenge from the U2 Mk 6B/11 of Andrew Jeans, who capitalised on the yellow flags early on.

The quick Monopostos look better every year and at the front Alan Baillie's March bodied Viking 1A held off Woody Harris' Genie Mk 13 for three laps until Harris pulled a demon outraking manoeuvre at Woodcote from which point he edged away to win. Trevor Scarratt's BT21B came third after Jim Yardley's Beagle stopped in a cloud of smoke. The first close battle was for fourth where a gentleman, for reasons best known to himself, known as The Streaker (Lotus 35) held off John Lancaster's JCM.

As usual the F750 cars were split into two races. In the first a three cornered battle raged

throughout the race with three abreast cornering. At the end AUTOSPORT'S favourite 750 driver Tony "Capt" Tobias emerged the winner from Keith Cooper's Condor which had a lurid slide in Woodcote on the last lap holding off long time leader Lyn Evans. Behind these three the race was dull by comparison, but next up were Roger Selman, Bob Wright and Colin Jones, who recovered well from a first lap spin.

A collection of Libre, Clubmen's and Modsports cars got together for the GT and Sports race. Sid Marler led away in his familiar Marler Exposystems Gryphon but Peter Andrews' Bradshaw Plant Martin BM10 was closing up after a slow start. Andrews hit the front on lap six and just managed to fend off Marler while behind Peter Grzelinski won a good duel with David Orbell, only to be docked 10s for a jumped start — a pity as the starter had little idea how to do his job effectively. Andy Houston's Gryphon took the Clubmen's B class whilst northerner Richard Sutherland's rapid Sprite won the 1300 class from the best battle of the race between the Spridgets of David Pearce, Mike Taylor and Ian Wilkinson.

For the second week running it was a two cornered FF battle involving Jim Walsh (Crompton Lighting Hawke Scholar DW1), in this case his sparring partner was Chris Skellern's Crossle Scholar 30F. These two swapped places throughout although on the last lap Walsh showed his Silverstone experience, got the inside line at Woodcote, to win by 0.2s. Next along was another racelung duel resolved in the favour of Tony Broster (Dulon MP17) from Peter Krefels' Royale

RP21. Numerous spins were executed in this race, the most experienced being Roy Pagliacci who managed it on two consecutive laps, the second time causing a minor pile up in his wake.

In the second 750F thrash it was another three cornered battle for the lead. This time it concerned Tim Green, Bob Wells and Bob Simpson. Much place swapping took place, but on the last lap Green and Wells made contact entering Woodcote and Green nipped around the outside of Wells to take the verdict while Simpson sat in third watching their antics. John Giles had a lonely race into fourth place ahead of Chris Hague and Kim Perry.

At the start of the F4 round it looked as though Ian Briggs (March 733) and John Brown (Delta IRF 4) were going to have a good scrap for the lead. It lasted for two laps until Briggs tried the outside of Woodcote, tangled wheels and spun, losing time. This left Brown to wheel the Delta home for a win. Briggs recovered and closed right up to Lorina Boughton (GRF 373) but could not quite get past in time, having to be content with third. Alex Lowe (Chevron B20) was fourth from Roy Lewington (Brabham BT28) who worked through well from last at the start to fifth.

After an early challenge from Maurice Gates' 5.0 TVR Tuscan, using his power to advantage off the line, Max Payne got his Elan to the front and ran away with the Modsports race. Gates held on to second place from the Elans of Ian Clark and Paul Berman. Next up were the battling 1.3 Spridgets of Ed Reeve (supercharged), Richard Sutherland and Keith Ashby's Middlesex Vending car. The 1150 class was led by the way until Becketts on the last lap by Peter Richings when the engine of his MG Midget expired in the biggest way giving victory to James Thacker's Sprite.

Damien Magee's protégé Jim Kelly seems to be getting the hang of the F5000 Trojan T101 for he led the 15 lap Libre race throughout. Second throughout was John Bowtell's FAtlantic March 73B until he ran out of petrol on the last lap. He handed the place to Sid Marler, out in his Gryphon again, from Denis Welch's Merlyn Mk 14. The first duel was for fourth spot where our friend The Streaker got the better of Reg Thurley's Chevron B21/23 on the line.

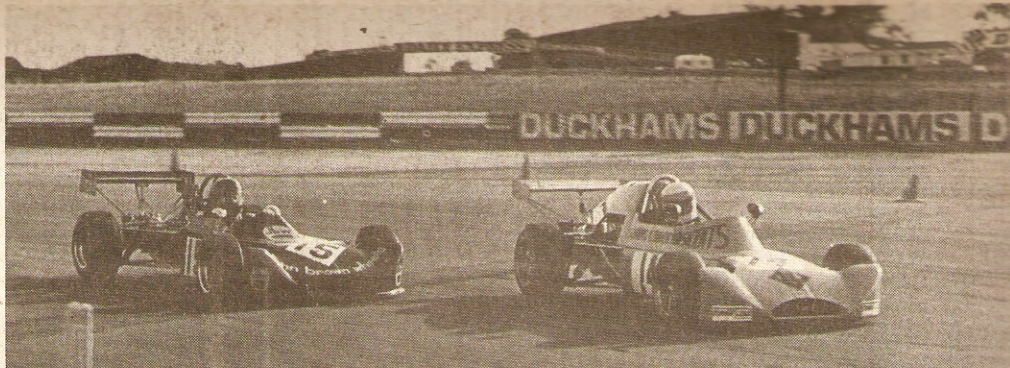
PETER RICHINGS

MONDELLO PARK

Jay Pollock takes his turn

The two biggest Formula Atlantic races in Southern Ireland have now been won by Ulster's Pollock Brothers, with Jay adding the Texaco Leinster Trophy to the John Player Grand Prix won by John at Phoenix Park. Leinster Motor Club's original intention was to bring Formula 3 to Mondello Park for their 33rd Leinster Trophy meeting, held on a very wintery September 14; but this was not possible on account of a clash of interest between the sponsors, Texaco (Ireland) Ltd., and the proposed BP Championship round. The feature race was for Atlantics, contested by an all Irish entry; and this proved to be the most exciting, and indeed the toughest, FA race of the year. Jay Pollock came through to win in the Crossle 32F after a bad start; Patsy McGarrity retired his Chevron B29 with bent steering, following an incident with the winner; Harold McGarrity spun his Chevron B25 out of a briefly held second place; and Des Donnelly in the little March 73B just held off a strong last lap challenge from John Pollock's Chevron B25 to finish second.

Des Donnelly and Harold McGarrity occupied the front row of the Atlantic grid, and Donnelly led for two laps before allowing Patsy McGarrity to slip through on the inside at Shell, where Donnelly always takes a very wide entry line. Harold McGarrity was engaged in a very close dice with John Pollock, but Jay Pollock went past the two Chevrons to slot into third by lap six and set off in chase of the leaders. On lap 18, Pollock took the Crossle past Donnelly's March and closed right up on Patsy McGarrity to challenge for the lead. He tried the inside line at Shell on lap 20, but this daring manoeuvre resulted in the Crossle colliding with the Chevron B29 and becoming momentarily airborne, at a perilous angle; but Jay tried again at the same spot on the following lap, the two cars touched in the late braking area at Shell and Pollock went into the lead. Patsy McGarrity retired at the end of the lap with the steering bent and his mood in a state of aggro. The other McGarrity had repassed John Pollock after the latter spun, and on lap 23 Harold shot past Donnelly into second place at Shell, but this was a



Ian Briggs leads John Brown into Woodcote just before spinning away his F4 lead.

Special Saloons and Mini Miglias (10 laps): Overall: 1. T. Whibley (2.3 Vauxhall Viva) 11m 18.0s, 85.38 mph; 2. Tony Allies (1.3 Mini) 11m 35.2s; 3. R. F. Curzon (1.3 Ford Escort) 11m 39.8s; 4. Geoff Robinson (1.6 Ford Escort) 11m 54.6s. **Up to 850 cc:** 1. Roger Springett (Imp), 76.76 mph; 2. Terry Pryce (Mini); 3. Rod Vickery (Mini). **Fastest lap:** Springett, 1m 13.4s, 78.87 mph. **851-1000 cc:** No finishers. **Fastest lap:** A. Turner, 1m 40.6s; 54.30 mph. **1001-1300 cc:** 1. Allies, 83.27 mph; 2. Curzon; 3. Tony Dickinson (Imp). **Fastest lap:** Curzon, 1m 7.4s, 85.89 mph. **1301-1600 cc:** 1. Robinson, 81.01 mph. No other starters. **Fastest lap:** Robinson, 1m 8.0s, 85.13 mph. **Over 1600 cc:** 1. Whibley. No other starters. **Fastest lap:** not given. **Mini Miglias:** 1. Stephen Harris, 79.36 mph; 2. Alan Curnow; 3. Geoff Robson. **Fastest lap:** Harris, 1m 11.4s, 81.08 mph.

