

Autosport

A Haymarket publication

5th April 1979 35

Special supplement
Renault in competition



New Renault-Elf F1 turbo

Kennedy wins exciting AFX Zolder □ Serra's F3 Snetterton

Long Beach GP preview □ Brett Riley interview □ Opel Commodore test

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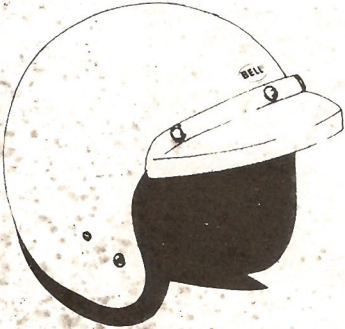
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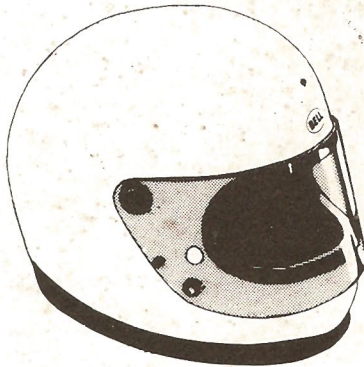


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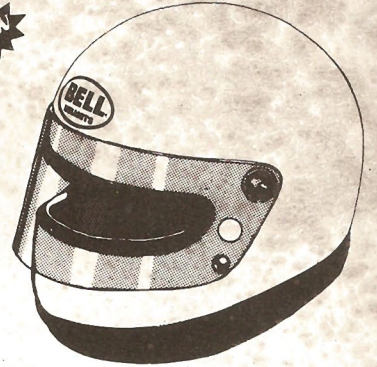
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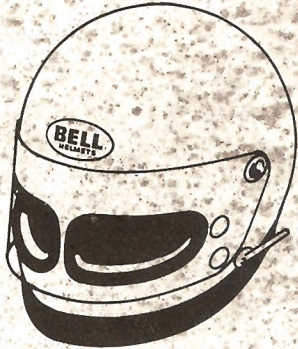
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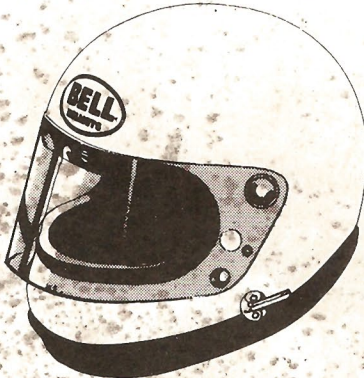
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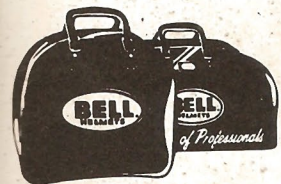
Star II XFLS
Construction details are as the Star II, but this helmet is fitted with special fire-resistant lining and a Velcro strip to accept a bib. The clear visor, supplied with the helmet, is attached by circlips and an integral manifold is provided for a Life Support System. Complies with Snell Foundation 1975 Safety Standards. *Colour: White. Sizes: 6½" to 7½".* Price: £108.00



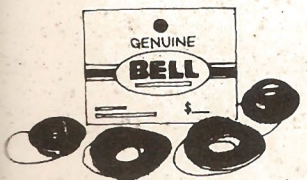
Star II XFLS SW
This helmet follows precisely the same specification as the XFLS TW, shown far left, except that this has a small window in place of the twin windows. Complies with Snell Foundation 1975 Safety Standards. *Colour: White. Sizes: 6½" to 7½".* Price: £132.00



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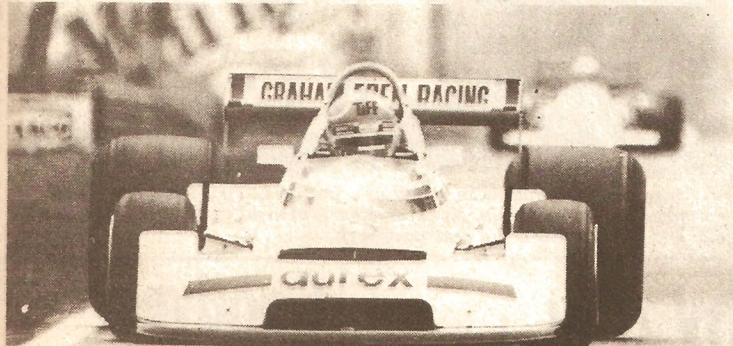
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The signs are good

AUTOSPORT has long campaigned for increased support for Britain's young up-and-coming racing drivers. On many occasions during the past couple of years, we have wondered how this country will replace its only representatives in Formula 1 racing, John Watson and James Hunt. Lack of finance has made it immensely difficult for our young drivers to progress beyond Formula 3 into Formula 2, let alone Grand Prix racing.

This issue contains a special supplement devoted to the wide-ranging competition activities of the Regie Renault. The arrival of Renault as a major power in international competition has been achieved as a result of positive and far-sighted planning at top management level, and an admirable and integral part of the Regie's programme has been the careful nurturing of young French racing drivers. This intensely nationalistic policy has been reflected in the whole of Renault's racing involvement, from the French national 'junior' single-seater and touring car categories, through Formulae 2 and 3 and into the company's Le Mans sports car and Formula 1 programmes. It is no coincidence that there are now seven French drivers in Formula 1.

Sadly, there are still no signs of any major British motor manufacturer following Renault's lead. However, the early weeks of the new motor racing season have shown that there is a dramatic improvement in the situation. In particular, very encouraging possibilities have emerged from the opening rounds of the European Formula 2 Championship at Silverstone, and the Aurora AFX British Formula 1 Championship at Zolder. Things have taken a turn very much for the better for several of the British drivers about whom we have expressed concern.

At Silverstone, we saw that Brian Henton, whose 1978 F2 season was competitive but under-financed, now has a drive with a substantial team in a very good new car, the Tolemans Group Ralt. We saw that Stephen South is clearly worthy of the chance given him by another British F2 team, ICI-March. And we saw an astonishingly competitive performance by Derek Warwick in his first European F2 drive with another new March, backed by British Petroleum. At the same meeting, the F3 event was won by Nigel Mansell at the head of a one-two for the Leyland-backed Unipart-March team.

Formula 2 remains the prime training ground for aspiring Grand Prix stars, but it is now certain that the F1 team managers will also have to take into consideration individual performances in the Aurora AFX series, which has displayed a dramatic upturn in competitiveness and international appeal. Last Sunday's Zolder race was excellent, and produced noteworthy drives by Philip Bullman in a works Team Surtees entry and by Tiff Needell in the Chevron which forms the basis of the admirably conceived Durex-Eden Formula 1 Award scheme (which we earnestly hope will be directed at British drivers over the rest of the season).

The situation of all these drivers is now so much better than it was twelve months ago, primarily because they have not only been given these opportunities, but have also shown themselves to be worthy of them. At last, backing British seems to be catching on. Many people have been responsible for this agreeable state of affairs (about which we must be careful not to be complacent), and it is difficult, and perhaps a little unfair, to single out any one of them. However, we have often asked for a greater involvement by the British motor industry and, with this in mind, we applaud the enthusiasm of BP, the company which has recently supported the efforts of Stephen South and Derek Warwick, among others. It therefore gives us pleasure to make the Cronus-AUTOSPORT Award for March to BP's Motor Sport Manager, Les Thacker.

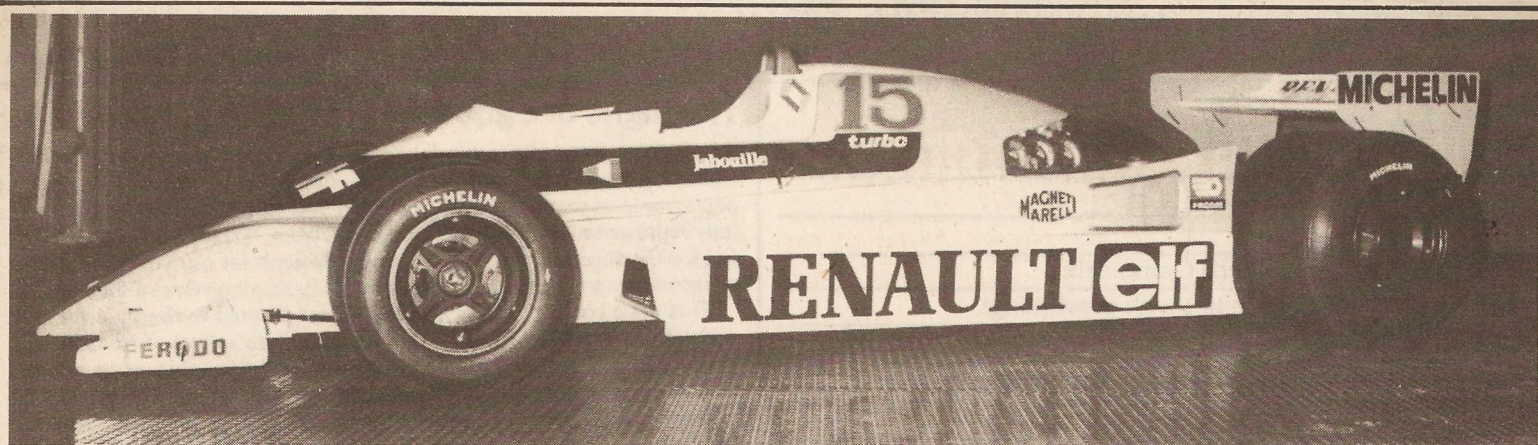
cover picture

The pride of Renault's competitions programme — the subject of our Special Supplement this week — has just been announced in Paris. Jean-Pierre Jabouille (in car) and René Arnoux pose with the new Renault-Elf RS10 Formula 1 car, with which they hope to score the Regie's first victory in a Grande Epreuve since 1906! More photographs of the new 'ground-effects' Renault can be found on page 2.

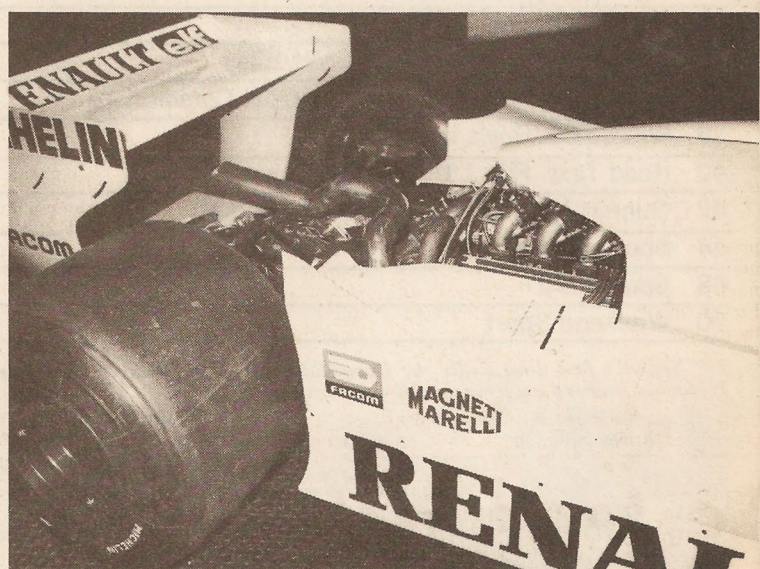
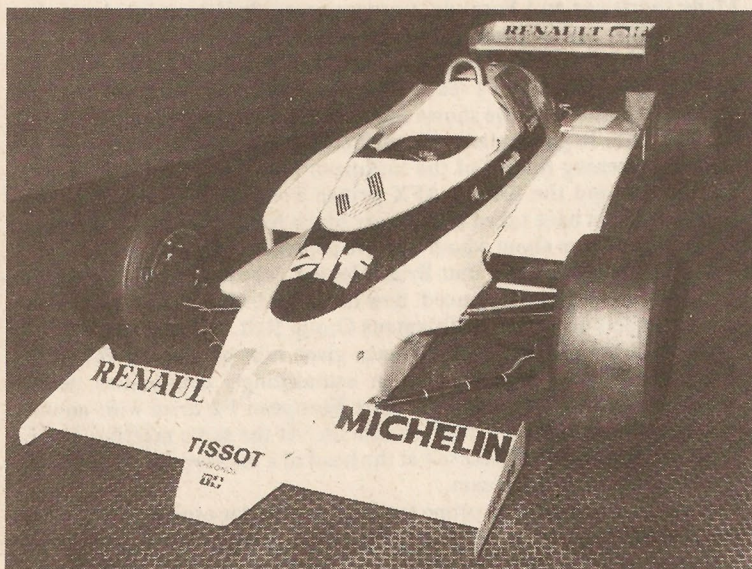
next week

Round-the-houses Grand Prix racing in California: all the action from Long Beach — The European Formula 2 Championship moves to Germany before returning to Britain for the Easter Monday Thruxton race — Detailed spectator information on all the Easter sport, including the Marlboro/Daily Mail Race of Champions at Brands Hatch — Our report of the Castrol-AUTOSPORT National Rally Championship round in Yorkshire — Safari Rally prospects — Formula 3 at Donington — Insert: Duckhams's colourful magazine Quest.*

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



Renault launch new RS10 'ground effects' car



As yet, no details of the new Renault RS10 ground effects car are available, but, as team manager Jean Sage told us a few weeks ago, the car is "of the Lotus 79 school". It was finished too late for pre-Long Beach testing, so was not taken out to California. However, Renault intend to run it at Jarama on April 29, and a second car should be ready for the Belgian Grand Prix. Jabouille and Arnoux will begin tests next week.

Donington's Nilsson Trophy day

The trustees of the Gunnar Nilsson Cancer Treatment Campaign have announced the programme of the Gunnar Nilsson Memorial Trophy meeting, at Donington on June 3.

Originally, it had been hoped to stage a full-blown Formula 1 race at Donington that day, and many Grand Prix teams expressed a wish to take part. Unfortunately, this will not now take place, although there will be many Grand Prix cars and drivers present at the Leicestershire circuit.

Instead of racing against each other, they will be running against the clock, for the Gunnar Nilsson Challenge, an attempt to set a new outright circuit record. The teams will have a 45-minute practice session, and each car will have five flying laps in its attempt to set the best time. Among the confirmed entries for the Gunnar Nilsson Memorial Challenge are World Champion Mario Andretti (a close friend of Gunnar's, of course); Niki Lauda and James Hunt. Particularly exciting is the news that Bernie Ecclestone intends to run Lauda in the controversial Brabham-Alfa BT46 'fan' car, which won last year's Swedish Grand Prix, and was then promptly outlawed.