Formula 1300 (10 laps): 1. John Allan (DNC Mk 4), 11m 05.4s, 87.0 mph; 2. Bob Davis (Davis), 11m 8.2s; 3. Vic Waterhouse (U2 Mk 14), 11m 10.0s; 4. Brian Cocks (Elva Mk 8S), 11m 16.6s; 5. Andrew Jeans (U2 Mk 6B/11), 11m 17.2s; 6. Chris Kite (Perigree-Kite), 11m 20.0s. **Fastest lap:** Allan, 1m 4.4s, 89.89 mph.

Monoposto Formula (10 laps): 1. Woody Harris (Genie Mk 13), 10m 1.4s, 96.26 mph; 2. Alan Bailey (Viking 1A), 10m 7.0s; 3. Trevor Searratt (Brabham BT 211E), 10m 20.4s; 4. The Streaker (Lotus 35), 10m 31.6s; 5. John Lancaster (JCM 6 Plus), 10m 31.8s; 6. Anthony Ford (Emberton Mk 2A), 10m 35.2s. **Fastest lap:** Harris, 58.8s, 98.45 mph.

750 Formula (10 laps): 1. Tony Tobias (DNC Mk 5), 12m 31.0s, 77.08 mph; 2. Keith Cooper (Condor), 12m 32.8s; 3. Lyn Evans (Centaur Mk II), 12m 33.0s; 4. Roger Silman (RSI), 12m 51.8s; 5. Bob Wright (Centaur), 13m 15.4s; 6. Colin Jones (Centaur Mk 6C), 13m 26.0s. **Fastest lap:** Evans, 1m 13.4s, 78.87 mph.

GT and Sports Racing Cars and Pole Position Clubmen's (10 laps): Overall: 1. Peter Andrews (Martin BM10), 10m, 96.48 mph; 2. Sid Marler (Gryphon C73/C74), 10m 1.4s; 3. David Orbell (U2Mk 16), 10m 8.8s; 4. Peter Grzelinski (U2), 10m 17.0s. **Up to 1300 cc:** 1. Richard Sutherland (AH Sprite), 82.85 mph; 2. David Pearce (MG Midget); 3. Mike Taylor (AH Sprite). **Fastest lap:** Sutherland, 1m 8.2s, 84.88 mph. **1301-1600 cc:** 1. Charles Tilley (Chevron B21), 91.13 mph; 2. C. Le S. Metcalfe (Lotus 23C); 3. T. Densham (U2 Mk 6B). **Fastest lap:** Tilley, 1m 00.8s, 95.21 mph. **Over 1600**

cc: 1. Andrews. Only starter. **Fastest lap:** Andrews, 58.4s, 99.12 mph. **Clubmen's Class A:** 1. Marler, 96.26 mph; 2. Orbell; 3. Grzelinski. **Fastest lap:** Brian Green (Gryphon C4A), 58.8s, 98.45 mph. **Clubmen's Class B:** 1. Andy Houston (Gryphon C4A). No speed given; 2. Keith Hounley (Us Mk 16); 3. Tony Harris (Us Mk 11B). **Fastest lap:** Houston, 1m 3.4s, 91.3 mph.

Formula Ford (10 laps): 1. Jim Walsh (Hawke Scholar DL12), 10m 57.0s, 88.11 mph; 2. Chris Skellern (Crossle Scholar 30F), 10m 57.2s; 3. Tony Broster (Dulon RE MP17), 11m 0.6s; 4. Peter Krefel (Royale Minister RP21), 11m 01.0s; 5. Alistair McDonald (Merlyn Scholar Mk 24), 11m 4.6s; 6. Kevin Bowditch (Van Diemen Rowland RF74), 11m 06.0s. **Fastest lap:** Walsh and Brian Turner (Lotus 51C), 1m 4.4s, 89.89 mph.

750 Formula (10 laps): 1. Tim Green (Time Mk 3), 12m 17.0s, 78.55 mph; 2. Bob Wells (Trick Fore), 12m 17.0s; 3. Bob Simpson (Special), 12m 18.0s; 4. John Giles (JGS Mk 5), 12m 32.2s; 5. Chris Hague (Wessex DNC), 12m 45.8s; 6. Kim Perry (DNC Mk 3), 12m 59.6s. **Fastest lap:** Green, 1m 12.2s, 80.18 mph.

Formula Four (10 laps): 1. John Brown (Delta IRF4), 10m 25.6s, 92.53 mph; 2. Lorina Boughton (GRD 373), 10m 38.4s; 3. Ian Briggs (March 733), 10m 38.4s; 4. Alex Lowe (Chevron B20), 10m 47.8s; 5. Roy Lewington (Brabham BT28), 10m 47.8s; 6. Mike Whalley (Brabham BT18/21), 10m 53.4s. **Fastest lap:** Briggs, 1m 1.0s, 94.90 mph.

Modified Sports Cars (10 laps): Overall: 1. Max Payne (1.6 Lotus Elan), 10m 46.4s; 2. Maurice Gates (5.0 TVR Tuscan), 10m 55.6s; 3. Ian Clark (1.6 Lotus Elan), 10m 58.4s; 4. Paul Berman (1.6 Lotus Elan), 11m 20.4s. **Up to 1150 cc:** 1. James Thacker (AH Sprite), 79.78 mph; 2. John Phillip (MG Midget); 3. Bruce West (Gmetta G4). **Fastest lap:** Peter Richings (MG Midget) and Thacker, 1m 10.2s, 82.46 mph. **1151-2000 cc:** 1. Payne, 89.55 mph; 2. Clark; 3. Berman. **Fastest lap:** Payne, 1m 3.6s, 91.02 mph. **Over 3000 cc:** 1. Gates, 88.3 mph. No other finishers. **Fastest lap:** Gates, 1m 4.4s, 89.89 mph.

Formula Libre (15 laps): 1. Jim Kelly (5.0 Trojan T101), 14m 42.2s, 98.43 mph; 2. Sid Marler (1.6 Gryphon C73/C74), 15m 00.4s; 3. Denis Welch (1.6 Merlyn Mk 14A), 15m 2.8s; 4. The Streaker (Lotus 35), 15m 30.4s; 5. Reg Thurley (Chevron B21/23), 15m 30.4s; 6. Dave Chambers (ChamoX). **Fastest lap:** Kelly, 56.6s, 102.28 mph.

from George Windrum's 3000 Capri under braking for — you've guessed it, Shell of course! John Hynes held a steady third in another Capri, 0.6s in front of the Opel Ascona 1900 of Frank O'Rourke.

The Formula Ford final, named the Dunboyne Trophy race in memory of the great road racing days of Dunboyne, was led all the day by David Kennedy. Derek Daly had a hard task working his way from fourth to second, 2.6s down on Kennedy; Mike Phillips and Gary Gibson made it a clean sweep for the highly successful Crossle 30F model, and Trevor Templeton claimed fifth place after his Van Diemen was black-flagged on the last lap with the rear anti-roll bar adrift. The last race was a handicap, won by motor cycle scrambler Jim Hickey at the wheel of Denis McCarthy's MG Midget.

BRIAN FOLEY

Texaco Leinster Trophy, Formula Atlantic (25 laps): 1. Jay Pollock (Crossle 32F), 27m 25.6s, 67.82 mph; 2. Des Donnelly (March 73B), 27m 34.4s; 3. John Pollock (Chevron B25), 27m 34.6s; 4. Harold McGarrity (Chevron B25), 27m 42.2s; 5. Austin Kinsella (March 72B), 24 laps; 6. Ken Fildes (Lotus 69), 24. **Fastest lap:** Fildes, 1m 0.4s, 73.91 mph. **Englebert Trophy, Super Sports:** 1. Richie Heeley (Gryphon C73/4); 2. Derek Shortall (Gryphon C4A).

Formula Ford, Heat 1 (10 laps): 1. David Kennedy (Crossle 30F), 11m 51.4s, 62.75 mph; 2. Derek Daly (Crossle 30F), 11m 51.8s; 3. Bernard Devaney (Hawke DL12), 11m 54.6s. **Fastest lap:** Daly, 1m 3.8s, 69.97 mph. **Heat 2 (10 laps):** 1. Trevor Templeton (Van Diemen), 10m 46.8s, 69.02 mph; 2. Mike Phillips (Crossle 30F), 10m 48.2s; 3. Gary Gibson (Crossle 30F), 11m 5.2s. **Fastest lap:** Templeton, 1m 3.6s, 70.19 mph.

Elkinson Trophy, Special Saloons (10 laps): 1. Mattie McNamara (Ford Escort-FVC), 13m 36s, 54.71 mph; 2. Seamus O'Connor (Mini), 13m 53s; 3. Conor Linehan (Mini), 13m 57.6s; 4. David Hall (Imp), 13m 58.4s; 5. Cyril McCabe (Mini), 14m 26.8s; 6. Rosemary Smith (Ford Escort-FVC), 14m 27.4s. **Fastest lap:** McNamara, 1m 19.2s, 56.36 mph. **Class winners:** McNamara and O'Connor.

Holmpatrick Trophy, Modsports (10 laps): 1. John Gale (MG Midget), 14m 1s, 53.08 mph; 2. Morgan Dempsey (MG Midget), 14m 21.8s; 3. Joe Magee (MG Midget), 14m 43s; 4. Mick Fitzsimons (Triumph Spitfire), 14m 44.6s; 5. D. Waters (AH Sprite), 15m 3.8s; 6. Ivan Rothwell (MG Midget), 15m 4s. **Fastest lap:** Dempsey, 1m 20.2s, 55.66 mph.