The programme for the day was agreed at a meeting between Bernie Ecclestone (President of the FOCA), Jackie Stewart (Patron of the Fund) and David Mason (Chairman of the Trustees). Despite not racing their Grand Prix cars that day however the

Formula 1 brigade will be involved in a race, this being a round of the BMW Pro-Car Championship for the new M1 coupes. According to the press release, at least five Grand Prix drivers will take part in this race, including Andretti, Lauda and Hunt. The race is to be over 40 laps.

There is also to be a demonstration of Grand Prix cars and drivers from the past, including Jackie Stewart with his 1973 World Championship-winning Tyrrell 006 and Stirling Moss with a Maserati 250F. It is also hoped that Juan Manuel Fangio will appear with a Mercedes-Benz W196. The organisers hope to have examples of pre-war Mercedes-Benz and Auto Union cars present. These two fought a pair of titanic battles at Donington in 1937 and '38, the honours going to Auto Union each time, with Bernd Rosemeyer and Tazio Nuvolari doing the driving.

Other races on the day's schedule include an international Formula 3 race, a Sports 2000 race and a round of the BMW County Challenge. In addition, negotiations are in hand for many other attractions, and we will give you news of them as we receive details. In the telex, the trustees of the Gunnar Nilsson Cancer Treatment Campaign say they would like to put on record their appreciation of the FOCA's and Donington's generosity in staging the meeting, the entire proceeds of which will be contributed to the fund. Following the outstanding amount of £125,000 guaranteed by the

FOCA and Brands Hatch from the rearranged Race of Champions, the Donington fixture will ensure that Gunnar's target of £500,000 will be met.

When details of the meeting came through, we were naturally disappointed that there is not to be a Formula 1 race, after all, although the programme is nevertheless a very attractive one. On Monday, we asked Donington's Managing Director, Peter Gaydon, for his reaction to the change in plans. "You will notice from the telex that Donington representatives were not included in the discussions which took place to decide the programme," said Gaydon. "When the meeting was first discussed, months ago, several individual FOCA members indicated that they would be happy to send cars for a race on June 3. As a group, however, FOCA feels unable to do this. Naturally, we are disappointed that there is to be no race — particularly as we applied originally for Easter Sunday on which to hold it. Dean Delamont of the RAC told me that the race could not be held then, under any circumstances, on the grounds that it would destroy the holiday calendar. Now we see that the Race of Champions is to be held on Easter Sunday. It seems that there's one law for the Establishment and another for the rest of us. However, for all that, I think we've got a fabulous programme arranged for June 3, and there are lots of other plans which we have yet to announce."

Goodyear favour F1 changes

In an interview with Goodyear racing boss, Leo Mehl (which will appear in a future issue of AUTOSPORT), our American Editor reports that some interesting facts emerged.

Mehl feels strongly that qualifying tyres should be banned as soon as possible, and is also in favour of a reduction in race tyre widths, although he thinks that this should come gradually, by stages. Gérard Larrousse of Renault told us the other week that Michelin feel the same way, so let's hope the two tyre companies get together on this, and sort out an agreement between them.

Another significant point was that the Goodyear chairman is apparently very unhappy with the political situation in Formula 1 currently, and feels strongly that some pressure should be brought to bear on Michelin to support more of the teams, thereby easing the load on Goodyear.

Interestingly, Mehl told our man that his company always take twice as many qualifying tyres to Long Beach, Monte Carlo and Zolder, where they consider good grid positions to be vital, rather than important. Passing at those three circuits is especially difficult, and Goodyear's policy merely recognises the biggest problem in Formula 1 today.

Andretti and Lotus 80 for Race of Champions

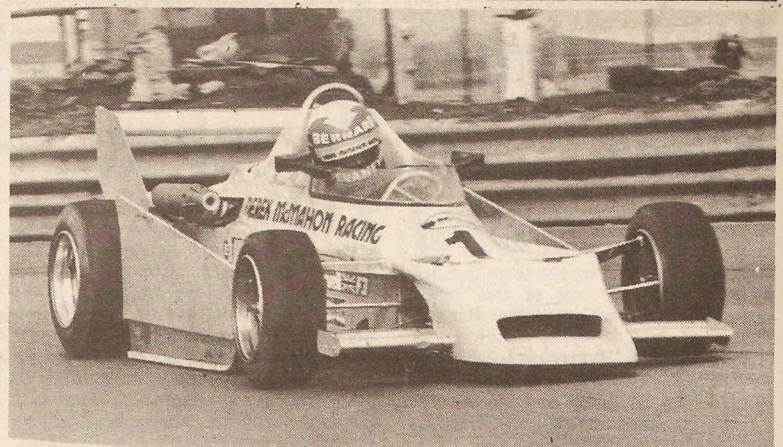
The biggest change to the entry list for the Marlboro Daily Mail Race of Champions, on Sunday week, is that World Champion Mario Andretti replaces Carlos Reutemann in the Martini Racing Team Lotus entry, and that he may well give the new Lotus 80 its competition debut. Andretti is due to test the car at Zolder next week (see separate story), and will presumably make a decision as to which car he will race after the tests.

As we told you last week, Niki Lauda will now drive a Brabham-Alfa BT48 at Brands, and not a BT46, as was entered for the original race. Ferrari are to send a car, almost certainly a T3, but have not yet nominated their driver, although Gilles Villeneuve seems the most likely choice. John Watson will drive the works Marlboro McLaren M28, Jochen Mass the factory Warsteiner Arrows A1B, Elio de Angelis the works Shadow DN9B, Hans Stuck the ATS, and Arturo his latest Merzario A2. The Ensign N179 has been entered, but Derek Daly will not be able to drive it as he is committed to the F2 meeting at Thruxton, where Saturday practice will clash with Brands qualifying. No replacement has yet been named, although Clay Regazzoni, an Ensign driver in 1977, has been mentioned in this connection. Clay was originally entered in a Williams, and we were unable to contact Mo Nunn or Frank Williams at the beginning of this week. It seems somewhat unlikely that a contracted driver would be allowed to

switch teams — even for a non-championship race. If Regga does drive the Ensign, then presumably the Saudia Williams entry will be handled by team leader Alan Jones.

James Hunt and Wolf will not be at Brands on Sunday week, which means that there are 10 FOCA entries only. Aurora runners in this two-stage race are Desire Wilson and Gordon Smiley (Melchester Racing Tyrrell), Emilio de Vilota (Madom Lotus 78), Guy Edwards and Bernard de Dryver (Mopar Fittipaldi F5A), Tiff Needell (Durex Chevron B41), Val Musetti (TBN), Giacomo Agostini and A.N. Other (Marlboro Williams FW06), David Kennedy (Theodore Racing Hi-Line Wolf WR4), Rupert Keegan (Charles Clowes Arrows A1B), Neil Bettridge (Stanley P230), Robin Smith (Ensign MN02), Gerd Biechteler (March 781) and Philip Bullman and A.N. Other (Surtees TS20).

The Formula 2 entrants in the Aurora AFX Championship will run along with the Formula Atlantic cars in the 25-lap Hitachi Championship round which follows the Race of Champions. Other supporting races are rounds of the Chequered Flag Sports 2000 and BMW County Championships, as well as an Evening News ShellSPORT Sunbeam Sportsmans' Race. On the Saturday there is also a round of the Dunlop Star of Tomorrow Formula Ford 1600 Championship.



Along with other drivers, Bernard Devaney found his Chevron B47 still unpredictable at Snetterton last Sunday.

Chevron F3 problems

Although last Sunday's Formula 3 race result at Snetterton did much to lift the morale of the quasi-works Derek McMahon Chevron *équipe*, it perhaps flattered to deceive.

The new Tony Southgate-inspired Chevron B47 'wing-car' has been as much as a second off the pace in the four races held so far this season, and each driver has become easy fodder for the opposition, particularly the Marches.

Anxious to redress the situation, Chevron Cars took Stefan Johansson's chassis to Snetterton last week fitted with sliding skirts (for the first time this year) and an aluminium tray under the nose. This, it was hoped, would cure the car's curious, unpredictable handling

characteristics in the corners.

Chevron's works Formula 2 driver, Bobby Rahal, did much of the running in unfavourable, damp conditions before spinning off, something which the Chevron drivers have been struggling (in vain) to prevent happening all season. Subsequently, the cars of Johansson, Bernard Devaney and Michael Roe all appeared at the Norfolk circuit fitted with these latest Bolton tweaks.

However, the problems still existed, according to the drivers after the race. The answer from Bolton, it is hoped, is different rear suspension geometry, which will have been fitted and tested on Devaney's car at Donington Park this week in readiness for Sunday's race.

Reutemann tests 80

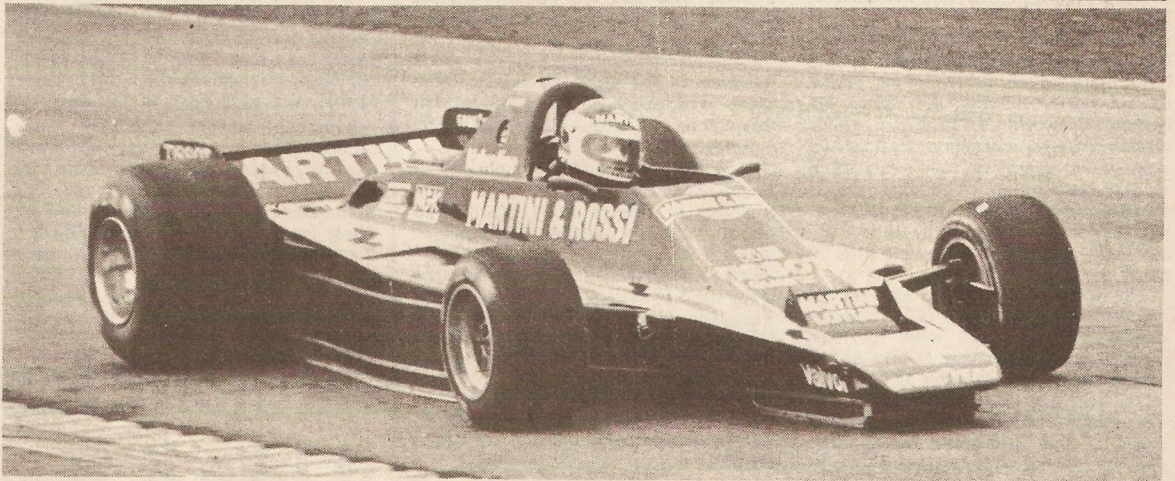
Martini Racing Team Lotus will not, after all, be taking their new Lotus 80 to Long Beach for this weekend's race. The intention had been to redesign the skirt systems on the car — after problems with the original systems at Jarama — in the hope that it could be whisked out to California at the last moment. Eventually, however, it was decided to leave the car in Europe, although tests late last week went well.

The car was driven on this occasion by Carlos Reutemann, who had his hands on it for the first time. In Spain all the testing had been done by Mario Andretti, and the car was tailored for the World Champion, which meant something of a problem for Lole, who is several inches taller than Mario. The Argentine was, in fact, obliged to drive the car without a seat in it.

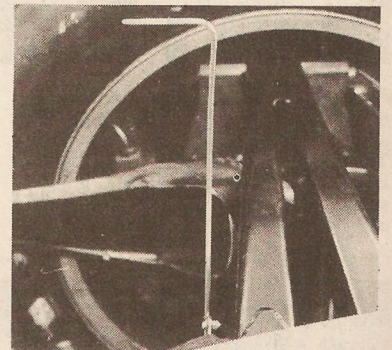
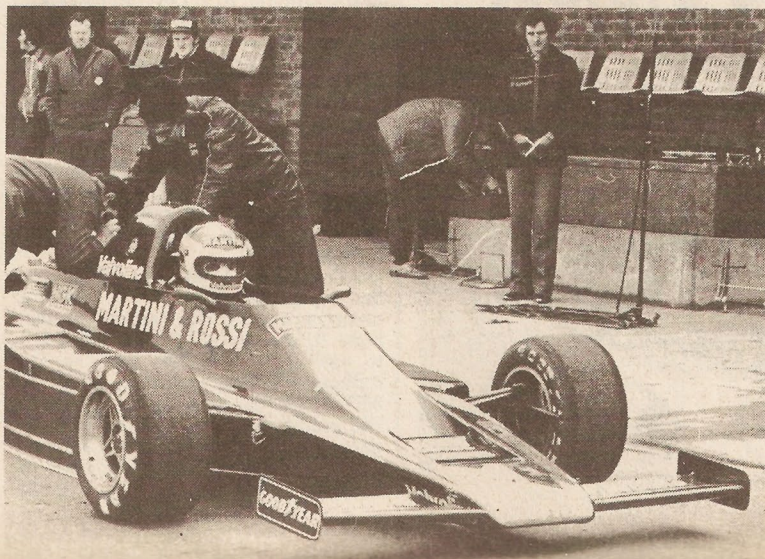
"The skirts had been completely redesigned," a Lotus spokesman told us on Monday. "They seemed to work extremely well, and there was no problem this time with them sticking in the 'up' position. However, these particular skirts are an interim design, and we have another entirely new system on the way."

There was no attempt to go quickly at Donington last week. The weather was very cold, which meant that the Goodyears never got up to working temperature, and the track was very damp in places. In addition, Reutemann had never seen the place before, and was content to tour round in the 65-second bracket. His overall impressions of the car were good, however.

Next week, many of the teams will be at Zolder for Goodyear testing. Lotus will have a 79 and an 80 there for Mario Andretti. Reutemann being over in the



Carlos Reutemann had his first experience of both the Lotus 80 and Donington last Friday. The car was tried both with revised skirts (above) and with a conventional front nose (below). It was also fitted with airspeed measuring equipment (right).



Pironi and Ickx for works Essex Porsches

Having won the classic Le Mans 24 Hours event in both 1976 and 1977 with Jacky Ickx in the works Martini 936, Manfred Jantke's Porsche team decided to leave the race out of this year's schedule when they heard that Renault (who beat them in 1978) would not be competing again. But recent successes in the USA, where Porsche 935s won both the Daytona 24 Hours and the Sebring 12 Hours, have caused the German manufacturer to think again.

Now, just as entries are about to close, they have entered two Group 6 factory cars. On Monday, it was announced in Monte Carlo that Essex petroleum — sponsors of Martini Racing Team Lotus — are to back the cars. Among the nominated drivers are Ickx and Didier Pironi, who shared last year's winning Renault A442. It is also thought that Brian Redman will be in the team.