Production Saloons (10 laps): 1. Alan Tyndall (Vauxhall Magnum Coupe), 13m 15.8s, 56.09 mph; 2. George Windrum (Ford Capri 3000), 13m 16s; 3. John Hynes (Ford Capri 3000), 13m 17s; 4. Frank O'Rourke (Opel Ascona), 13m 17.6s; 5. Dermot Faulkner (BMW 2002Ti), 13m 31s; 6. Brian McNulty (Ford Escort 1300 Sport), 13m 46.8s. **Fastest lap:** O'Rourke, 1m 17.6s, 57.53 mph.

Dunboyne Trophy, FF Final (15 laps): 1. David Kennedy (Crossle 30F), 16m 1s, 69.68 mph; 2. Derek Daly (Crossle 30F), 16m 3.6s; 3. Mike Phillips (Crossle 30F), 16m 9.4s; 4. Gary Gibson (Crossle 30F), 16m 11.4s; 5. Trevor Templeton (Van Diemen), 16m 24s; 6. Jim Megaw (Crossle 25F), 16m 38.8s. **Fastest lap:** Daly, 1m 3s, 70.86 mph.

Revlon handicap (10 laps): 1. Jim Hickey (MG Midget) 12m 50.2s, 59.50 mph; 2. Gerry McGarrity (Honda Civic), 12m 53.6s; 3. Sean Campbell (Ford Escort RS 2000), 13m 4s. **Fastest lap:** Hickey, 1m 12.6s, 61.49 mph.

Second success for the Samsons

With a crop of non-starters among the fancied crews, only four drivers were likely to contest first place: Don Heggie, Bill Taylor, Charles Samson and Murray Grierson. The last three named had the added incentive of chasing Scottish Championship points. Taylor's customary championship luck eliminated him with clutch slave cylinder trouble, while Donald Heggie's jinx brought his retirement from the lead with broken wheel studs. Murray Grierson indulged in a couple of time-consuming spins, all of which left Charles Samson to record his second victory of the year. The Scottish Championship will now be resolved on the Border in the best possible fashion with Grierson and Samson effectively level on points.

Generous sponsorship this year from the local steelwork firm of Rippin Structures and the enthusiastic St Andrews Motor Club organising team has meant a continued improvement in the Saltire Rally. The event was being observed for upgrading to National status in 1976, and on current evidence it should achieve that. The original list of 102 entries was considerably depleted before the start. Of the notable absentees were Andrew Cowan's SMT Vauxhall for already publicised reasons and Willie Crawford's Lothian Sports Cars Escort whose engine had not quite recovered from its Arkell seizure. Allan Arneil arrived to spectate as his engine had disintegrated a couple of days before the event while Ian Wilson's new Kadett was just not quite finished despite much midnight oil. Of those who did turn up, the Idem/Broadspeed car of Donald Heggie was at number one with new halfshafts and differential following the Burmah failure. Bill Taylor had the Royal Bank Escort at three with a borrowed Rocky engine to replace his own rather tired unit. The Samsons at four had their Terry Hoyle motor rebuilt after the nasty noises which developed on the Burmah. Arthur Jasper continued his steady comeback at number five, and Scotland's currently most switched-on pilote, Murray Grierson, was at six in his ex-works left-hand-drive 1800 Escort. This is Murray's first serious year's rallying and it is a testimony to his self-prepared car that he has recorded only one non-finish this season. Nevertheless, he had had little sleep as the clutch was found to be slipping and he had fitted a new one the night before the event.

Best of the rest was undoubtedly Alastair Brearley who has now got his McKenzies of Stirling Opel Ascona fully sorted, and is improving with every rally. Kenny Wood has also been quietly developing his Dolomite and achieved his best result to date, while Dominic Buckley put up another consistent run to finish fifth.

From the Stonehaven start, the first stage was the excellent Durris where Heggie set the pace one second in front of Grierson and thence to Mulloch Hill, a two-miler last used on the Granite City a few years back. It was grassy then, but it is muddy now as a result of timber operations. Bill Taylor made fastest at Mulloch but was already having clutch slave cylinder trouble with the bell-housing fitting cracking up. The superb Fetteresso was unavailable this year and so the route headed to the Drumtochty stage, north of the castle. Murray Grierson managed the 6½ sweeping miles in 7.18, one second up on Charles Samson, and one more on Donald Heggie.

The two short stages at Montreathmont were cleaned by the top crews, and rendered pointless for everyone except poor Bill Taylor who had the main wiring loom come into intimate contact with the exhaust manifold. The resultant burn-out gave him a maximum and dashed his championship hopes. Crossing the Tay Bridge, the route then served up a mucky little stage with the appropriate name of Serpentine. This climbed a slimy twisty hill for about a mile before a fast run out on good gravel. Don Heggie was so relieved to reach the gravel that he promptly slid off on an open right hander while Bill Taylor, running very late, following his problems, was comfortably quickest once the mud had been cleared away. This stage was followed by a one-mile semi-tarmac blast around former racer Andy Mylius' farm at St Fort. An exceptionally well-concealed stone on the exit from the farmyard caused real havoc. First the Idem car struck it, bending a steering arm, then the Samsons obviously tried to cut the corner even more and broke the front anti-roll bar clean

in two pieces. It was just a matter of time before something serious happened and it was the Baillie brothers, making one of their infrequent appearances who hit it hard enough to up-end their Escort before smacking a stone wall. The car was driveable, but they wisely retired.

So to lunch at Cupar with only one third of the stage mileage completed. Murray Grierson and Roger Anderson held a slim lead of five seconds from Donald Heggie and George Dean, with Charles and Alec Samson a further three seconds in arrears. With Pitmedden (twice) and Blairadam on the afternoon's agenda, Donald Heggie had to be favourite although Charles Samson's stock of local knowledge is steadily increasing. Murray Grierson could be expected to mount a determined assault on the Fifers.

A new "dead-end" stage at Dunbog followed lunch. This was administered effectively by closing up the survivors and then setting off twelve cars at minute intervals followed by a 10 minute break. The stage was a super-fast 2½ miler with lots of brows and open curves and Heggie made quickest by two seconds from Samson and five from Grierson to become joint leader. Pitmedden's 5½ miles of constant twists and turns saw Samson and Grierson tie with 7.41 which represented a mighty effort by the non-local, but nobody was going to catch wee Donald who pulled out 14 seconds on both his challengers to take a comfortable lead. The loop at the Clink got the better of Grierson whose efforts brought him a spin which cost 20 seconds when the engine wouldn't fire. He repeated the revolution at the

next stage on the streaming wet Knockhill race circuit. Charles Samson was trying all he knew to whittle down Heggie's lead before the Blairadam stage and took fastest at the Clink, Knockhill and Devilla. He needn't have bothered however, for on the one-miler at Thornton Wood the rear wheel studs sheared on the Idem car and it was instantly retired. Exit Heggie with pensive look.

The stage at Kingseat, opposite Knockhill, was pioneered on last year's Saltire and is a welcome addition to any rally. Spectators can watch the cars on open moorland for over a mile and they saw Murray Grierson five seconds clear of the Samsons while Arthur Jasper squeezed into the top five for the first time — that is real determination following, his heart surgery. Blairadam is opposite Kingseat and Murray kept up his pace with another fastest time.

The next two stages were re-runs of Pitmedden and the Clink before the event closed at Edensmuir forest. On his own back doorstep, and with the event secure, Charles Samson set three consecutive fastest times to record his second outright win of the year. Although the championship points table shows Grierson with 69 and Samson with 64, they are effectively level since Murray must drop his lowest score, a five, to add to his total on the final event, the Border. Bill Taylor lies third with 55 points, and a mere mathematical chance should he score a maximum with the others failing.

GEORGE DEAN

1975 RIPPIN SALTIRE

| | |
|--|-------|
| 1. C. Samson/A. Samson (Escort RS1600) | 64.16 |
| 2. M. Grierson/R. Anderson (Escort RS1600) | 65.04 |
| 3. A. Brearley/M. Smith (Opel Ascona) | 65.39 |
| 4. K. Wood/A. Barron (Dolomite) | 67.02 |
| 5. D. Buckley/R. Smart (Escort RS1600) | 67.40 |
| 6. A. Jasper/B. Crabb (Escort RS1600) | 68.47 |
| 7. J. Howden/I. Marwick (Escort RS1600) | 69.07 |
| 8. E. McKenzie/C. Finney (Escort RS1600) | 69.36 |
| 9. V. Finlayson/D. Riach (Imp) | 69.52 |
| 10. A. Black/R. Lumgair (Cooper S) | 70.05 |

After the demise, yet again, of Heggie's Broodspeed car — the way was clear for Charles and Alec Samson.



Lane crowns a great season

The final round of the RAC Hill climb championship at Doune last weekend saw Roy Lane and the Fenny Marine GMI taking yet another win to round off an incredible season but they were not without their fair share of dramas suffering from a broken driveshaft and a puncture as well as running out of fuel on their first championship run but they recovered well to almost take their own hill record on the second climb and head home the NJR Installations Pilbeam of Alister Douglas Osborn and the Grunhalle Lager March of Chris Cramer.