Porsche sent us the following statement: "After the original intention not to go to Le Mans this year owing to

the withdrawal of Renault from the 24 Hours race, Porsche has now decided to enter two 936 factory cars, shortly before the closing dates. Contrary to all expectations, Porsche has once again fallen in to compete in this year's strenuous competition — the most significant long-distance race in the world, which is of great importance to the sports car manufacturers. Moreover, the Ford-subsidised Mirage team will be among the small number of favourites this time. Porsche's on-the-spot decision to race, following the great tradition in long-distance racing and close sporting relationship with the Automobile Club de l'Ouest, has played a role in the organising of the 24-hour race at Le Mans. Moreover, Porsche will attract people with its hoped for 'Grand Slam of long-distance racing'. After winning the 24 Hours in Daytona and the 12 Hours in Sebring this year, Porsche would like to add Le Mans as a third classic long-distance race to its victories."

Alain's new LM car

Londoner Alain de Cadenet is heavily engaged in his 1979 Le Mans 24 Hours project, despite having lost both his erstwhile co-driver (Chris Craft) and team manager (Keith Greene) to the rival Japanese Dome programme, which we cover in a separate story in *P&P* this week.

Alain and his team have completed the 1979 car, and development testing has already begun at Silverstone. Based on his 1978 chassis, the latest De Cadenet-Cosworth features a wider track and longer wheelbase, with revised suspension geometry and re-aligned weight distribution. The new car is significantly lighter than its predecessor, and has been considerably tidied up, especially in the all-important area of aerodynamics.

The first shakedown tests with the car have indicated that the 1979 De Cadenet should provide Alain with his best chance of an all-British victory at the Sarthe since his first foray at Le Mans seven years ago. At Silverstone, the car was 7mph faster down the Hangar Straight, and a massive 4secs better around the lap. The improvement, it

seems, was not all due to the better top speed, for the new car's handling is far superior: for example, Alain found that Abbey Curve was comfortably flat, an advantage not enjoyed by the 1978 car. In June, de Cadenet told us that he is hopeful that the car (which will be powered by a Nicholson DFV) will reach 230mph down the long Mulsanne Straight, which could make it the fastest machine in the field. Certainly, there seems justification for Alain's claim that this will be the fastest all-British racing car ever built . . .

Now that Group 6 sports-prototypes are eligible to compete in World Championship of Makes races against the Group 5 cars, de Cadenet will be able to give his new mount a proper race shakedown for Le Mans, and intends to enter it for the Silverstone 6 Hours on May 6. There are also plans to run the car in the Watkins Glen WCM race three weeks after Le Mans, but no co-driver has yet been found.

There seems to be a possibility, we hear, that Alain will share his new car at La Mans with sometime Hill and BRM Formula 1 driver François Migault.

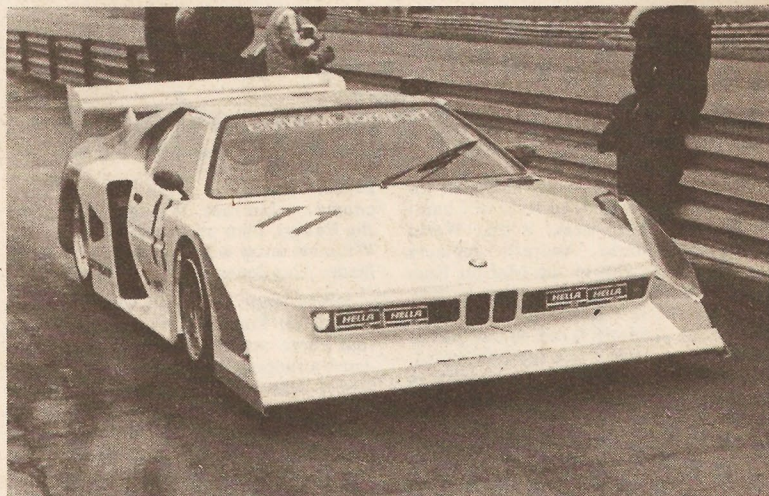
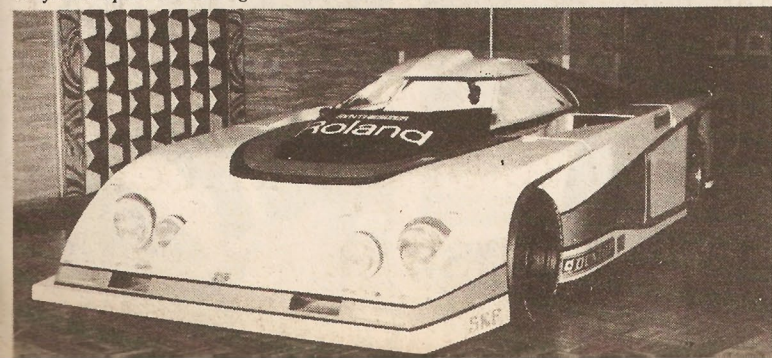
Dome's Sarthe project

From Japan there comes official confirmation that the Dome Le Mans project is definitely to go ahead this year. Two cars have been entered for the 24 Hours, backed by the Roland hi-fi company. The DFV-powered Dome Zero RL has been designed by former Kojima

designer Masao Ono, with assistance from Len Bailey.

Gordon Spice is to drive one car, and Chris Craft the other, but their respective co-drivers have not yet been named. The team manager, however, will be Keith Greene.

Craft and Spice are among the Dome drivers.



The March Engines-built G5 BMW M1 was tested at Snetterton last week.

South tests G5 BMW

Apart from just six short laps at Brands Hatch three weeks ago by BMW works driver Marc Surer, the March Engines-built 'Group 5' BMW M1 has been entrusted to none other than Stephen South for further test purposes. Along with his recently acquired ICI Formula 2 drive in the Project Four-run March-BMW team, this is South's biggest break in a career which looked destined for obscurity less than six months ago.

South first drove the John Gentry-designed M1 at Silverstone prior to the recent Formula 2 meeting. Unfortunately the car was dogged with fuel pressure problems, and it was not until a week later, again at Silverstone, that he began to put some miles on this glorious British-built BMW. Further testing has since followed at Snetterton last week, the team intend to put in some further miles at Goodwood this week.

Although certain 'knockers' have raised doubts about the car's Group 5 eligibility, March Engines have entered it for the Le Mans 24 Hour classic, and Robin Herd, who has masterminded the whole operation on behalf of BMW's Competitions Department, feels there should be no problems. "We'll either run it in Group 5 or IMSA. Being a normally aspirated car, it will be diffi-



South and M1 designer John Gentry.

cult to win the G5 class with it, but we are hoping for reliability, and are not expecting to win overall!"

The car will probably be driven by Guy Edwards and Ian Grob who, last year, put in a dogged performance at the Sarthe in Ian Bracey's 3-litre Ibec sports-prototype. Meanwhile, South will continue to clock up the miles.

Anthony Joseph tells it like it is

Following his recent win in the USAC race at Ontario, A. J. Foyt has had some uncompromising things to say about his ex-colleagues in CART. Foyt, it will be remembered, was among those who left USAC towards the end of last year, general dissatisfaction leading the majority of the championship car owners to form their own breakaway group — CART. Foyt soon became disillusioned with the way in which CART was developing, however, and resigned after a short, sharp row, after which he returned to USAC.

AJ always saw CART as a FOCA-type body operating within USAC, not as a totally separate outfit, running its own races. USAC and CART are scheduled to meet only once this year, in the Indianapolis 500, and local observers believe that the race could turn into a real grudge match between the two factions. Below is a selection of Anthony Joseph's more trenchant comments in the *Los Angeles Times*, the day after the Ontario race.

By not running here, they (CART) hoped they would bring Ontario to its

are not showing any respect for our sport . . . I would like to see Indianapolis turn down their entries. How do you think their sponsors would like that? I can hear 'em saying, 'Yeah, AJ would like us to miss Indy — it would give it to him'. That's a lot of bull (*A touch of sub-editing there, we fancy — Ed*). AJ doesn't duck anyone. I've beaten those guys more often than they've beaten me — in midgets, sprints, stocks, championship cars — and in Europe, too . . . They'll probably say that AJ's on an ego trip — but that's a lot of bull, too. My days are numbered. I'm 44 now, and there can't be many years left. The truth is I'd rather stay out of the limelight. Life was much simpler when I was running sprints, drinking beer and getting in fights at Ascot (J.C. Agajanian's legendary half-mile dirt oval in California, not the poser's paradise in Berkshire, by the way)."

Our American Editor says that many people are viewing this year's Indianapolis 500 with dread, feeling that a combination of the 50-inches-of-mercury boost limit and 'bad blood in Gasoline

Tom Walkinshaw's Pentax.



It's the only Pentax that can't take photographs.
It's the only car in its class that has no pistons.
It's Tom Walkinshaw's rotary-engined Mazda RX7.
And on Sunday 25th March at Silverstone, he drove
it to victory in Class B, Round One of the Tricentrol
RAC British Saloon Car Championship.

MAZDA

Renault increase F3 engine programme

Excellent news for Formula 3 — although not necessarily for those competitors using Toyota power! — is that the Regie Renault is planning to increase its involvement considerably.

Having backed the lone French Martini-Renault entry of Alain Prost over the last season or so, the Renault-Gordini operation at Viry-Châtillon will now supply engines to several other 'national' teams.

Renault Germany are running a new Martini MK27 for quick Formula Super Vee driver Jo Gartner with sponsorship from Jim Beam Whisky, while the

Ecurie Motul Nogaro will be entering a car for former Formule Renault driver Philippe Strieff. An Italian entry is expected to come from Daniele Albertin, who has yet to find the consistency to match his speed.

A fourth Renault 20TS powered car may well be run from the Martini works at Magny-Cours, alongside that of Prost, at the Zolder and Zandvoort rounds of the European F3 Championship. This will be driven by former Dutch and Benelux FF1600 champion, Maarten Henneman.

Chevrolet Vega power for F3 Lola T770

The prototype Formula 3 Lola T770 was out testing at Snetterton last week in the hands of Sales Manager Mike Blanchet, who went so well in the Huntungdon Company's FF2000 T580 at the end of last season. Mike was driving the car without front fins and with a low-mounted rear wing fitted close to the gearbox, but he only managed about a dozen laps in damp conditions before getting slightly off-line at Richaes and understeering off the track. That, in itself, would not have been too bad, but Peter Argetsinger's Formula Ford Hawke had just gone off at the same

place, and Mike found himself unable to avoid the smaller car. Damage was confined to one corner on the Formula 3 car, and Blanchet hopes to be out testing again before too long (hoping, this time, for some better weather).

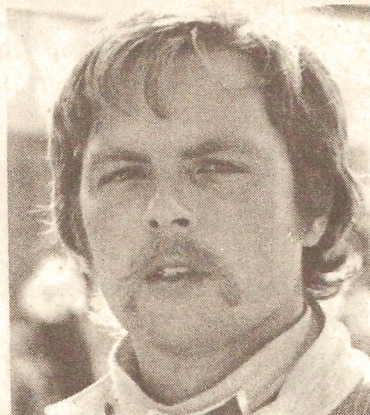
So far, the Lola has only been run with a Toyota engine, this being the unit with which the car will most likely be offered for sale. But Titan's Chevrolet Vega unit will be fitted shortly, and Blanchet expects to debut the car, in the colours of Bedford-based Survey, Design & Construction Ltd (SDC), at Brands Hatch on May 7.

Mogil Motors return to Le Mans with new Chevron

For their third successive visit to Le Mans, Mogil Motors have entered a new Chevron B36 for next June's 24 Hours, to be driven by Tony Charnell, Robin Smith and Richard Jones, with Lawrence Jacobsen in support. The Chevron will be prepared in Mogil's Locharbriggs, Dumfries premises by Roy McCourt, and will use Robin Smith built Cosworth BDG engines.

Sponsorship for the Scottish 2-litre Group 6 team comes from Leslie Cuthbertson of Rosetta Fruit Juices and Cuthbertson's Dairies in Glasgow, with additional trade backing from Good-year, Castrol and Varley batteries.

The Mogil team, which led the 2-litre G6 category at Le Mans last year by 40 miles until a suspension failure put Charnell over the barrier in a frightening accident on the Mulsanne Straight, also plans to run the Rosetta Chevron in the Dijon, Silverstone and Brands Hatch rounds of the World Championship of Makes, in which the sports-prototypes are now eligible to run. Martin Raymond will be joining the team for the Brands Hatch 6 Hours in August, and the car will also be seen in Scottish championship races at Ingleston during the season.



Keke — F2 drives.

Rosberg's ICI March

A new member of the ICI March-BMW Formula 2 team at Hockenheim this weekend will be none other than Keijo Rosberg. The immensely talented Finn, who (amazingly) is without a regular drive of any sort this year, is taking over from Derek Daly, who will be away attempting to qualify his revised Formula 1 Ensign at Long Beach. Rosberg has also been nominated to drive Daly's Ron Dennis-prepared car at the Nürburgring on April 29, as it clashes with the Spanish Grand Prix.

Fears that the wide-tracked 792s may lack top end speed along Hockenheim's long straights this weekend appear to have been overcome, Daly having been testing at Snetterton last Thursday. Koni, the shock absorber manufacturers, were in attendance and, during the course of the day, Daly virtually transformed the car under the guidance of designer Robin Herd.

Anders' Lola

Swedish former Formula 3 drivers, Anders Olofsson and Hakan Aliksson are rumoured to be moving over to the fast-growing Sports 2000 category this year with Lola and Tiga chassis respectively, as is well-known former Group 2/5 driver Bo Emanuelson. Olofsson has also arranged to hire out his Ralt RT1 to Bjorn Olhsson for the national Formula 3 series, with Anders himself hoping to take over the car for outings at the Nürburgring, Zeltweg and Monaco.

Briefly . . .

● Interesting entries for this weekend's Toyota Celebrity Race at Long Beach include Al Unser, Rick Mears, Tom Sneva, Clint Eastwood, and Aldo Andretti, the World Champion's brother, who used to race sprint cars.

● After suffering severe injuries to his neck and chest during the recent Atlanta 500, Claude Ballot-Lena is now reported to be out of danger, which is excellent news. The French veteran's NASCAR Chevrolet was completely destroyed in the accident, and he has been in intensive care ever since. AUTOSPORT wishes him a complete and speedy recovery.

● Further testing has been carried out by Chico Serra on the March 79C, the Formula 3 version of their current Formula 2 car. Although the initial tests at Silverstone recently found the wide-track 'ground-effect' car to be 1000 revs down on the straight, Serra tried the car at Goodwood last week without front wings and the rear wing mounted on top of the gearbox, a la Lotus 80. Lap times were not sensational, but March Engineering intend to persevere, feeling that the principle will work.