With heavy overnight rain leaving the course damp all the winning times came from the second climbs.

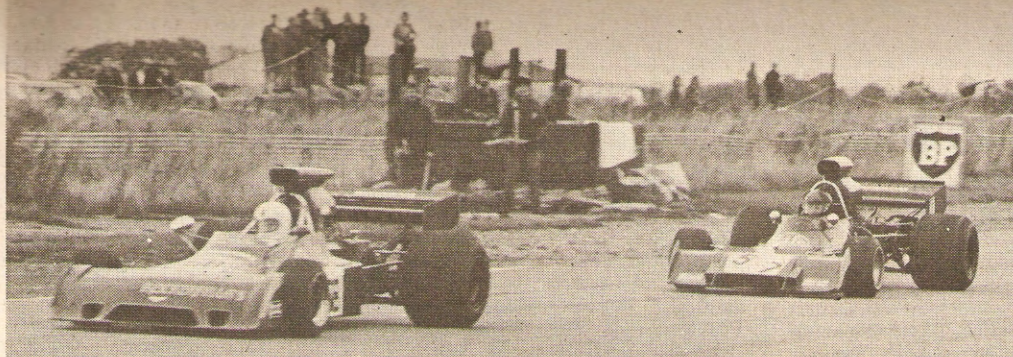
The top ten was led away by Malcolm Dungworth driving John Cussins Chevron as his regular Brabham was sidelined with drive shaft problems but as it transpired he was destined to take just one run and this effort at 44.47s left him in ninth place 0.23s down on the Palliser Repco of David Fyfe, who was going well to record 44.24s having not driven the car for a long time. Unfortunately Alan Thomson and the Chevron B17 were unable to take their top ten runs having broken the transmission coming to the line and thus Tony Griffiths and the Kidderminster Motors Brabham were allowed in but could only take one run. On that one they really improved well over their class times coming through for seventh place at 43.60s but again one of the sensations was the progress of Doune first timer Richard Brown (Martin) for they really gave everything on the second runs to pip Griffiths by 0.02s and thus take sixth place in the run off. Once again Peter Voight was in the mood with the Pilbeam and despite his relative inexperience with the car he came through for fifth place at 42.44s but could not quite match the pace of Ken MacMaster who really was having a very good afternoon and took a well deserved fourth spot at 42.27s. Unfortunately having qualified well John Cussins nudged the fence on the first left hander after the start and damaged the Chevron sufficiently to sideline it for the rest of the runs thus both he and Dungworth missed the second runs. At the end of the first runs it was Chris Cramer in the lead with the Grunhalle Lager March with a fine effort at 41.27s and he further improved this on his second climb by 0.06s, it looked a hard time to beat. However having run out of petrol at the end of his first run Roy Lane had other ideas and really set about the leading times with the Fenny Marine and really brought everyone alive as he almost took his own hill record with a great drive at 40.61s. With Alister Douglas Osborn still to run the tension was incredible and as the Pilbeam darted into Garden gate and through the Tunnel it was obviously going to be a close one, the clock stopped but it was not quite to be 40.94s, a great effort but second place only behind the new hill climb champion. So with the series now at an end Lane has convincingly taken the title from Cramer, Douglas Osborn, Cussins, MacMaster the Huntsman Ensign of David Franklin who did not contest Doune, Dungworth, Richard Brown, Tony Griffiths and Martyn Voigt, the last three only split by the operation of a tie break at the end of a great year's championship hill climbing.

ROBIN BOUCHER

BTD: Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 40.61s.

RAC Hill Climb Championship Round 15, Doune: 1, Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 40.61s; 2, Alister Douglas Osborn (2.2 NJR Installations Pilbeam R15 BDG), 40.94s; 3, Chris Cramer (2.2 Grunhalle Lager March 74B Hart), 41.21s; 4, Ken MacMaster (2.0 Modus M4 Hart 420R), 42.27s; 5, Peter Voigt (2.2 Pilbeam R15 BDG) 42.44s; 6, Richard Brown (1.8 Martin BM8 Hart BDA), 43.58s; 7, Tony Griffiths (3.0 Brabham BT33 DFV), 43.60s; 8, David Fyfe (4.2 Palliser WDH Repco), 44.24s; 9, Malcolm Dungworth (5.7 Waring & Gillow Chevron B32 Chevrolet), 44.47s; 10, John Cussins (5.7 Waring & Gillow Chevron B32 Chevrolet), Did Not Finish.

Class Winners: Colin Richardson (1.0 Hillman Imp), 54.20s; Hugh Chalmers (2.3 Hillman Avenger), 49.07s (**record**); Norrie Galbraith (1.0 Ginetta G15), 47.73s; Robin Gray (1.6 Lotus Elan), 50.66s; Richard Brown (1.8 Martin BM8 Hart BDA), 44.70s; John Shapley (0.7 Carburo Special Kawasaki), 50.13s; Doug Thomson (1.6 Thistle Metallics Chevron B27 BDA), 43.47s; Alister Douglas Osborn (2.2 NJR Installations Pilbeam R15 BDG), 42.42s; Mike Gibbs (1.1 Becke Powerplus), 61.86s; Randal Stewart (4.4 Bentley), 58.16s; Tom Donald (1.6 Morgan) 57.03s.



Tony Dean (Chevron) takes an early lead from Bill Wood's Trojan in the Libre race.

CROFT

More honours for Morrison

On a day which was more akin to the Croft we know so well than the previous hot sunny ones of the recent past, the NSCC were the hosts once again. The crowd was very thin and a couple of the grids were likewise but the racing provided a few high spots to make up for this.

Six races to the usual format for this club saw: Formula Fords, won by Peter Harrington, Special Saloons in which the honours went to Jim Evans, Modsports with the ASM team sweeping the board, a SuperVee championship round going to John Morrison, Tony Palmer in a Morgan 4/4 leading home some Thoro'breds and a Libre battle which was won by Tony Dean.

The Special Saloon race got off to a good start when Brian Whiting blew up his engine in practice and went home just as the rest were assembling to proceed to the grid. However the Daf Marathon of Alan Minshaw was on hand to flex all 4800cc against the Croft regulars and Doug Niven was in the Boss Capri with its 5700cc; but the lead went to Jim Evans' Escort Turbo on the first lap and no one else got a look-in at the front. With the winner all sorted out early on the real interest lay in the battle for second place between the aforementioned Daf and the Escort of Paul Rhodes, which went to the former until a constantly glowing oil light heralded retirement on the eighth lap. In his turn Niven moved up but only for one brief tour before he too succumbed on the ninth lap to allow the Escort of Keith Bowmaker and Mini of Gerald Clark to take second and third respectively. In the smaller classes Clark just pipped David Muter (Mini) and the only 1000cc starter and finisher was the Imp of Nick Birch, who finished ahead of theoretically much faster machinery on his way to fifth overall.

Three non-starters were all the entry who failed to line up for the Formula Ford race and Mick Starkey (Merlyn) and Peter Harrington (Lotus 69F) had managed the same practice time to put them on the front row with Starkey on pole. In the Tower Bend, by just a whisker, on the first lap was George Franchitti in the Hawke DL12 bue he was soon demoted by Starkey until lap four when the Merlyn came round back in tenth spot and the Hawke was in front again. All this time Peter Harrington had been waiting for a chance and this came on the sixth lap when the Lotus driver managed to find a way into the lead and slowly opened up a four second margin by the flag. Behind Harrington and Franchitti, Richard Philip (Crosle 20F) took third place after sneaking past John Simpson (Nike 10) who in turn only just managed to hold the Van Diemen of Neil Williamson at bay.

The Modsports race saw another one/two for the ASM team with the Elan of Andy Smith and the Clan of Kenny Allen trouncing all the opposition once again. Jim Adamson gave the Davrian its head in a chase after the Clan but the latter's extra 150cc more than compensated for some spirited driving by Adamson and towards the end the Elan driver slowed so that his team mate could catch up to stage a close finish. With only one change in the order for a full twelve laps this was a real bore — much as it pains me to say it.

Eight cars came out to contest the SuperVee race which was a round in the Volkswagen Championship and one driver walked away from the rest in a very convincing manner: this was John Morrison in the Supernova SS75 who set up fastest lap (a new record) as well as winning by nearly thirteen seconds from the similar car of

Simon Kirkby. In second for the first half was the Royale RP18A of Bill Burley but he gave best to Kirkby and then retired with undisclosed maladies. Again this was not a scintillating event and would have benefited from a few more runners, there were thirteen in the programme which could have made all the difference.

As in the previous race only eight cars came out for the Thoro'bred event but they all put on a fine show with the Frazier Nash driven by Chris Chilcott looking splendid on its skinny tyres and cornering with lots of drama. Of even greater drama was an assault upon the Tower banking by the Morgan +4SS of Dick Smith which very nearly wrote off this writer, his lapcharter and reporters of the "other weekly" as well as itself all in one go; apparently the throttle jammed open after the single spring had snapped — please Mr. Smith fit two springs next time...

By the way, the winner was Tony Palmer (Morgan 4/4) from the + 8 version of Ian Giles.