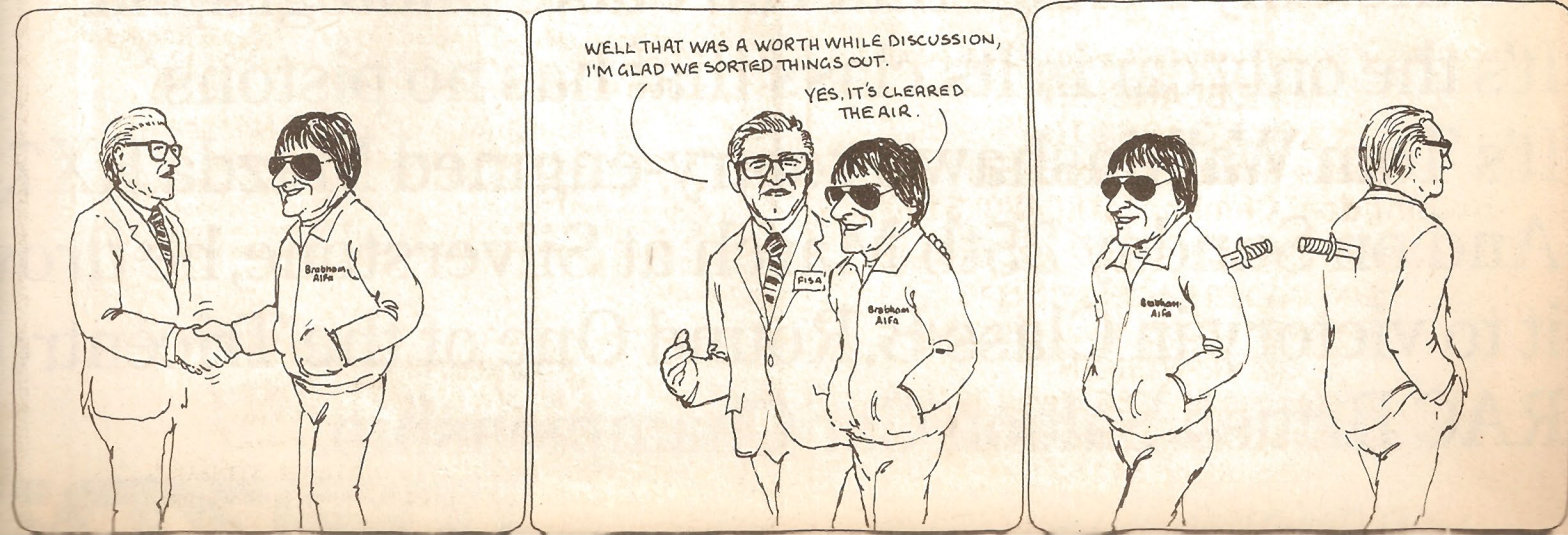
Autosport AWARD

The Cronus-AUTOSPORT Award for the month of March 1979 is presented to Les Thacker, Motor Sport Manager of British Petroleum, in recognition of his efforts to promote young British racing drivers.

The Cronus-AUTOSPORT Award is presented monthly at the discretion of the Editor in recognition of worthwhile achievement in any sphere of motor sport. It takes the form of the top model in the Cronus Timing Ltd range of quartz digital stopwatches, the Cronus 2D, and was instituted in January 1978.

catchpole

by Barry Foley



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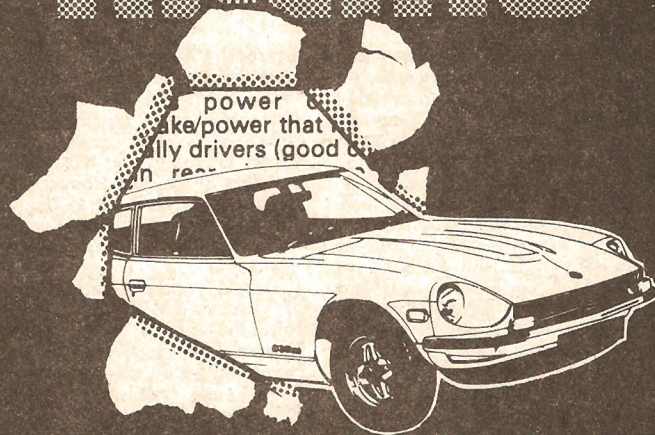
We are compiling a list of all surviving series 1 (3.8 and 4.2) E-types and would like to hear from anyone who has one of these cars. You can also join the Jaguar Drivers' Club.

Please write with details of your car, ie registration, chassis and body numbers plus brief history to:



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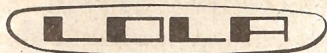
WELL DONE JEREMY ROSSITER!!

Winner of the Chequered Flag Sport 2000 race at Silverstone on 25th March in his Spax Lola T492 Titan-entered and prepared by Titan Cars.

— and

WELL DONE MAARTEN HENNEMAN

Winner 1st round of Benelux FF2000 Championship at Zandvoort in his Lola T580 Titan.



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Bruno's G2 Vallelunga

Two overheating BMW 3.0 CSLs and an unlucky Zakspeed Ford Escort made for an exciting finish to the second round of the European Touring Car Championship at Vallelunga last Sunday. Fourteen laps from the end of the 500 kms, 157 lap race, Umberto Grano passed Carlo Facetti, and went on to win by a mere 9secs. Both BMWs had made frequent stops in the warm weather to fill the radiators with water, but Facetti's co-driven by Martino Finotto, was less healthy than that of Grano. The lead was taken late in the race by the sole remaining Zakspeed Escort of Manfred Mohr/Walter Nussbaumer, but the latter hit a back-marking Alfa Romeo, and buckled a wheel. Then the car was run off the road by a slow BMW CSL, and flat-spotted a front tyre, which then burst. In the end, the Escort finished third, one lap behind the leaders. So, for Grano and his co-drivers Bruno Giacomelli and Eddy Joosen, the first Group 2 victory of the year.

The entry was surely one of the worst likely to be seen in Europe this year. Only 21 cars practised, and of these, 19 qualified. Luigi's Belgian team stayed at home for the Zolder G1 round, Rudi Eggenberger did not enter Helmut Kelleners/Herbert Muller as his sponsorship does not include this race, there were no American cars, and even some of the Swiss did not bother to make the journey. Finally, taking Hans Heyer's place in the Zakspeed team was Manfred Mohr, as Heyer was meant to be racing in the G5 event at the Nürburgring.

The BMW Italia CSL had been beautifully repaired since its Monza accident the week before, and Giacomelli put the car on the front row with a time of 1m 22.79s. Should it rain, Grano had decided to run Goodyear wets instead of the Pirellis. Second quickest over a (1:23.74) was Facetti in the ex-Alpina BMW CSL; after an oil leak had abbreviated his first practice (and nearly everyone else!), Facetti then had two rocker arms break on a new engine.

Fastest of the Escort drivers, and third quickest, was Niedzwiedz in one of the Zakspeed cars, which he was to co-drive with Sigi Müller Junior. Niedzwiedz's time was 1:26.98, but neither the oversteering Escorts looked very stable, although on the twisty Vallelunga track they should have had an advantage. Niedzwiedz alone was faster than the 1600cc class leader, Willi Bergmeister, once again doing superbly in the Spiess-engineered ex-works Audi 80. Bergmeister, driving with Audi employee Hans Nowak, had driven over 750 miles overnight to the Brenner Pass to pick up parts for the Audi, and yet in ten laps was less than 0.15sec slower than the quickest 2-litre car.

Mohr, sharing the second D&W While awaiting his Alfa F1 car, Bruno Giacomelli is spending his time in the BMW Italia CSL, victorious at Vallelunga.

Zakspeed Escort with Switzerland's Nussbaumer, was fifth fastest, but only in the slightly damper first session. Then a tyre deflated (or possibly came off the rim) in a fast right-hander, and Mohr's Escort hit the barrier hard at the front and then at the rear. However, when the team got the car back to the paddock, they immediately set about rebuilding it and, remarkably, it looked very smart by race day.

Harald Neger put Racing Corporation of Vienna's BMW 530i onto the third row, the car he was to share with Roman Loibnegger/Heribert Werginz. Seventh quickest was the second fastest 1699cc car, the Audi 80 Manfred Trint/Fred Rosterg, despite a broken clutch in the second session, while eighth was the 2.8 Opel Commodore of Toni Spiegelsberger/Hermann Tomczyk. The first BMW 320i was that of Dieter Kindlmann/Ludwig Linder, ahead of Spartaco Dini/Amerigo Bigliuzzi in Autovama's old Alfetta, which was about 2secs slower than their time two years ago when the car was new. The Bo Wiedeshaim/Thomas Lindstrom Cirkelte-sponsored VW Scirocco, strangely enough, was the only Scirocco in the race.

Raceday was happily dry and sunny, and when the flag fell Giacomelli immediately took the lead from Facetti, Niedzwiedz, Mohr, Bergmeister and the second Audi. But the first Escort pitted after 30 mins with a bad vibration, and the propshaft had to be changed. This was the first of the problems, for in the second hour came gearbox trouble, and then Müller lost a wheel after a pit stop, and the car was retired.

After 42mins, Facetti stopped quickly for a new Goodyear tyre, having been using a softer compound than advised, and suffering from blistering. He was to make another later for another harder tyre.

Just after the hour, with nearly 50 laps gone, Bergmeister's Audi struck trouble. Holding fourth place, but still shadowed by the similar car of Trint, Bergmeister felt a front tyre vibration. They changed the tyre, and then the driveshaft, but then another driveshaft broke out on the circuit, and Willi's race was over.

As the race progressed to half-distance, the BMW Italia CSL led, usually a lap ahead of the second BMW CSL and the Escort. But just before half-distance, Joosen stopped out on the circuit with the water boiling. He got round to the pits, but it lost him the lead.

Just before the 110-lap mark, both overheating BMWs were stopped at their pits, so they and the Escort were on the same lap.

Grand now led, pursued by Facetti, Carlo cutting the deficit at a couple of seconds a lap. But with 30 laps to go,



The Mohr/Nussbaumer Zakspeed Escort very nearly won Sunday's ETC round.

and 24secs to catch up, Facetti pitted. A couple of minutes later, so did Grano, so into the lead went Nussbaumer.

Only eight minutes later, his Escort hit an Alfa Romeo, buckling a wheel, and he had to pit.

With 20 laps to go, Facetti led Nussbaumer by 4secs, and Grano by 10secs. Grano really had the bit between his teeth and soon passed the Ford, and set off after Facetti. The latter was now nursing his car to the finish, and could do nothing about Grano, and with 14 laps to go the order was reversed.

Three laps later, Nussbaumer was forced off the road by a slow CSI, and had to pit for a new tyre, so Grano just took the flag in front of the second BMW, with the Escort third. Certainly an action-packed race.

Marlboro 500 Kms European Touring Car Championship, round 2 Vallelunga, April 1, 157 laps

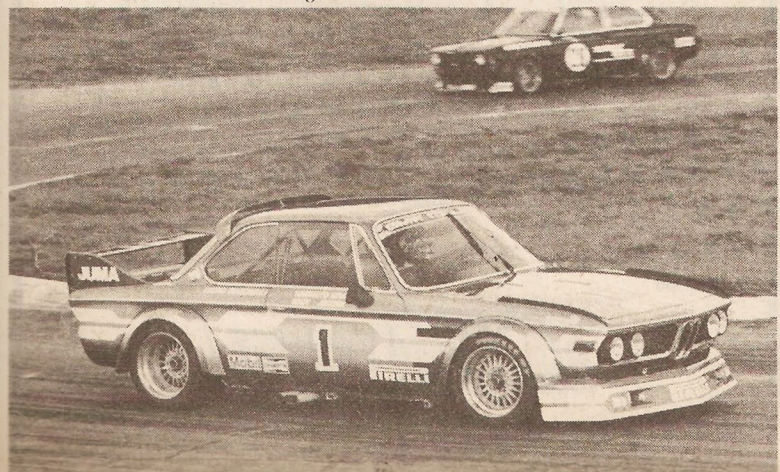
1. Umberto Grano/Bruno Giacomelli/Eddy Joosen (3.2 BMW 3.0 CSL), 3h 53m 53.5s, 128.880kmh;
2. Carlo Facetti/Martino Finotto (3.2 BMW 3.0 CSL), 3h 54m 02.5s;
3. Manfred Mohr/Walter Nussbaumer (1.8 Ford Escort RS1800), 156 laps;
4. Heribert Werginz/Herald Neger/Roman Loinegger (3.0 BMW 530i), 153 laps;
5. Manfred Trint/Fred Rosterg (1.6 Audi 80), 151 laps;
6. Paul Geisser/Marco Vanoli (2.0 BMW 320i), 151 laps;
7. Spartaco Dini/Amerigo Bigliuzzi (2.0 Alfa Romeo Alfetta GTV), 150 laps;
8. Vittorio Pugliese/Rubens Biggi (3.0 BMW CSL), 149 laps;
9. 'Baronio'/Maurizio Flammini (1.3 Fiat Ritmo), 146 laps;
10. 'Tango'/Aldo Faustini (1.3 Fiat 128), 141 laps; etc.

Fastest lap: Giacomelli, 1m 23.2s, 138.422 kmh.

BOB CONSTANDUROS



At Zandvoort recently, Rob Slotemaker — the celebrated anti-skid expert — lost the brakes of his Camaro at the entry to Tarzan. He escaped the consequences without a scratch.

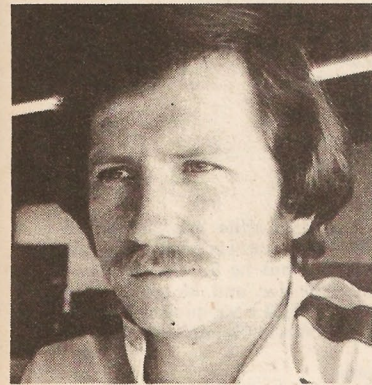


Rookie Earnhardt wins NASCAR Bristol

No question about it, Dale Earnhardt is the best NASCAR rookie to come along in many a year. On Sunday, he won the Southeastern 500 at Bristol, Tennessee, and this was only his 16th Grand National race!