To round off the day's events came the expected Formula Libre race with two F5000 cars, Tony Dean (Chevron B28) and Bill Wood (Trojan 101), pitted against the 1600cc March 74B of Andy Barton with the usual sprinkling of assorted machinery. With no trouble at all Dean shot off into the lead, Barton pursued him at an ever increasing distance for the rest of the race whilst Wood kept third place well out of contention. By the flag Dean was over 11 seconds ahead of the March and it was on the cards that he would even lap the third place man but his just did not happen. In fourth place was the Brabham 38/40 of Ted Payne and fifth home was Bruce MacMichael in the FF Crosle 20F.

PAUL BOOTHROYD

Alan Pond Special Saloon Car Championship Race. Over 1300cc, 1001-1300cc, Up to 1000cc (12 laps): Overall: 1, Jim Evans (2.1 Escort Jet Turbo), 14m 46.4s; 85.28mph; 2, Keith Bowmaker (4.7 Escort), 15m 32.4s; 3, Gerald Clark (1.3 Mini), 11 laps; 4, David Muter (1.3 Mini), 11. **Fastest lap:** Evans, 1m 11.6s; 87.99mph. **Class A:** 1, Evans; 2, Bowmaker; no other finishers. **Fastest lap:** Evans, 1m 11.6s; 87.99mph. **Class B:** 1, Clark, 77.95mph; 2, Muter; 3, David Farrer (1.3 Escort). **Fastest lap:** Clark, 1m 19.6s; 79.15mph. **Class C:** 1, Nick Birch (1.0 Imp), 75.70mph; no other finishers. **Fastest lap:** Birch, 1m 21.6s; 77.21mph.

Formula Ford (12 laps): 1, Peter Harrington (Lotus-Scholar 69F), 15m 11.4s; 82.94mph; 2, George Franchitti (Hawke DK12), 15m 15.4s; 3, Richard Philip (Crosle 20F), 15m 19.4s; 4, John Simpson (Nike-Scholar Mk10), 15m 20.6s; 5, Neil Williamson (Van Diemen RF75), 15m 20.8s; 6, Alan Stringer (Crosle 16F), 15m 27.8s. **Fastest lap:** Harrington, 1m 14.6s; 84.45mph.

Modified Sports Cars, Over 1300cc, 1151-1300cc, Up to 1150cc (12 laps): Overall: 1, Andy Smith (Lotus Elan), 14m 59.6s; 84.03mph; 2, Kenny Allen (Clan), 14m 59.8s; 3, Jim Adamson (Davrian 7), 15m 10.2s; 4, Ian McCullough (1.3 A-H Sprite), 15m 37.8s; 5, Eddy Falkous (Ginetta G4), 16m 19.4s. **Fastest lap:** Smith and Allen, 1m 13.0s; 86.30mph. **Class A:** 1, Smith, 84.03mph; 2, Tony Palmer (Morgan 4/4); 3, Ken Oram (MGB). **Fastest lap:** Smith, 1m 13.0s; 86.03mph. **Class B:** 1, McCullough, 80.44mph; 2, Ronnie Grice (MG Midget); 3, Iain Gorrie (A-H Sprite). **Fastest lap:** McCullough, 1m 16.8s; 82.03mph (**Equals record**). **Class C:** 1, Allen, 84.01mph; 2, Adamson; 3, Falkous. **Fastest lap:** Allen, 1m 13.0s; 86.30mph (**Record**).

Formula SuperVee, Volkswagen (GB) Ltd Silver Cup Championship race (12 laps): 1, John Morrison (Supernova SS75), 13m 30.8s; 93.24mph; 2, Simon Kirkby (Supernova SS75), 13m 43.6s; 3, Ronnie Grant (Taurus M24), 13m 48.4s; 4, Bruce Venn (Elden RS), 13m 55.4s; 5, Mike Young (Modus M2), 13m 56.4s; 6, Barry Hopwood (Royale RP18A), 14m 9.6s. **Fastest lap:** Morrison, 1m 5.6s; 96.04mph (**Record**).

Thoro'bred Sports Cars (12 laps): 1, Tony Palmer (Morgan 4/4), 16m 55.0s; 74.48mph; 2, Ian Giles (Morgan +8), 18m 28.0s; 3, A. J. Dunn (Morgan +4), 11 laps; 4, Brian Mather (Reliant Sabrel), 10 laps; 5, Chris Chilcott (Frazier Nash), 10 laps; 6, John MacDonald (Morgan +4), 10 laps. **Fastest lap:** Palmer 1m 23.2s; 75.72mph.

Formula Libre (12 laps): 1, Tony Dean (Chevron B28), 12m 45.8s; no speed given; 2, Andy Barton (March 74B), 12m 57.2s; 3, Bill Wood (Trojan 101), 13m 46.8s; 4, Edward Payne (Brabham 38/40), 11 laps; 5, Bruce MacMichael (Crosle 20F), 11; 6, Duncan Knowles (Brabham BT21B), 10. **Fastest lap:** Dean, 1m 1.4s; 102.60mph.

O'Keefe's 2CV Cross

These were two ways of looking at it; either there were not very many entries or, considering it was only the second event of its kind in the country and as yet there were no firm plans for any more, the number of entries which turned up was remarkably high. The latter is probably the fairer view of Citroen's second promotion of '2CV Cross' in Britain, the Northern part of the country being selected this time for a two-day event held in a quarry site near Clitheroe, Lancs. Although in overall charge of the organisation, Lancashire AC relied heavily on the support of Clitheroe and District MC in actually running the event and all involved had done a remarkable job in the short time since the event was first proposed by Citroen.

Thin grids for the heats and the rather high mechanical mortality rate which was only to be expected with most cars and drivers being new to the sport detracted from the spectacle somewhat but the finals and especially the mixed final — which effectively was open to anyone whose car could make it to the grid — showed just how entertaining it can be. With a reasonable calendar of events to aim for, no doubt more people would be prepared to build cars and the true potential of 2CV Cross could probably be achieved.

Saturday's events saw Royce Grey dominate his 425 cc heat and John Wazhorn win his while Tom Feeley claimed the honour of first "roller" in heat 2. Jim Jeffries and David O'Keefe took the better supported and visibly faster 602 cc heats before the ladies came out for their races.

Unfortunately for the ladies, most of them were running borrowed cars which had already been out and with little time for refuelling between races, many fell by the wayside but Diane Richardson and Georgie Shaw held on to win one heat apiece and Frances Creasey in David O'Keefe's car took the final. O'Keefe was the most successful driver of the day winning the mixed and 602 cc finals and going on the following day to a similar result ending unbeaten and overall winner on points of the Citroen Trophy and £150.

Sunday's racing followed the same pattern as Saturday's with more 8-lap heats and 12 lap finals, the 435 cc final providing a good dice for the lead between Tony Hume, Tom Feeley and John Waghorn. O'Keefe took the 602 cc final from Jeffries and John Cox and the mixed final went to Michael Steele. The Super Final, climax of the weekend, again went to O'Keefe from Jeffries and ex-Lotus mechanic Tony McKusker. With very few mobile cars remaining for the ladies, their race provided an easy win for Frances Creasey again in the familiar Graweley Motor Co. car of O'Keefe.

At the completion of the event, which was watched by a considerably larger crowd on the second day, Citroen announced a four or five race series for next year allowing competitors to build cars with confidence that they will have the opportunity of racing them at home as well, of course, as being able to visit France or Belgium etc.

Points results: 1, David O'Keefe, 100; 2, Royce Grey, 93; 3, Tony Hume, 92. **Ladies:** 1, Rhoda Grey and Frances Creasey; 2, Joan Walker.

Richard Rogers and Anthony Curtis battle it out as Tom Feeley is extricated from the "barrier."



● Although there are two rounds still to go the Silverstone based Vandervell Noviced Award has been won by 19-year-old Graeme Dodd from Ducklington, Oxon. He has amassed 55 points in his Modsports Midget this year. His nearest challenger is 18-year-old F3 Eddie Cheever who has 33 points.

● Mike Fisher's lightweight E Type, which was extensively damaged at the Silverstone F2 meeting is about to undergo a complete rebuild to original specification by the Cricklade, Wilts based firm PAO Preparations.

● The Aston Martin OC are holding their Sprint meeting at Curborough on Sunday. There is a full entry of over 90 cars mainly of the "classic car" type. The first event is at 1.15 pm.

● After the European Rallycross final at Lydden last Saturday, Cees Teurlings clinched the championship.

Final positions are:
1, Cees Teurlings, 89; 2, Dick Riefel, 68; 3, John Taylor, 67; 4, Franz Wurz, 60; 5, Herbert Grundsteidl, 45; 6, Hugh Weldon, 32.

● While Woody Harris shakes the Monoposto racing circuit with his fibreglass monocoque Genie, another American is expected to join the ranks soon, one Clayton G. Sampson, who'll be racing an Alexis Mk18 with a difference. It uses a modified Chrysler A series engine unit, threatening the Ford domination.

● Clive Broughton's Leicester-based Lanar Racing Ray FF now features the bright green colours of their new sponsors — Alexander Stephens & Company estate agents from Birmingham.