Buddy Baker put his Spectra Chevrolet Monte Carlo on the pole for the third time this year, followed by Darrell Waltrip's Gatorade Monte Carlo and the Hawaiian Tropic car of Donnie Allison. Bobby Allison's Bud Moore Ford Thunderbird was next, tailed by Cale Yarborough's Budweiser Oldsmobile

Earnhardt — first GN win.



and Benny Parsons's similar car. Earnhardt qualified 9th and Richard Petty (STP Olds) 13th.

Predictably, Baker took the lead at the start of the first half-mile lap, followed by Waltrip and Yarborough, and this remained the lead dice for the first half of the race. After mid-race pit-stops, Cale and Buddy were running fourth and fifth, with Baker making earnest endeavours to get by. On lap 211, the two of them had a massive shunt, which put Baker out immediately. Yarborough struggled round to the pits where his car received attention, and eventually he rejoined, minus several normally standard items, such as bonnet and doors. . . . In addition, the chassis was badly twisted, and Cale called it a day after five more laps.

All of this left Earnhardt, Waltrip and Bobby Allison fighting for it, and the 27-year-old rookie did a fine job to beat the T-bird by 2.7secs, with Waltrip third. Fourth, two laps back, was Petty, followed by Parsons and Donnie Allison.

In the point standings, Bobby Allison's lead remains. The Alabama driver has now finished first or second in the last five races, and has 1146 points, trailed by Waltrip (1137), Yarborough (1028), Parsons (978), Earnhardt (970), Donnie Allison (967), Joe Millikan (953) and Petty (939).

Van Rooyen's SA win

Ian Scheckter brought a touch of variety to the South African Formula Atlantic Championship last Saturday. On the first lap of the round at Killarney, Cape Town, he spun his March, which permitted the cautious hope that someone different would get to win a

Trevor van Rooyen's March was on the pole, but he made a bad start, and the lead was taken up by Tony Martin's

Chevron for a couple of laps. However, van Rooyen was soon by, and the race turned into the usual procession, distinguished only by having a different man in the lead. Martin finished a secure second, and Bobby Scott's March was third.

Roy Klomfass, who might have made a fight of it, was unable to start, his new March not finished in time.



The desolate scene at the Nurburgring last Sunday.

F3 'Ring snowed off

History was made at the Nurburgring last weekend, but it was not the sort of history that we would like to be repeated. For the first time in the long and famous career of the NOAR Circuit, a meeting had to be cancelled without a wheel being turned.

The 14.2-mile twisting circuit is daun-

ting at the best of times, but the thought of ice and snow on the track hardly bears thinking about. The organisers, therefore, had no option but to cancel the meeting, which should have included the second rounds both of the European Formula 3 Championship and the German Group 5 series.

VANDERVELL PRODUCTS BRITISH FORMULA 3 CHAMPIONSHIP		Nat	Mar 04	Silverstone	Mar 11	Thruxton	Mar 25	Silverstone	Apr 01	Snetterton	Apr 08	Donington Park	Apr 16	Thruxton	May 07	Brands Hatch	May 20	Donington Park	May 28	Silverstone	etc	Points	
1.	Andrea de Cesaris	I	4	10	5	7																	26
	Francisco Serra	BR	10	4	3	9																	26
3.	Nigel Mansell	GB	—	6	9	—																	15
4.	Brett Riley	NZ	1	2	6	—																	9
5.	Michael Roe	IRL	6	—	—	—																	6
6.	Stefan Johansson	S	—	1	—	4																	5
7.	John Bright	GB	3	—	—	—																	3
	Mike Thackwell	AUS	—	3	—	—																	3
	Bernard Devaney	IRL	—	—	—	3																	3
10.	Roberto Guerrero	COL	2	—	—	—																	2
	Jorge Caton	E	—	—	2	—																	2
	Placido Iglesias	BR	—	—	—	2																	2
13.	Kenneth Acheson	GB	—	—	1	—																	1
	Ken Eady	GB	—	—	—	1																	1



Above: The opening round of the 1979 Belgian Group 1 touring car championship at Zolder last Sunday (originally scheduled as a Trans-Europe round) resulted in a victory for the Belga/Gordon Spice Capri of Alain Semoulin. Here he leads the second-placed British-built Belga Ford of Jean-Michel Martin, and a pair of Lotto-entered Capris. Right: Having qualified on pole position for the Belgian G2/5 championship race at Zolder by 7secs, Claude Bourgoignie won as he pleased in this Team Willeme Porsche 935, its turbocharger belching flame on the overrun lap after lap. Second, and the only other vaguely competitive car, was the ex-Kannacher 935 of Jean Lagodny.



Zolder AFX non-arrivals

Non-arrivals at Zolder for the opening Aurora championship round on Sunday were few. Unfortunately for the Belgian organisers, local hero Patrick Neve withdrew the Onyx Race Preparation Pilbeam-Hart MP42 after testing at Goodwood last Wednesday failed to cure the fuel system maladies which befell the team at Silverstone. The new BRM P230 failed to materialise, as expected, as the Stanley team have not completed it and did not substitute the sole-remaining P207 chassis.

The only other entrant not to make the trip was Italian G6 enthusiast Marco Capoferri with what was described as a Ralt F1. Whether this is Capoferri's own conversion on an F2 RT1, the Theodore F1 chassis designed by Ron Tauranac, or even a misprint in the programme (and there were many) remains to be seen . . .

● Fastest individual race laps during last Sunday's Snetterton Formula 3 race were:

- Andrea de Cesaris (lap 19), 1m 10.86s; Chico Serra (lap 19), 1m 11.14s; Nigel Mansell (lap 13 & 15), 1m 11.38s; Stefan Johansson (lap 16), 1m 11.73s; Bernard Devaney (lap 16), 1m 11.76s; Brett Riley (lap 17), 1m 12.10s; Jorge Caton (lap 14), 1m 12.78s; Placido Iglesias (lap 15), 1m 13.21s; Trevor Templeton (lap 18), 1m 13.24s; Ken Eady (lap 19), 1m 15.40s; Eddie Jordan (lap 11), 1m 16.27s; Rob Wilson (lap 17), 1m 17.89s; Eliseo Salazar (lap 15), 1m 20.64s; Wyatt Stanley (lap 17), 1m 25.36s

LONG BEACH GRAND PRIX

Another for Gilles?

This weekend it is again the time for Grand Prix cars to weave between the bathchairs and the porn shops of Long Beach, California. Formula 1 meets the Dream Factory (Cert X).

In a matter of three years, Chris Pook's brainchild has made remarkable progress, from under-financed disaster in 1976 to successful race festival in 1979 — and one which pays its FOCA bills ahead of time, sure guarantee of the Good Housekeeping Seal of Approval. The Long Beach Grand Prix is now secure in the calendar, and has quickly become a classic.

The entry for the race is much as usual for a 1979 *Grande Epreuve* — in other words, the flat list issued by the FISA at the end of last year. But there are several interesting team developments for Long Beach, although nothing will be seen in the way of new cars.

After further testing with a revised Lotus 80 at Donington (see *Pit & Paddock*), Colin Chapman's team has decided not to take the new car out to California, and Andretti and Reutemann will both run 79s, which may well have their last 'works' outing. Mario is expected to debut the new car at the Race of Champions, and both drivers are expected to run them at Jarama on April 29.

In the last few weeks, Frank Williams's men have been working frantically to get the new FW07 ground effects car finished in time for Long

Jean-Pierre Jarier was at Brands last week, trying revised bodywork on the Tyrrell.

Beach. On Tuesday morning, we were told that the car was finished and would indeed be taken to the States. However, it was not anticipated that the FW07 would be raced on Sunday. The primary reason for taking it out was to launch it officially to the press and then to test at Willow Springs after the Grand Prix. Jones and Regazzoni will run the conventional FW06 cars, therefore, but bear in mind how Alan went at Long Beach last year.

In a similar position are Renault, whose new 'ground-effects' car is also ready (see *P&P*). The French team has decided not to take it to Long Beach, however, nor will the conventional cars be raced with the twin-turbo system recently tested at Dijon. Jabouille and Arnoux were encouraged by the tests, but feel that more are necessary before actually committing the system to competition.

Peter Macintosh says that Emerson Fittipaldi's Copersucar F6 has been extensively modified since its last appearance, at Kyalami. Over 60 changes have been made, to the suspension, the brakes and the aerodynamics. The team is also to try Marelli ignition on its Cosworth engines, rather than the usual Lucas system.

After its disappointing debut in South Africa, Mo Nunn's Ensign N179 has undergone major changes, the most obvious being the resiting of the radiators in the sidepods of the car, thereby

eliminating the ugly 'broken nose' look which attracted so much attention when the car was first seen. In addition, there are changes to the brakes and the suspension, and Derek Daly will be hoping that some of the car's phenomenal straightline speed has been traded for grip.

On paper, it must be a race between Ferrari and Ligier, with Lotus in the wings. The torque of the Italian flat-12 should give Villeneuve and Scheckter a small edge — Ferrari are traditionally strong on tight, street circuits, and both these drivers have come close to victory at Long Beach in the past. On the other hand, of course, both Lotus drivers have actually achieved it. And the Ligiers were way quicker than the rest during the recent Jarama tyre tests.

Pick one from six? We'll go for Villeneuve to make it two in a row...

● Gilles Villeneuve's superb performance at Long Beach last year, together with his recent South African win, has marked him as a clear favourite for this weekend's race. On Monday, Ladbrokes were offering the following odds for the race:

Villeneuve	7:2
Laffite	5:1
Scheckter	5:1
Depailler	13:2
Andretti	7:1
Reutemann	8:1
Lauda	10:1
Hunt	18:1
Jarier	18:1
Pironi	25:1
Watson	25:1
Fittipaldi	33:1
Jabouille	40:1
Jones	50:1
Bar these 14	66:1

At the same time, William Hill were offering:

Villeneuve	9:2
Reutemann	5:1
Andretti	6:1
Scheckter	6:1
Depailler	7:1
Laffite	7:1
Lauda	8:1
Watson	14:1
Jarier	16:1
Bar these 9	20:1

Jacques Laffite may not be all that fancied for success on the West coast of America but he is still very much the favourite for end of season honours. William Hill were quoting these figures for the World Championship:

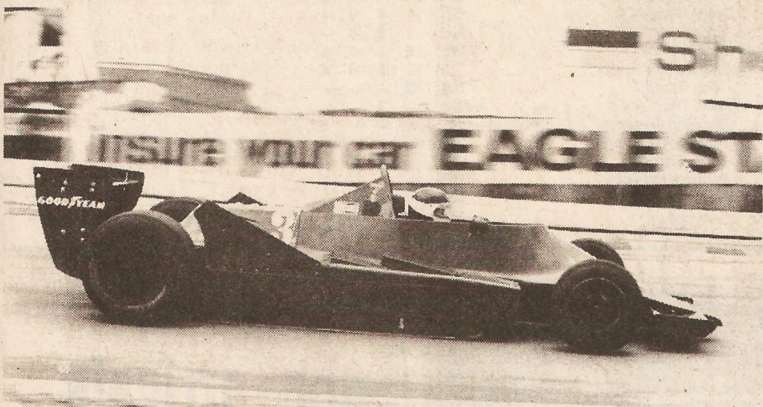
Laffite	9:2
Reutemann	11:2
Andretti	6:1
Depailler	6:1
Scheckter	6:1
Villeneuve	7:1
Lauda	8:1
Watson	10:1
Jarier	14:1
Bar these 9	25:1

● If you tune in to the American Forces Network on Sunday evening at around nine o'clock, you just might pick up live transmission of the Long Beach Grand Prix. You'll find it on the Medium Wave, close to Radio 2 (872 khz).

● Due to the time change, it will not be possible for BBC2 to televise the Long Beach Grand Prix on Sunday night. However, the good old Beeb is to televise half an hour of highlights on Monday evening, starting at 7.45pm.



A final reminder that there is still just time to enter the Long Beach round of our AUTOSPORT/Moët et Chandon Grand Prix Competition, for we will accept your entries up until first post on Saturday morning. We also require entries for the Marlboro/Daily Mail Race of Champions, now to be held at Brands Hatch on Easter Sunday (April 15); we have persuaded Linda to allow you to use the same postcard for both Long Beach and Brands if you wish. Predict the name of the winner and his average speed, and send your postcard to AUTOSPORT Editorial, Regent House, 54-62 Regent St, London W1A 2YJ (entries close on Thursday, April 12 for the Race of Champions). Moët entries we received prior to the postponed race at Brands have been returned and will be taken into account.



LONG BEACH GRAND PRIX

LONG BEACH, CALIFORNIA
2.019 miles (3.250kms)

Lap record: Alan Jones (Saudia-Williams FW06),
1m 22.215s, 88.451mph.
Organisers: Long Beach Grand Prix Association.

TIMETABLE

Practice
Friday 10.00-11.00
12.00-14.00
Saturday 10.00-11.00 (untimed)
12.00-14.00

Race (80 laps, 161.60 miles)
Sunday 12.55

Note: The above timetable was correct at the time of going to press. California time is approximately nine hours behind British time, so the race will start at 21.55 our time on Sunday.