Reprieve for Superloons?

Super Saloons may be reprieved. The current RAC information bulletin states: "At the open day on Special Saloons the desirability of hiving off so-called Super Saloons into a separate free formula category was a major topic and the RAC has accepted this in principle as already reported in the Press. What has not yet been finalised is whether to do this in 1976 or 1977. When it is done regulations for Special Saloons will be more in line with the 1974 version but with more precision as to permitted modifications than was then published."

Incidentally at the Super Saloon meeting at Oulton Park last weekend an action committee was formed under Mick Hill to try to get Super Saloons accepted by promoters again next year.

Easy Gibson

Mid Cheshire MRC attracted just over 80 entries for the fourth round of their autocross championship at Kinderton Hall Farm, Middlewich, last Sunday, with Crew mechanic Rob Gibson putting up BTD in his 1750 Sprite.

His time of 81.6s on his first run was very nearly 2s quicker than MJH Special driver Dave Ridgeway who collected his class by a wide margin.

One of the closest class struggles involved the leaders in the road going class where K. Morrey (Cortina) beat J. Holt (Escort), by just under a second and a similar situation prevailed in the big engined Minis class where Gordon Woodcock had less than a second in hand over Tony Morris. The remaining class winners all had comfortable margins but John Clarkson had an uncomfortable few seconds for his wife came within three-tenths of taking second place off him in the big Escort class.

BTD: R. Gibson (Sprite), 81.6s. **Class winners:** J. Sparkes (Mini), 90.5s; M. Hague (Escort Sport), 92.5s; D. Salter (Imp), 94.0s; D. Chadwick (Mini), 89.3s; I. Wild (Anglia), 89.0s; G. Woodcock (Mini), 86.2s; D. Ridgeway (MJH Special), 83.5s; J. Granville (Audi 80), 93.4s; K. Morrey (Cortina), 97.2s. **Ladies:** Mrs D. Clarkson (Escort), 92.8s. **Novice:** K. Barlow (Mini Special), 92.3s.

GRD in IoM

Richard Wallinger took his GRD 372 to a record breaking win in the Isle of Man last weekend at the third annual Longton & District hillclimb meeting which uses 2.15 miles of the famous TT motorcycle course.

With an entry of 78 cars the event was blessed with fine weather last Sunday and several class records were also broken. Wallinger's new course record is 71.43s, while the fastest through the speed trap set up near Craig-Ny-Baa was John McCartney in his BRM P153 who clocked 152.54 mph. Report and picture next week.

Guyson final

This weekend sees the final round of the Guyson/BARC Hillclimb championship take place at Harewood near Leeds. An excellent entry has been received, and one can be sure that all the championship contenders will be there. The championship lead has changed quite a lot of late, but the man currently in control is Huntsman Ensign driver David Franklin, but there's a variety of cars and drivers snapping at his heels and the final should be well worth a visit. Practice takes place on Saturday from noon and on Sunday from 9.45 am while timed runs start at 12.30 pm.

Current championship positions: Guyson BARC hillclimb championship: 1, David Franklin, 55.67; 2, Guy Brooker, 54.30; 3, Colin Rogers, 54.28; 4, Stuart Watts, 54.33; 5, John Meredith, 53; 6, Roy Lane, 52.51.

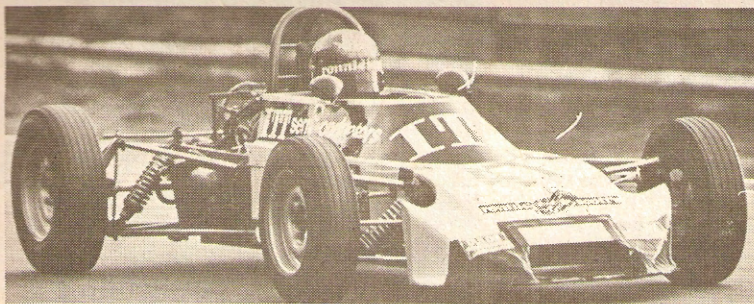
Guyson/BARC BTD series: 1, Roy Lane, 57.2; Chris Cramer, 50; 3, David Franklin, 43; 4, Alister Douglas Osborne, 27; 5, Peter Kaye, 23; 6, Ken MacMaster, 19.

● Doune last Sunday was the final round of the Woking Motors Leaders Championship and the main interest was to see if Norrie Galbraith could clinch fourth place from Barrogill Angus. Galbraith's Ginetta G15 had never beaten the Davrian before but really turned it on this time and won by half a second and took the championship place.

● The only record breaker at Doune last week was Hugh Chalmers in the mighty James Ross and Sons Avenger. He showed great form to reduce Jim Dryden's previous time to 49.07s.

Celebrating his win in the Renault 5 Championship is Neil McGrath, Radio City DJ Roger Blyth (left) and Ken Harding of Harding's Autos who sponsored the successful car.





David MacPherson on his way to victory and equalling the 3-year old lap record in his ITT Dulon.

FF record equalled

"Rob Wicken will have a coronary," exclaimed one competitor on seeing the time of the fastest lap for the Brush Fusegear final at Brands Hatch on Sunday. Both Tiff Needell and David McPherson had equalled the Maidstone driver's three year old and much disputed record of 51.4s.

The record of course was set on Torino tyres, but Sunday's equalis-

ing times were set in the final race of the day so that it was surprising in that the track had seen eight practice sessions and races by the time the Formula Fords came to the grid. It was a major milestone passed in the history of club racing. The time which many thought was unobtainable was within reach after all.

RAC reports

Following the RAC open days when competitors in various categories were able to meet members of the Race Committee, reports have been drawn up and studied. Revised regulations for 1976 have been drafted and any interested competitor who likes to call at Belgrave Square or sends a SAE can obtain a copy of the regulations which interest him. Constructive comments will be considered by the Race Committee at its next meeting in October and anyone who wishes to comment may do so in writing by October 8.

Tragedy

There was tragedy after the Lydden Rallycross on Saturday evening. Immediately after leaving the circuit a vehicle carrying the successful team manager Dick Riefel, new champion Cees Teurling's fiancee and a Dutch journalist was involved in an accident with a coach. Teurling's fiancee was sadly killed and the others taken to hospital.

AUTOSPORT offers its condolences to the family and friends of those involved.

Jock in N.I.

Three British GI racers will be visiting Kirkistown at the invitation of the Ulster AC this Saturday. Jock Robertson heads the party in the Marshal Wingfield Mazda and is joined by Mike Smith (Anchor Records Capri) and Melvin Hodgson (Retreat Records Capri). The Irish hope to attract more English competitors to their races next year. An added incentive this weekend is that the event will be televised in Northern Ireland.

● S. Brook received nasty cuts about the face when he crashed his Lotus 6 at the Rugby MC autocross last Sunday. The accident occurred when a rose joint broke and Brook crashed through a barbed wire fence which broke his visor. He was discharged from hospital the same day.

Volnik's victory

The Opposite Lock sponsored Cheshunt MC autocross at Dowsetts Farm, Ware, last Sunday, fell to the Norfolk Special driver Nick Seymour. In his now very well sorted Volnik Special Seymour powered round three laps of the 1,300 yards course in 1m 53.8s.

This gave him victory by 1.4s over Tony Merridale (Escort), but at the end of the meeting Seymour handed his trophy to Merridale as the latter had been balked and "might have won."

From an entry of 104 undoubtedly the best drive came from Elaine Seymour (no relation to Nick) who put up a fine performance in a Mini to take third spot in the up to 870cc class. Her time of 2m 8.0s was only a fraction behind the runner-up Tim Fraser and she was ahead of 16 other men.

Another mild surprise was the ease with which Graham Hathaway disposed of Bob Merridale in the up to 1300 Escort/Anglia class — by close on 3s — but brother Tony had 216s in hand over Nobby Cresswell in the big Escort class.

In the one litre Mini class the struggle for power between Barry Crump and Len Newman continued with Newman the victor by a second in a class of 25. Newman's winning time of 2m 2.0s compared with the slowest of 2m 52s.

BTD: N. Seymour (Volnik), 1m 53.8s. **Class winners:** B. Johnson (Mini), 2m 6.4s; G. Hathaway (Escort), 1m 58.6s; B. Wright (Elan), 2m 1.6s; L. Newman (Mini), 2m 2.0s; T. Merridale (Escort), 1m 55.2s; M. Smith (Mini), 2m 1.8s; S. Sizer (Special), 2m 5.2s; C. Golding (Dolomite Sprint), 2m 10.0s. **Ladies:** Miss E. Seymour (Mini), 2m 8.0s.

New FF series

The RAC have confirmed that there will be an overall Formula Ford Championship next year with eligibility for the Championship rounds based on performances in other registered championships. The number of actual rounds and dates will be decided next month.

Good start for Brown

The sporting trial season recommenced last Sunday but with only 18 cars turning up at Grassington, near Ilkley, for the Yorkshire SCC event. With the rust of the summer lay off very much in evidence in the morning it was left till the afternoon before some of the better known names began to show their true merit.