BROADCASTING

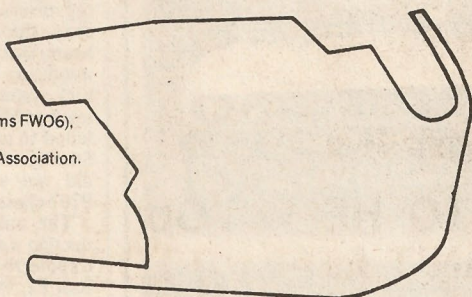
Radio
Saturday 17.30 Radio 2
Sunday 23.02 Radio 2
Monday 00.02 Radio 2

Television

Monday 19.45-20.10 BBC2

PREVIOUS WINNERS

Year	Driver	Nat	Car	Speed
1976	Clay Regazzoni	CH	Ferrari 312T	85.572mph
1977	Mario Andretti	USA	JPS-Ford 78	86.889mph
1978	Carlos Reutemann	RA	Ferrari 312T3	87.096mph



FORM GUIDE AND ENTRY LIST

1978	1979	Driver	Nat	Car
6 R 10	5 R 4	Mario Andretti	USA	Lotus-Ford 79
3 1 3	2 3 5	Carlos Reutemann	RA	Lotus-Ford 79
R 10 7	R 4 R	Didier Pironi	F	Tyrrell-Ford 009
— — —	R NS 3	Jean-Pierre Jarier	F	Tyrrell-Ford 009
1 R R	R R 6	Niki Lauda	A	Brabham-Alfa BT48
9 — —	R R 7	Nelson Piquet	BR	Brabham-Alfa BT48
2 R R	3 8 R	John Watson	GB	McLaren-Ford M28
5 6 8	R R 10	Patrick Tambay	F	McLaren-Ford M28
R R R	NQ R R	Hans Stuck	D	ATS-Ford D1
12 3 2	R 6 2	Jody Scheckter	ZA	Ferrari 312 T4
7 R 1	R 5 1	Gilles Villeneuve	CDN	Ferrari 312 T4
8 5 R	6 11 13	Emerson Fittipaldi	BR	Fittipaldi-Ford F6
R 4 12	R 10 R	Jean-Pierre Jabouille	F	Renault RS01 turbo
— 9 R	R R R	René Arnoux	F	Renault RS01 turbo
— — —	R 14 R	Jan Lammers	NL	Shadow-Ford DN9B
— — —	7 12 R	Elio de Angelis	I	Shadow-Ford DN9B
R 7 R	R R 8	James Hunt	GB	Wolf-Ford WR7
10 8 6	11 13 NQ	Derek Daly	IRL	Ensign-Ford N179
R R NQ	R NQ NQ	Arturo Merzario	I	Merzario-Ford A1B
11 R 5	4 2 R	Patrick Depailler	F	Ligier-Ford JS11
4 11 R	1 1 R	Jacques Laffite	F	Ligier-Ford JS11
13 2 9	9 R R	Alan Jones	AUS	Williams-Ford FW06
15 14 NQ	10 15 9	Clay Regazzoni	I	Williams-Ford FW06
R — 4	NS 9 11	Riccardo Patrese	I	Arrows-Ford A1
— — —	8 7 12	Jochen Mass	I	Arrows-Ford A1
NQ R NQ	R NQ R	Hector Rebaque	MEX	Lotus-Ford 79

R: Retired. NQ: Did not qualify. NS: Did not start.

A complete guide to the new season for only £1

Autosport Yearbook —1979—

A Haymarket publication

£1

Now on sale is the all-new AUTOSPORT YEARBOOK, a 124 page square-bound book designed to help you get the best from your 1979 race, rally and motorsport spectating. Edited by Robin Bradford, and with an editorial team that includes Nigel Roebuck, Ian Phillips, John Davenport, Rupert Saunders, Graham Robson, Maurice Hamilton and Jeremy Shaw, AUTOSPORT YEARBOOK maps out the whole spectrum of the sport.

There's a detailed and critical guide to this year's World Championship, team by team, with circuit details and past winners for every round. The other major categories — F2, F3, Aurora, G5, G6, G2, CanAm — are previewed too.

A special 10 page section sorts out the formulae, categories and classes in motorsport, from Formula 1 to Group 1, from Super Vee to Prod Sports, and encompassing hillclimbs, autotests, trials and the rest: Rallying is covered in detail, too, from the World Championship to the complexity of the British scene, the championships, the cars, the drivers and the events.

Then there's the circuit guide — every British circuit in current use, its location, brief history, administration, phone numbers and 1979 dates.

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Full guide to the 1979 season of racing and rallying



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**DUREX AND
TIFF NEEDELL
TOGETHER.
SECOND-
FIRST TIME.**



With 15 laps to go Desiré Wilson's Tyrrell caught eventual winner David Kennedy's Wolf and the Surtees of Philip Bullman. Tiff Needell's fourth-placed Chevron can be seen beneath the Marlboro bridge.

The Aurora AFX British Formula 1 Championship could not have started in a more memorable way than it did at Zolder last Sunday. Contested by a quality entry of 23 immaculate cars — in itself a vast improvement on some of last year's fields — the race was dominated by four drivers following the early demise of Guy Edwards's Mopar-Fittipaldi, and it was David Kennedy's Group Waterworks-backed Theodore Wolf which emerged victorious from the gruelling 40-lap event, run in ever changing conditions.

The confident Irishman did not have his second Aurora win in two starts all his own way, though, for Desiré Wilson showed a tremendous turn of speed in the sole surviving Melchester Tyrrell before spinning away her hard-earned lead, and Philip Bullman drove his works Surtees with immense panache throughout, being robbed of his chance of victory by an errant backmarker.

In the end, though, it was left to Tiff Needell, another F1 debutant, to keep the disappointingly small crowd on its feet. Driving the Durex-sponsored, Graham Eden-owned Chevron B41 for the first of his 'prize drives', Needell drove masterfully, chiselling away at Kennedy's advantage in the closing laps, putting the unknown car through a rigorous test, and failing in his quest by a mere 0.2sec at the flag.

For Kennedy, too, it was a marvellous race. David had started from pole position and was never out of the top three, and his policy of being always there or thereabouts paid off.

The F2 category also produced excitement aplenty as Norman Dickson's 'class' win was very much in doubt until the closing stages. Kim Mather and Klaus Walz both came very close to the Scot at half-distance, but had to give best in the wetter conditions later on. Wilson and Mather had the honour of taking fastest laps in their respective categories by way of consolation.

To sum up: simply the best motor race this reporter has ever seen. Let's hope the rest of the series can live up to the standard of the fabulous opening round.

Formula 1 with overtaking

Kennedy wins his second Aurora round — Marvellous debut for Needell's Chevron — Desiré first woman to lead F1 race — Bullman impressive in Surtees — Dickson and Mather take F2 honours. Report: MARCUS PYE — Photography: JEFF BLOXHAM.

ENTRY & PRACTICE

A desperate shortage of pre-season testing meant that most of the 23 Aurora AFX runners took advantage of unofficial Friday practice before Saturday's pair of qualifying sessions. Two periods were laid on by the organising OTO Club for the benefit of early arrivals and, indeed, most teams appreciated an opportunity to set up their machinery. Although these sessions were timed, the organisers were not keen to release details, but Gordon Smiley, having his first run in the second Melchester Racing Tyrrell, was quickest in the diabolically wet early period and David Kennedy headed the second, slightly drier, session with a 1m 38.6s lap in his Theodore Wolf.

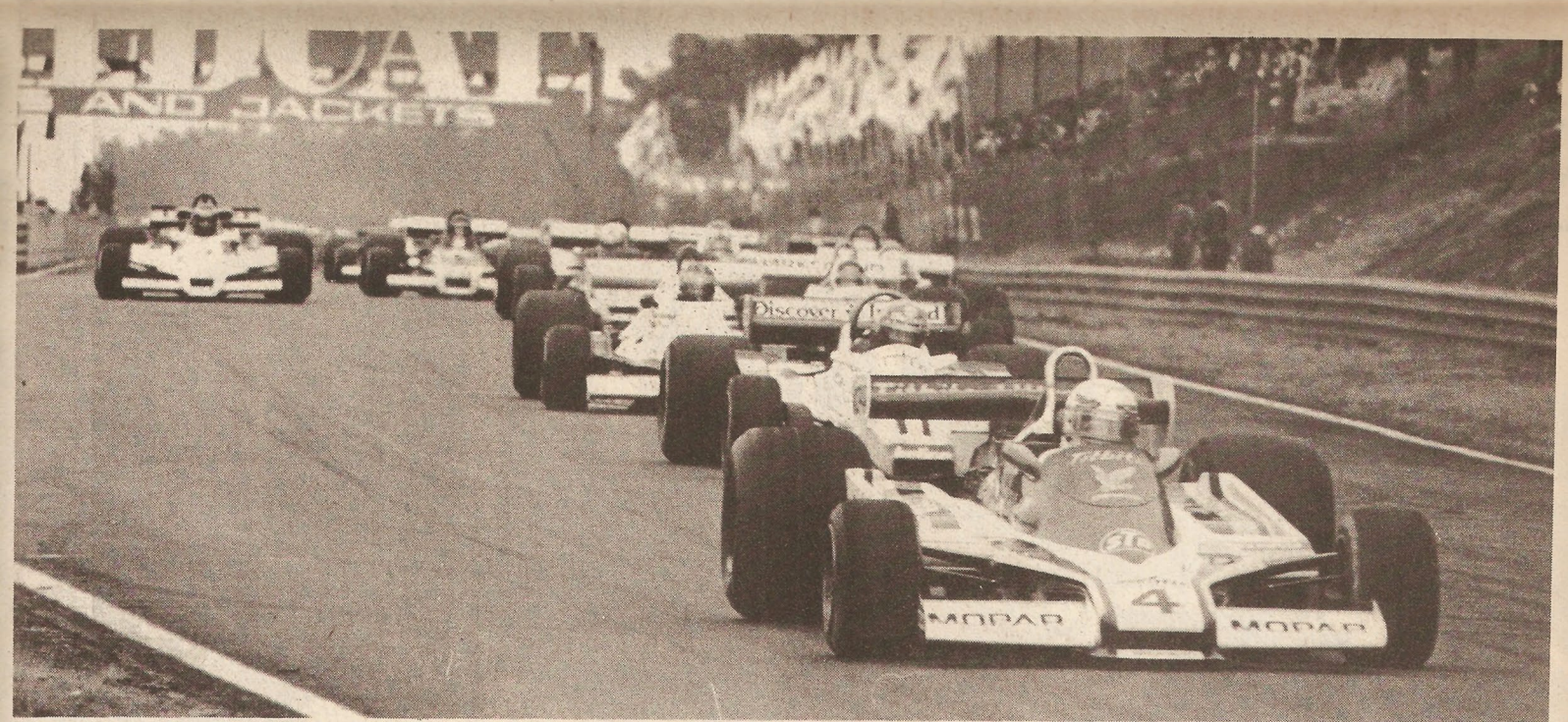
Kennedy won the final Aurora round at Snetterton last year (his first F1 drive) in Teddy Yip's Wolf WR3. The later WR4 was his mount at Zolder, this replacing the Ensign MN04 which was entered by the Hi-Line supported team but which, apparently, had not returned from Australia in time to be race-prepared. The young Irishman set about his task with enthusiasm, his only problem being slight oversteer induced by a duff tyre. Otherwise it was a question of minor trim adjustments and settling himself in on a circuit David knows well from his FF1600 and F3 days. With a minimum of time spent in the pits, Kennedy circulated regularly in both sessions, pole position being his reward.

Guy Edwards and local man Bernard de Dryver were both delighted with the Mopar team's new Fittipaldi which ran virtually problem-free throughout practice. Edwards's own car, with additional backing from Ultramar petroleum and *Tibits* magazine, was quickest overall by 0.9sec after the first session, Guy getting to grips with his ex-works chassis very rapidly, his only

of de Dryver also looked pristine and ran smoothly under John McDonald's guidance, the Belgian's car bearing further support from hi-fi specialists Hark Sound, and qualifying for the fourth row. His Hark Sound backing, incidentally, was part of a deal put together by Frenchman Germain Garon who is himself contesting the Aurora series in a RAM-run Chevron B42, formerly an ICI team F2 car. Garon, who has never raced before (one wonders how he obtained his licence?), was the final qualifier, but the Ivory Coast businessman was sensible enough to keep the car on the island for the race.

Following a successful test session at Brands Hatch last week, Philip Bullman came to Zolder in a relaxed and confident mood. The works Surtees TS20 was going well, and team manager Pete Briggs was delighted with the Essex driver's progress. The John Surtees Garages entered chassis was identical to its Canadian GP 1978 specification apart from revised spring rates to suit the mandatory Goodyear 'Aurora' tyres. "There's a second with us and a second with you," suggested Briggs to his protégé, who had just impressed onlookers with his maturity behind the wheel. Bullman's only hassle came when a circlip came off the gearlever and he had to crawl round to the pits having found a gear by twiddling the shaft itself. Money is still a difficulty within the team (which has only been together for 10 days), but "It's cheaper than European F3!"

Backing was obviously not a problem, though, for Claude Bourgoignie, who hired the second TS20 chassis for Zolder. Sporting sponsorship from Marlboro, Roneo Vickers and Christaensen toys, the Belgian also had a Porsche 935 and a BMW 530i on hand in Team Willeme colours to race on the same day as the



Edwards's Mopar-Fittipaldi leads the field down the hill from the start.

F1 AURORA AFX CHAMPIONSHIP **1**
ZOLDER

continued

raced an F2 March back in 1975 but has concentrated on the Belgian championships since then). The team would like to run Bourgoignie for the year as his approach is right. The two orange Surtees cars sat on rows two and five respectively.

Joining Bullman, fourth fastest in practice, was the talented South African lady Desiré Wilson, driving the Tyrrell 008 chassis which won last season's Monaco GP in the hands of Patrick Depailler. Alan Charles and the Melchester Racing team had their work cut out with two cars to tend and only a couple of days' testing behind them. Desiré tried running with and without skirts (!), preferring to use them for the race. Although no major problems occurred on her car, decent progress was being made when the flag came out to end practice.

The same could not be said for poor Gordon Smiley, however. The American has not raced in Europe since 1974 but has appeared in Formula Atlantic, FSV and 2-litre CanAm races in the States over the past few seasons. A brief outing at Brands Hatch was Smiley's introduction to F1 cars, so the real test began at Zolder. Much time was spent acclimatising himself to the tyres and brakes of an F1 machine. Things began to click in the afternoon session when times started to fall but, without any prior warning and with only 10,800 revs on the tell-tale, number seven con-rod ventilated the block as Smiley lifted off past the pits — the first time double champions Melchester have had an engine let go in such a fashion.

The dejected American returned to the pits, but his problems were just starting. The replacement DFV had a different oil pump arrangement which necessitated an all-nighter from the mechanics to fabricate new unions and plumbing. This sorted, a problem with the contacts in the Opus ignition system caused the amplifiers to burn out in several spark boxes, despite the toils of the Lucas engineers. Having exhausted the team's supply of spark boxes, the car was regrettably withdrawn at the last minute, and Smiley's effort was over for the weekend leaving a gap on the sixth row.

Dave Price's team benefitted from some testing in England in the fortnight before the opening Aurora round and this was evident when their driver, 15 times World motorcycle racing champion Giacomo Agostini planted the superbly liveried Marlboro-Williams on the third rank of the grid. The Italian's car was weaving noticeably, especially under braking, Agostini blaming a rear tyre: "I have done 350kms testing — but I need 3000" commented Ago, who nevertheless found the Williams far preferable to the F2 cars in which he had such a miserable season last year.

Alongside Agostini sat Emilio de Villota in undoubtedly the finest car in the Aurora series so far, the distinctive yellow Lotus 78 of Madom F1. Emilio was a little worried about his lack of testing (confined to a few laps of Snetterton in wintry conditions) but was delighted with the chassis, handling-wise. The Lotus is, in fact, the car which the late Gunnar Nilsson used to win the 1977 Belgian GP at the circuit, so it was back on familiar ground. Unfortunately, alterations to the cockpit for the Spaniard had meant a slight change to the lever end of the gear linkage and this proved

gauge. Under Ian Dawson's guidance, the problem was eased in the afternoon, but a stripped second cog and dragging clutch precluded the large improvement which the team envisaged.