By this time it was a little too late in the day for the man in form from the start was Laurie Brown in his Aberties. The Peterborough driver, winner of the Gold Star Championship final last year, had a splendid morning dropping only 18 marks on the 16 sections and he dined with a four mark lead over Lol Hurt in his Ford engined special which is now beginning to become more reliable.

Robin Jager was a further four marks behind in his Nymph with Julian Fack and Jack Pearce, seemingly out of touch. But Pearce turned it on in the afternoon with his latest Mark VII version and with the best of the 14 sections in which he dropped only 17 marks he elevated himself to second behind Brown who finished the day on 47 marks. Behind Pearce on 52 marks Jager stayed third on 59 marks, but Hurt was down to fourth with a 62 mark total. The Fack brothers John and Julian took fifth and sixth spots in their Impunities on 77 and 86 marks respectively.

In the championship Pearce added only one more point to his already almost impregnable total of 146 marks out of a possible 150 with Julian and John Flack second and third on 110 and 105 marks respectively.

Flyin' high

With his outright win at Silverstone last Sunday 'de Captain' Tony Tobias put his points total out of reach of all the other competitors in the 750 MC's Newcomers Cup. Tobias, in his first season of racing, with the ex-1974 championship winning DNC 3, has recently really hit top form and has had consistently good results in 750 championship events.

What next for the Captain, who divides his time between Coconut Airways and MN's Ad department, a Grovewood Award perhaps? Or a works bus drive in Brixton Town.

● Cheltenham MC's round of the Total Economy Drive 1975 has had to be delayed for one week to November 15/16 due to route clashes. Still some entries available, ring David Greenwell, Cheltenham 29239.

● The Pole Position Clubmen's race at Lydden on October 5 has been cancelled. The last remaining round is at Brands Hatch on November 9. Current positions are:

Class A: 1. Ian James, 15; 2. Bob Devrell, 11; 3. Malcolm Jackson and David Orbell, 6.

Class B: 1. Andy Houston, 18; 2. Tony Harris, 14; 3. Keith Money, 11.

● The final round of the ACSMC and ASEMC autocross championships takes place this weekend at Clayton Windmills, Sussex on Sunday. It is organised by the Brighton and Hove MC and starts at 2 pm.

Ravenscroft back on top

John Ravenscroft scored his first BTD for some time when he took the Chatsworth Cup at the North Midland MC Sprint at Curburough last Sunday. In his McLaren M10B Ravenscroft did 32.9s to beat Richard Churchley's Brabham BT23 which took the up to 1600cc racing car class in 33.02s and beat John Hinley's larger engined BT38 by a whisker.

Ian Curtis had a tremendous run in his Mallock U2 recording 33.98s in winning the Clubmen's class and there were several good class scraps. The best of these was among the small Minis where W. Skill beat W. Hollins by 0.01s while R. Brant (Mercian Cooper), took the up to 500cc single seater class by two tenths from Tim Cameron's Joe Potts Special.

BTD: J. Ravenscroft (McLaren M10B), 32.95s. **Class winners:** C. Matthews (Imp), 41.49s; W. Skill (Mini), 41.04s; W. Horton (Firenza), 36.75s; M. Lock (TVR Tuscan), 38.82s; C. Seaman (Midget), 36.71s; C. Baxter (Marcos), 35.9s; L. Curtis (Mallock U2), 33.98s; R. Brant (Mercian Cooper), 36.5s; C. Bush (Vixen), 37.24s; R. Churchley (Brabham BT23), 33.02s; J. Hinley (Brabham BT38), 33.03s; **Best North Midland Member:** A. Goddard (Alexis), 36.05s.

Squire scores

Dick Squire scored an impressive BTD down at the Severn Bridge service area last Sunday when the White Horse (Bristol) MC ran their round of the RAC/BT&RDA Autotest Championship for some 22 competitors. Squire, in his big engined Sprite went into lunch with a 7s lead and emerged triumphant over Peter Cox at the end of eight tests by 17s.

In the small engined sports car class Ray Webb steamed off into the distance from the outset and even before Dave Corke broke his second drive shaft in three events he was well in front and ended the day a colossal three minutes ahead.

John Larkin and Phil Darbyshire engaged in another fascinating Clubman GT duel with Larkin emerging victor by a handsome 15s with Dave Barney down to third by less than a second. In the big saloon class Tony Hunt had victory handed to him on a plate when John Calton (Mexico) went the wrong way on the first test.

BTD: D. Squire (Sprite), 540.3s. **Class winners:** R. Webb (Sprite), 598.7s; J. Larkin (Clubman GT), 561.6s; P. Cox (Sprite), 557.2s; T. Hunt (Escort), 614.5s. **Ladies:** Mrs P. Barney (Mini), 621.7s. **Novice:** L. Black (Mini), 678.2s.

● Regs are now available for the 5th round of the Mid Cheshire autocross championship which the club is running at Kinderton Hall Farm, Middlewich, on October 12. Secretary is Don Berry, 12 Woodland Road, Levenshulme, Manchester M19 2QR.

● Formula Junior continues to gain strength, with new cars appearing at every meeting as they are unearthed. Among those is a very original Gemini Mk 11 owned by Arthur Curnow who already has a Cooper T56.

● With just one round to go Allan Baillie has clinched the Monoposto championship.

The positions are:
1. Allan Baillie, 152; 2. Trevor Scarrat 127; 3. Jim Yardley, 116; 4. Paul Maxwell, 98; 5. Nigel Howard-Jones, 90; 6. John Lancaster, 77.

Lorina shops

Following a certain amount of sorting and some shopping, Lorina Boughton has now got her car handling well and at the weekend scored no less than two seconds places. But this good run is in danger. There are only three more races in the Formula 4 calendar and then it's likely that her GRD will be sold. Her car's owner, Jerry Gambis, is threatening to pull out of racing altogether at the end of the year, and unless Lorina can find some sponsorship, she'll be without a drive altogether. As previously intimated, she'd like to do SuperVee next year, but can't afford to do it on her own.

Big Brunt win

Bath butcher Roger Brunt went to Portsmouth airfield last Sunday and collected BTM at the Cosmopolitan Autocross with a 1300 cc engine in his Mini. But it was not a runaway win for both Gordon Roger, a comparative newcomer, in a big engined Mini and Bob Light in his well known Rover engined Scorpio Special, both returned a time a mere four tenths slower in taking their respective classes. The other well known Mini driver from those parts, Tom Airey, collected the 1-litre Mini class but was only 5s quicker than Malcolm Weller over three laps of the one mile long course.

The Club's Chairman Colin Barrell borrowed Gerry Thompson's Ford engined Sprite to beat the owner by 2s and the concluding prize distribution was performed by the Lord Mayor of Portsmouth, the airfield being Civic Property.

BTD: R. Brunt (Mini), 131.8s. **Class winners:** M. Thompson (Mini), 149.4s; B. Mack (Anglia), 145.0s; C. Barrell (Sprite Ford), 147.6s; B. Hazell (Imp), 144.6s; T. Airey (Mini), 138.6s; G. Dubber (Escort), 141.6s; G. Roger (Mini), 132.2s; B. Light (Scorpio), 132.2s; B. Hazell (Avenger), 150.0s. **Ladies:** Mrs A. Wagstaff (Mini), 148.6s.

Morris family's Ensign on top

Two class records were broken and David Morris got within three tenths when the BARC (S Wales) ran their final meeting at Pontypool last Sunday.

John Meredith clipped a couple of tenths off his own record set earlier this year in the over 1-litre Mini class with a run of 32.65s and Brian Wilson took nearly a second off the Clubmen's sports record with an excellent 30.29s which was third BTD.

Although the event was a round of the Uniflo Welsh Sprint/Hillclimb championship only a handful of the 80 odd entries were seeking points and the meeting included four classes for motorcycles.

David Morris, with brother Bill sharing the family Morris Ensign F3, battled among themselves for the ultimate glory. David did 29.58s to win the class from Bill's 30.08s and in

an informal top ten David was the only driver to improve, getting down to 29.46s.

Highlight of the class battles were Terry Clifford's 1-litre class win with his Cooper over John Jordan's Stiletto by 0.15s and the fight Alan Cox gave Meredith when he finished only three tenths down. Mrs Carol Lloyd did well to finish second in her Midget in the Marque sports car class only half a second slower than Peter Waldon (Midget), and Russ Ward's Allard Healey supercharged Sprite was the model of consistency with identical runs of 33.33s.

BTD: D. Morris (Morris Ensign F3), 29.46s; **Class winners:** T. Tatham (Mini), 36.82s; T. Clifford (Cooper), 35.16s; John Meredith (Mini), 32.65s (record); Peter Waldon (Midget), 35.94s; S. Watts (Elan), 33.63s; R. Ward (Allard Healey Sprite), 33.33s; B. Wilson (Mallock U2), 30.29s; (Record); T. Duke (CTG), 33.74s; N. Hutchins (Mallock U2), 31.75s; S. Hutcheon (Ginetta G17), 32.09s; W. Morris (Morris Ensign F3), 30.08s.

New series

The rallycross series which we suggested some weeks ago is still in the wind. A communication from the 750 Motor Club (Scotland) suggests that it could be sponsored by one of the sport's largest sponsors and venues include Knockhill, Long Marston, Llandow and Kirkistown. It is proposed that there would be six events for classes complying to the Embassy regulations, but a Clubmans or rally car class would be included in most events, though not eligible for the main award.