Their Grand Prix programme delayed, so the team says, until the Spanish race, Willi Kauhsen's Aachen-based *équipe* descended upon Zolder for their first race with the Kurt Chabek-designed F1 car. Gianfranco Brancatelli drove the dramatically altered machine (which now features 'conventional' wing section side pods, crosstube-mounted wing and canard fins on the nosecone). Back once more in a tatty black livery, the Kauhsen suffered every conceivable 'wing-car' problem, including skirts which would stick up spasmodically and "evil" handling. 'Branca' did well to qualify beside de Dryver, but the team is in urgent need of direction before it tries to embark on the Aurora series, let alone the World Championship.

Twelfth fastest, after a tremendous effort beset with teething problems, was Tiff Needell's Durex-Eden Chevron B41. "The potential is there," announced Tiff, who had only driven the car briefly (in the wet) before the meeting. Needell's experience of F1 in general was not destined to be extensive prior to the race, for a bolt in the rear suspension was damaged and practice was curtailed while another was machined up. Another time waster was the stop to replace the radiator and nosecone when Needell was 'chopped' on one of the fast right handers by Walz's F2 March. All in all, it was a fine effort by the Weybridge driver and one which proved that there is nothing basically wrong with the smart white chassis.

Fastest F2 qualifier, Norman Dickson was having all sorts of problems with his Colin Bennett-run March 792, especially in the sliding skirt department. Having failed to build the car in time for Silverstone the previous week, the team entrusted the March to Mike Wilds for shakedown runs at Silverstone on Tuesday, when the oft-cited spring/damper rate problem was sorted. The Scot took over for Zolder, his car benefiting from revised nylon skirts with polycarbonate rubbing strips, themselves fitted with Smiths Industries-

developed ceramic tips. Norman tried it without the aid of skirts early on but used them for the afternoon, with a big time improvement. He damaged the nose in the morning after one of several disconcerting locking-up moments. "As soon as I touched the pedal they locked," complained Dickson after practice, but the bias would be altered in time for the race.

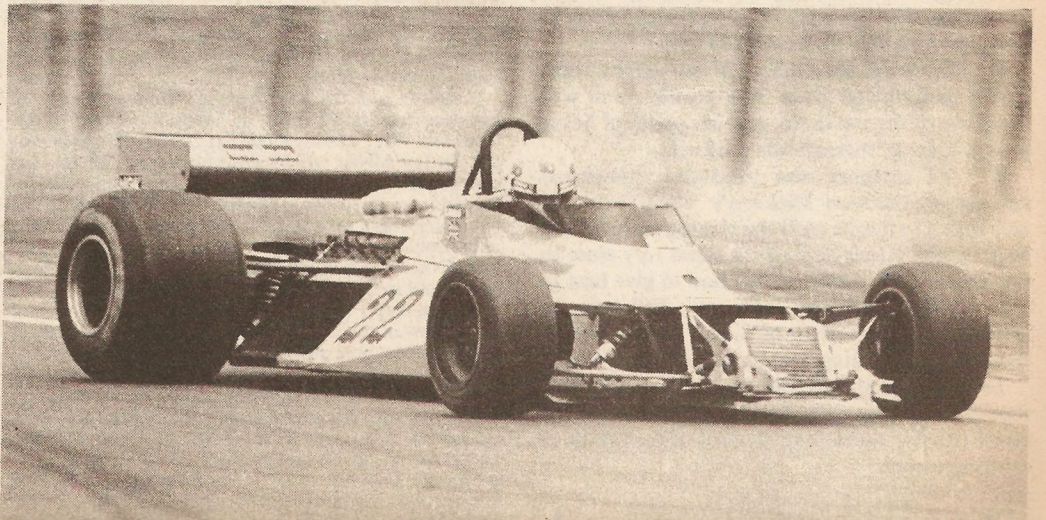
Bennett's crew also ran Pascal Witmeur in Dickson's previous mount, March 772P-U1, now fitted with a Hart unit. Witmeur, a former F3 and FSV driver with experience in saloons, brought backing from the Brussels restaurant The Mail Coach, *Play Tennis* magazine and a club, 344 Cercle Privé. Although Pascal was running on a one-off basis, his driving was extremely neat, the Belgian looking to be the fastest F2 driver around the fast back section of the track. Suitably encouraged by his performance, he hopes to do the whole series if he can find the finance.

Splitting the Dickson's of Perth drivers were Val Musetti and Kim Mather in a further pair of Marches, F1 and F2 respectively. Musetti has acquired an ex-works/Ian Scheckter 771 to which has been fitted a Tiga-March chisel nosecone similar to the one used by Boy Hayje on his F&S car a couple of years back. A revised tail section improves airflow, and Brian Lewis was in charge of the operation. "We're getting there — but slowly I'm afraid," said the stuntman, who was himself rusty after a five-month lay-off and a complete lack of testing. The March will, hopefully, be replaced mid-season.

Mather was a changed man since Silverstone: Last week his 772P-U2 simply would not handle — this week it was fabulous. The friendly Pontins crew had stripped the chassis, a sister car to Witmeur's, and found the front castor to be way out. This corrected, Kim found the car driveable at last. Good progress was soon made despite a leaking radiator, otherwise Mather was in good form: "The car feels great".

Behind Kim sat Gerd Biechteler, the Austrian who lives in Germany, with the ex-Edwards Mopar March 781. Gerd came to England a couple of times last season and will compete in the entire series in 1979.

Contending with terrible understeer once the nose has been knocked off, Philip Bullman salvaged fourth place with his Surtees TS20.



The oil pump broke on Friday morning, and electrical trouble and clutch failure in the afternoon deepened the pre-qualifying gloom. However, all was well barring the gear ratios for the Walz-Toj Racing man. His compatriot Klaus Walz will also be a regular visitor this year having bought both Biechteler's 1978 chassis (a March 761 and a 782 F2 car) to add to his stable. Walz is the manufacturer of the Toj sports cars (he took over the premises and rights from Jörg Obermoser recently), and looked excellent in Friday's very wet season. The German experienced no problems in the immaculate 782.

Tony Dean and Brian Robinson brought along their ex-Briggs/Breidenbach Chevron B42s (they also own a third 'spare' B42 between them) and both cars ran well mechanically. Robinson dinged the nose, noseframe and radiator in an 'off' avoiding de Villota, his Grange Cars entry being patched up overnight.

They were split by Robin Smith, returning to single-seater racing this year with the ex-von Opel/Redman/Schuppan/Wilds/Wunderink/Amon/Edwards/Lepp Ensign MN02, which he and Richard Jones bought from Bob Howlings! Affectionately known as "Bertha" in its heyday (driven by the brilliant New Zealander), the car was "taking some getting used to" according to Smith, who had not sampled F1 power before. The Scot, for practice anyway, was sticking firmly to 10,000 revs with his self-built DFV.

Adrian Russell headed the penultimate row with the chocolate brown March 782 backed by the Aycliffe Development Corporation, John Green representing the sponsors at the meeting. Russell's car took a long time to set up (the rear ride height was badly out) on G50s for the first time was generally too soft. A shunt on Friday destroyed a nosecone, but the Londoner was happier for the race.

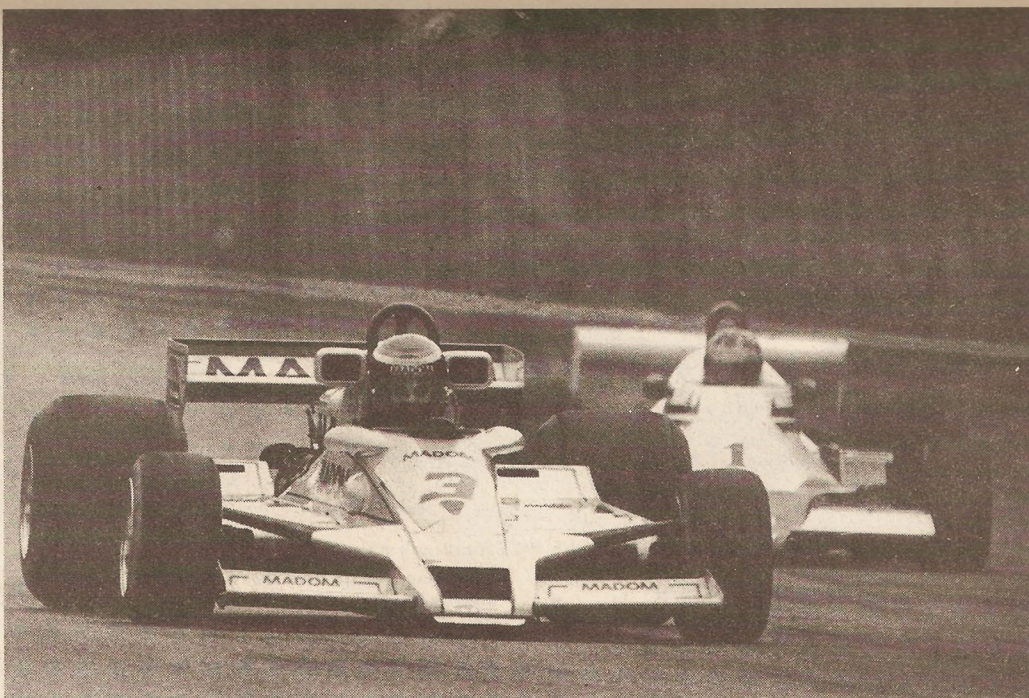
John Cooper's new March 792 shared Russell's row, the Midlands entrepreneur having an appalling weekend with the car which was finished at the circuit on Friday morning. Running with Jack Kallay's Hi-Line team, John had problems with the engine which refused to run cleanly, the gearbox, and the suspension, which was still far too soft for the heavy downforce of the 792. Only Garon qualified behind him and, rather than risk needless damage to the car, Cooper scratched from the race.

RACE

All 21 remaining cars survived the wet race morning warm-up session, although the Kauhsen stopped on the circuit with a broken master switch, and Dickson managed to rip a sidepod off his March in a wild spin at the left-hander after the pits. Thus all the drivers had another unwelcome chance to try their wet tyres — for the third session in three days.

The skies remained dull and overcast until shortly before the start, when a further shower soaked the circuit once more and served to heighten the problem of oil dropped by many badly-prepared saloon cars in the previous races. Several of the Aurora runners formed up in the pits for their warming-up laps on wets but, with a decision by the organisers that the race would not be stopped even if conditions changed, the unanimous decision was in fact one of slicks for the start.

The phalanx of beautifully-prepared cars filed out for their exploratory laps minutes before 3pm, Guy Edwards arriving at the grid rather late having lost the Mopar-Fittipaldi on a wet patch on his second tour. Necks craned upwards, all eyes were focused on the lights hung from the Wildcat bridge. Green, as Bullman, Wilson and Villota hesitated, Kennedy's Wolf grabbed the initiative from the slightly drier pit side of the track, Edwards drawing alongside (although off-line for the first bend) through a well controlled, drag racing style start. Desiré gained traction suddenly and rocketed the Tyrrell off in pursuit, with de Dryver tucked in behind after a super getaway from the fourth



Making up for a slow start Emilio de Villota took the Madom F1 Lotus ahead of Wilson's Tyrrell before spinning into retirement.

row. Brancatelli had also moved quickly and was fighting with Bullman. Edwards shot past the Wolf but the order remained unchanged behind as the field rushed along the back of the pits, funnelled into the left-right-left chicane and up the hill out of the sight of the main grandstand.

Back into view into the Jacky Ickx Bocht and onto the start straight, it was Edwards, pulling away from Kennedy, Wilson, de Dryver, Bullman, Brancatelli, Villota, Agostini, Needell, Bourgoignie, Dickson, Dean (after a demon start) and the rest, all cars tightly bunched at this stage. Bullman really had the bit between his teeth in the first of the Surtees team cars, not wishing to lose touch with the leading pair, and he barrelled past the second Fittipaldi entering the chicane for the second time. He got the Tyrrell, too, as Wilson fought to retain control on the greasy surface.

Edwards and Kennedy extended their advantage to a couple of seconds with Bullman and de Dryver now heading Villota, the Spaniard having charged by Desiré out of the chicane. Next up was Needell, doing a magnificent job in the Chevron and staving off Agostini, Dickson and Bourgoignie (fresh from success in the G2-5 race with his Porsche). Already the Kauhsen was out when Brancatelli felt it jump out of gear, slowed suddenly and stalled the engine. With insufficient pressure in the compressed air starter system, the car's F1 debut had been inauspicious.

Kennedy had let the gap widen between himself and the leader to 2secs when, on the sixth lap of the 40-lap race, gasps from the crowd heralded Edwards locking up and sliding straight on at the exit of the Ickx complex. "I lost it — it was my own fault, a stupid mistake," explained a philosophical Guy afterwards. Unable to restart the engine unaided, he received a push from marshals, and was penalised with disqualification for outside assistance.

Phase two of the race was now entered. With a clear road ahead of him, Kennedy now had Bullman's orange car looming up in his mirrors and, if that wasn't enough, de Dryver and Villota were closing in. These four had a cushion to the Melchester Tyrrell, in

turn being caught by Tiff as his experience of the Chevron broadened (only 16 laps in qualifying, remember). Down in the F2 class, Norman Dickson, already in seventh place overall and tussling with Bourgoignie's Surtees, had the Belgian between him and the dice brewing over second place in the 2-litre division. Here a determined Witmeur has displaced Dean, the Yorkshireman watching Mather's Pontins March and the newer example of Walz creep ever closer.

As Bullman prepared for combat with the red-headed Irishman, Villota was now in de Dryver's tow with a long gap to the Wilson/Needell battle behind. The Spanish Lotus, though, was ailing, for Emilio's gear change mechanism was still not perfect and the distance between him and the Hark Sound Fittipaldi began to fluctuate. The pattern of the race varied again when Villota vanished from the lap charts on lap 17, spinning into the barriers at the hairpin; damage was confined, fortunately, to the wing, wing stay and a top engine mounting plate. Two laps later, de Dryver headed for the pits with the right rear wheel loose on its mountings and a couple of flat-spotted tyres. The RAM Racing pit crew had all four wheels changed with minimum delay, but the Belgian fell three places in the process.