Meanwhile the 750 MC (Scotland) are going ahead with their programme of four events this year on October 5, 26, November 9 and 30. 1976 dates are January 4, March 7, April 18, May 23, June 20 and July 18 or 25. Further details are available from Ken Inglis, 50 Buchanan Gardens, St Andrews, Fife.

Lees less luck

Geoff Lees had one of his less successful weekends on Saturday and Sunday. At Oulton Park, he wrote off two corners in his National Organs Formula Ford heat, and then rebuilt the car for the final. His entry in the race was protested by Ralph Firman of Van Diemen, but he raced anyway but failed to finish.

Then on Sunday in the all-important Brush Fusegear FF series, he scored only one point. An early spin in his heat while dicing with Tiff Needell saw him well down the grid in the final, and although he had a long dice with Derek Warwick and Jim Walsh, he finished no better than sixth. But that earned one point more than Matthew Argenti with whom he was tying in the series, so the two go to Silverstone this weekend for the double points final with just a point between them.

Peter Higgins' Mexico Trial

Southsea MC's Presidents Trophy Trial was won last Sunday by Peter Higgins in his Mexico. On a well laid out course at Weavers Down, Hampshire, he beat a field of 34 by a resounding margin after an initial skirmish in his class. On the 32 sections he dropped only 20 marks, the next lowest score being John Oliver in his recently acquired VW who was on 29 marks and a winner in the rear engined class by a mere two marks.

Higgins led John Skipper (Skoda Combi) by nine marks at the break but really piled on the pressure

thereafter. In contrast Oliver, who was five marks up on Peter Mann (Imp), had his lead whittled away and he was also being pressurised by Philip Young in another Imp who also had a good afternoon.

Graham Lindley fell from grace in Class 1 after going to lunch nine marks ahead of Alan Terry and Tony Gibson. Terry finally won the Mini battle from Lindley by a single mark.

Overall: P. Higgins (Mexico), 20 marks lost. **Class winners:** A. Terry (Mini), 69 marks; J. Skipper (Skoda Combi), 63 marks; P. Skelton (Midget), 38 marks; J. Oliver (VW), 29 marks. **Best Southsea:** P. Mann (Imp), 31 marks.

Lindores' 6 out of 7

Garage owner John Lindores ran rings round the opposition as he swept to his sixth BTD award in seven meetings with his BDA engined Escort at the Ryton MC's autocross at Ponteland, near Newcastle, last Sunday.

On an event sponsored by North East Discount Tyres for the fourth year in succession Lindores got round the three laps of the 860 yards course in 1m 20.0s on his first run and that was that. Trevor Olds, the Mini man and the only driver to have beaten Lindores, was second quickest in 1m 36.0s which gave him the class by 2.4 secs from Martin Hayes.

Dominic Buckley gave a good account of himself with a neat 1m 36.2s in his road going RS1800 to win his class by three seconds but the real excitement was in the up to 1300 front engined rwd class where Harry Currell (Anglia) turned in a last run time of 1m 44.0s to beat previous leader Derek Snowden (Escort) by two-tenths of a second.

BTD: J. Lindores (Escort), 1m 20.0s. **Class winners:** G. Manners (Mini), 1m 38.8s; T. Olds (Mini), 1m 36.0s; H. Currell (Anglia), 1m 44.0s; V. Hart (Escort), 1m 40.0s; D. Buckley (Escort), 1m 36.2s. **Ladies:** Mrs E. Eagleton (Escort), 1m 42.0s.

● New competition secretary for the Bath Motor Club is P. Maslin of Talskiddy, Van Diemens Lane, Lansdown, Bath.

● Alex Ferrada, who is one of three challengers for Nick Adams' current lead in the Tricentrol Clubmen's Supersports championship, which reaches its climax on Sunday at Silverstone, showed that he means business on Saturday at Oulton Park. He took no less than seven seconds off the B Sport record at the Cheshire circuit in his ACE Plant in his ACE Plant U2 and notched up his fifth successive win.

● The Surrey Sporting MC will present a drivers' forum on October 1 at Lakers Hotel, Redhill, Surrey at 8.30 pm. The following drivers have accepted invitations: Wendy Markey, Valentino Musetti, Larry Perkins and Barrie Williams. Sounds entertaining, confirmation has not been received from Maggie Anderson nor Tony Trimmer but they too may be present.

● Historic enthusiasts will not want to miss the National Motor Museum film show at the College Theatre Grodon Street, London, on December 11.

The programme covers historic racing from the early 1900s onwards.

There are only 500 seats for each of the two performances (6 pm and 8.30 pm) and tickets are £1 each. These can be obtained from Charles Ward, Green Gables, Glen Road End, Wallington, Surrey. All bookings must be accompanied by a SAE.

● Wendy Markey's return to the Radio 1 Production Saloon championship last Sunday was courtesy of her sponsor Peter Russek Publications. Following the write off at the Silverstone Britax round, Russek passed over his road going Mazda RX3 which had little more than Wendy's racing engine and the various safety devices for Sunday and finished a good third.

● We regret to report the death recently of Walter John (Jack) Sopp, well known racing mechanic. Jack Sopp first appeared in motor sport just after the first War when he worked with Parry Thomas. He then moved to Bentley Motors racing department and later was with Lagonda and Aston Martin. It is thought that with these teams that he probably went to Le Mans as a mechanic more times than any other Britisher.

From Aston he moved with John Wyrer until his retirement but continued in a consultant capacity until his death.

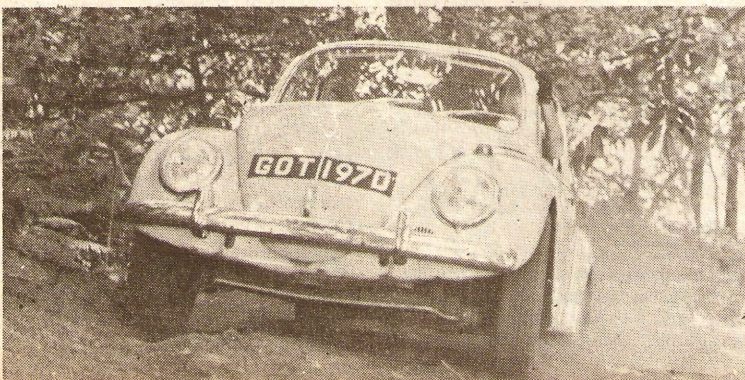
We extend our sympathies to his widow and many friends in racing.

● Escort drivers C. Margetts and R. Simmons provided the best struggle last Sunday at the Rugby MC's Blue Boar Trophy autocross near Daventry last Sunday. Both returned a best run of 1m 21.2s with Margetts getting the class with a faster second run by seven-tenths of a second.

BTD went with ease to Terry Smith in his Mini-Ford who returned 1m 10.7s which was just over 3s quicker than the rest of an entry of 40 plus. Paul Easton's Anglia came out on top of Peter Robertson's Avenger by nearly a second but Frank Morris (Mini-Ford) and Terry Westley (VW) both scored runaway victories.

BTD: T. Smith (Mini-Ford), 1m 10.7s. **Class winners:** F. Morris (Mini-Ford), 1m 14.0s; C. Margetts (Escort), 1m 21.2s; T. Westley (VW), 1m 13.9s; P. Easton (Anglia), 1m 14.9s; D. Humphreys (Mini), 1m 14.2s.

John Oliver won class 4 in his Carture VW Beetle.



What were Howells up to one rough, tough, dusty Welsh weekend in early May?

Appropriately enough, they were giving the Allegro 1300 its international rallying debut on the Welsh Rally. Highly appropriate, since Howells Garages are based at Cardiff and Newport – and are; of course, leading Leyland Special Tuning Distributors.

The Western Mail/Team Howells Allegro had a smooth and impressive run over not quite so smooth forest stages to finish fourth in class. Not bad for a first time out. Not bad for an engine a little down on power with only a 5 port head.

Mind you, we had a lot going for us. A car originally prepared by Leyland ST, entered and serviced by ourselves; the skills of that local grand master of the rallying scene Dennis Cardell as driver, with Roger Griffiths in the hot seat; an engine built by Pat Ryan at Blayzspeed; lubrication by Castrol and tyres from Avon.

As Dennis commented later "The finest car that I have ever driven over the rough". And he's no stranger to special stage driving.

The car plus its support 1300 and 1750 Allegros (entered at club level) have aroused tremendous interest and enthusiasm, bringing a breath of fresh air to this Ford-dominated sport.

Let Howells Garages help you jump on the BLMC bandwagon. We're developing fast. Already an 8 port headed engine has been built which produces well over 100 brake horse power at the wheels. Driveshafts have also been redesigned, and strenuous testing sessions will soon take place at the new Tarren special stage in deepest Wales, open to rallying machinery for practice and test purposes.

All this specialised knowledge and expertise is available through Howells Garages. Rally with an Allegro – and for all your BLMC rallying requirements in Wales contact Terry Donovan at Cardiff 35591 or Ken Baker, Newport 72381.



**Rally with Howells Garages
at Cardiff and Newport**