Amid all this commotion, and almost unnoticed, Desiré and Tiff had found themselves dicing for third place and drawing closer to the leading pair all the while. Such was the intensity of the fight between Kennedy and the impressive Bullman that they were definitely delaying each other.

Behind Needell, as the circuit continued to dry, Dickson's class lead seemed in jeopardy as both Mather and Walz continued to make up ground. Witmeur's good showing came to nothing when he made one of several stops to check a down on power engine. "I do not have the good needle (the car would not rev freely at the top end) — it was OK in the wet at the start, but as it dry, no," said the Belgian, who had created a fine impression. It was later decided that a valve had been 'stretched', perhaps through over-revving early on.

Behind Walz, Biechteler was starting to gain confidence in the ex-Edwards March 781, displacing both the northerners' Chevron F2 cars, themselves ahead of Agostini (who lost his aggression with a spin on lap 5) and Smith's Ensign.

Up front at half-distance, the race had become one of frenetic activity. Within six laps, Wilson had made up the deficit on Bullman, and the top three were running nose to tail. Aiming to join them at his earliest convenience, Needell piled on the pressure so that, with merely a dozen laps to go, the first four cars were covered by 1.5secs.

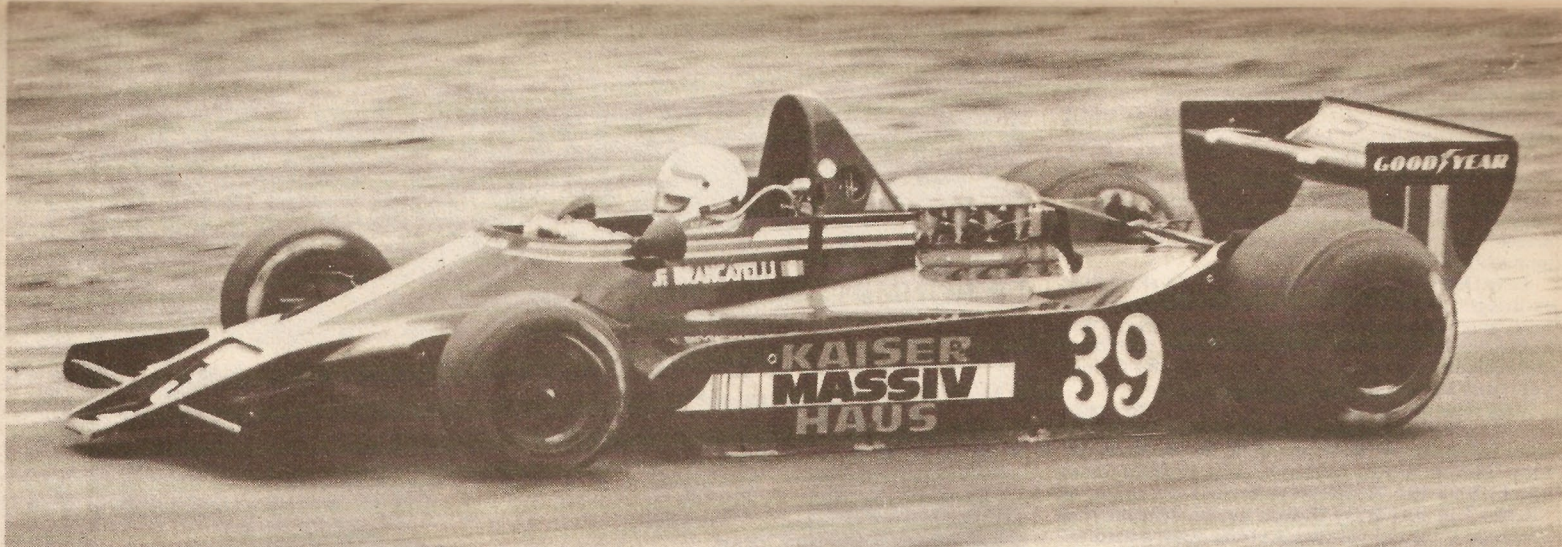
Desiré fearlessly outraked Bullman into the chicane on lap 28, and a lap later the lead was hers as rain began to fall round the back of the circuit. The African queen had set the fastest race lap during her chase of the leaders, and had calmly forced her way past. And her advantage increased. What was happening to the race? As the Tyrrell, which had been handling superbly in the dry, pulled away, Bullman launched his attack. Showing renewed stamina, Philip thrust the Surtees past Kennedy, his Wolf oversteering as the laps went by. Immediately Needell started to mix it with David, despite an ill-fitting cockpit which gave him tiring back pains from mid-race.

With everything now to go for, Bullman, Kennedy

QUALIFYING

David Kennedy (IRL)	F1 Wolf WR4	1:28.0	1:26.6
Guy Edwards (GB)	F1 Fittipaldi F5A	1:26.7	1:27.0
Philip Bullman (GB)	F1 Surtees TS20	1:27.6	1:27.1
Desiré Wilson (ZA)	F1 Tyrrell 008	1:28.1	1:27.1
Giacomo Agostini (I)	F1 Williams FW06	1:27.5	1:27.9
Emilio de Villota (E)	F1 Lotus 78	1:29.8	1:28.0
Bernard de Dryver (B)	F1 Fittipaldi F5A	1:30.2	1:28.2
Gianfranco Brancatelli (I)	F1 Kauhsen	1:29.6	1:28.2
Tiff Needell (GB)	F1 Chevron B41	1:33.7	1:28.4
Claude Bourgoignie (B)	F1 Surtees TS20	1:28.7	1:28.5
Gordon Smiley (USA)*	F1 Tyrrell 008	1:29.2	1:29.0
Norman Dickson (GB)	F2 March 792	1:32.2	1:29.9
Valentino Musetti (GB)	F1 March 771	1:33.0	1:30.3
Kim Mather (GB)	F2 March 772P	1:32.3	1:30.5
Pascal Witmeur (B)	F2 March 772P	1:32.2	1:31.6
Gerd Biechteler (A)	F1 March 781	1:41.0	1:31.8
Klaus Walz (D)	F2 March 782	1:33.6	1:32.6
Tony Dean (GB)	F2 Chevron B42	1:34.1	1:33.1
Robin Smith (GB)	F1 Ensign MN02	1:36.2	1:33.9
Brian Robinson (GB)	F2 Chevron B42	1:35.8	1:34.8
Adrian Russell (GB)	F2 March 782	1:35.1	1:34.8
John Cooper (GB)*	F2 March 792	1:39.0	1:38.5
Germain Garon (F)	F2 Chevron B42	1:41.5	1:40.0

*Did not start.



Gianfranco Brancatelli had a fraught weekend with Willi Kauhsen's F1 car, retiring when the starter failed.

F1 AURORA AFX CHAMPIONSHIP **1**
ZOLDER

continued

and Needell just had to give chase of the fleeing girl, who was now relying heavily on her pit signals. With nine laps to go, the red-and-white Tyrrell had about five seconds in hand and then . . . disaster. A four-second board appeared next time round. Desiré calculated that she would be caught at her pursuers' rate of progress, so she began to try still harder to defend her lead. Too hard, in fact, for on lap 34 it was all change again. The Tyrrell slid out of control into the chicken wire at the hairpin, ripping an end plate from the nose fin as Desiré found reverse gear and shot out again, now in third place ahead of . . . Bullman.

A lap earlier, Bullman, Kennedy and Needell had been together — now the Wolf driver was back in the lead with Tiff tucked in behind and seven whole laps

remaining. Sadly for the Surtees team (who had already lost their other car when a gear blew apart and split the casing on Bourgoignie's TS20), Bullman had hit trouble — in the shape of Robin Smith! As they went to lap the Scot, the Ensign touched wheels with the Wolf, but clipped the Surtees's nosecone on the rebound. Nothing seemed amiss until the brow of the hill beyond the chicane, when the damaged glassfibre suddenly whipped upwards and over Phil's head. With no downforce on the front tyres, the orange car spun all the way down the hill, miraculously without hitting anything solid. "I thought . . . this is understeer," explained Bullman, "but my chances of winning were ended. I was quicker on the back straight and out of the Ickx corner. That's where I would have made my move".

With six laps only ahead of him, Kennedy's lead looked far from safe, however. Needell had been baulked in traffic while lapping slower drivers but was now flying again in a dramatic effort to alter the out-

come in the dying seconds. For Wilson and Bullman, now circulating independently, it would have to be third and fourth places after drives both worthy of victory.

But now the crowd were standing as Tiff closed to within a second with four laps remaining. Next time round, the Englishman had dropped back again with the wily Kennedy's cunning use of backmarkers but, amazingly, Tiff countered again.

Entering the last lap, the cars were covered by 0.6sec. Either man could take the laurels now. All round the final circuit they were locked together, and at the Ickx *Bocht* the Chevron braked as late as possible, accelerated out under the Wolf's wing, and they raced for the line. Kennedy had done it — but only by a scant fifth of a second after over a hundred miles of racing.

For the Irishman, it was a memorable victory: he had grunched his change to third at the start and had to hold the lever in that ratio throughout the race — a gouged hand bore testament to this. For the Englishman: consolation in the form of the day's finest drive and a gallant second place on his, and the car's debut. Justification indeed for his nomination as the first Durex-Eden F1 Award recipient.

Desiré and Philip deserved the acclaim, too, after mighty races, while de Dryver repassed Dickson's F2-winning March for fifth place after his pit stop, the Belgian finishing the race with his wheel loosened again. Mather had closed to within a few seconds of Dickson but fell back when the rain came on again, nonetheless being delighted with seventh place and a one-two for Colin Bennett-prepared cars in the 2-litre class. Walz took an accomplished eighth in an untroubled run ahead of Ago and Biechteler, who took it easy in the wet after the nose section of his March had worked loose.

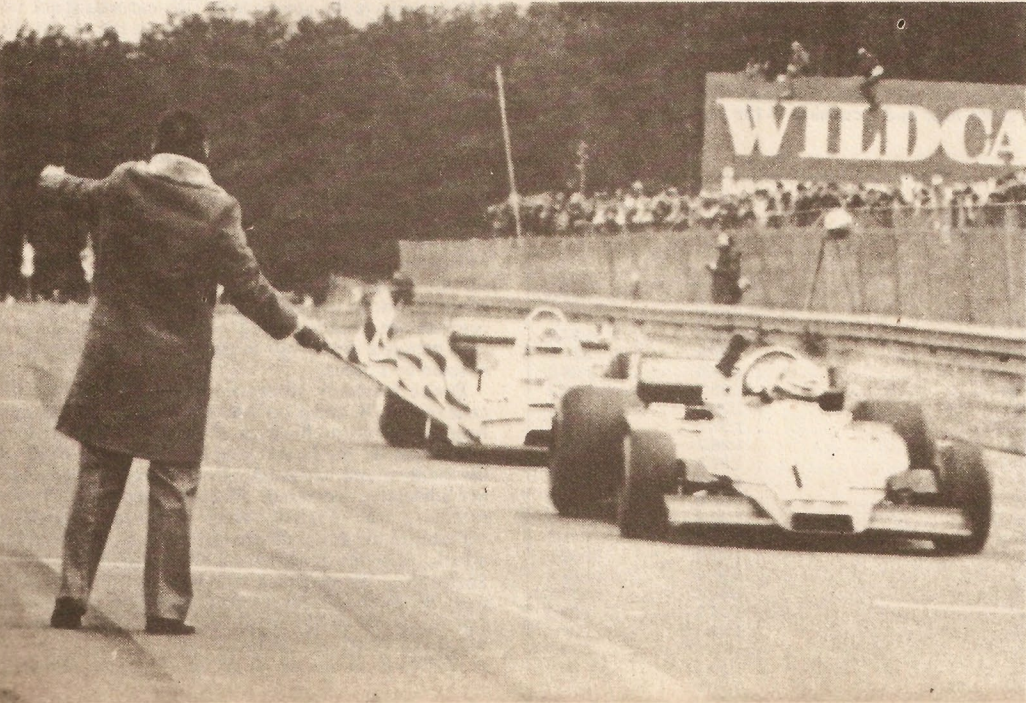
Smith (after "three spins, two small ones and a monster"), Dean (with deranged splitter after an 'off'), Robinson and Garon completed the finishers. It is worth noting that despite his total lack of racing experience, the Frenchman ran regularly throughout and, although not particularly quick, was scrupulously polite (unlike others) in bringing the Hark Sound Chevron to the finish.

The only other retirements came about when Musetti lost his March on the entry to the pit straight, and rammed the barriers head on, destroying the chassis on impact (without personal harm) and when Russell pitted with an oil line chafing on the camshaft pulley after earlier ignition bothers.

Aurora AFX Formula 1 Championship, round 1
Zolder, Belgium, April 1
40 laps, 105.92 miles

1. David Kennedy (3.0 Wolf-Ford/Cosworth DFV WR4), 1h 6m 15.1s, 95.93mph;
 2. Tiff Needell (3.0 Chevron-Ford/Cosworth DFV B41), 1h 6m 15.3s;
 3. Desiré Wilson (3.0 Tyrrell-Ford/Cosworth DFV 008), 1h 6m 30.3s;
 4. Philip Bullman (3.0 Surtees-Ford/Cosworth DFV TS20), 1h 7m 20.5s;
 5. Bernard de Dryver (3.0 Fittipaldi-Ford/Cosworth DFV F5A), 39 laps;
 6. Norman Dickson (2.0 March-Hart 792), 39 laps, 91.82mph;
 7. Kim Mather (2.0 March-BMW/Euroracing 772P), 39 laps;
 8. Klaus Walz (2.0 March-BMW 782), 39 laps;
 9. Giacomo Agostini (3.0 Williams-Ford/Cosworth DFV FW06), 38 laps;
 10. Gerd Biechteler (3.0 March-Ford/Cosworth DFV 781), 38 laps;
 11. Robin Smith (3.0 Ensign-Ford/Cosworth DFV MN02), 38 laps;
 12. Tony Dean (2.0 Chevron-Hart B42), 37 laps;
 13. Brian Robinson (2.0 Chevron-Hart B42), 37 laps;
 14. Germain Garon (2.0 Chevron-Hart B42), 36 laps.
- Fastest laps: F1: Wilson, 1m 30.1s, 105.81mph. F2: Mather, 1m 34.6s, 100.78mph.
- Retirements: Valentino Musetti (3.0 March-Ford/Cosworth DFV 771), 27 laps, accident; Emilio de Villota (3.0 Lotus-Ford/Cosworth DFV 78), 16 laps, accident; Pascal Witmeur (2.0 March-Hart 772P), 15 laps, engine; Adrian Russell (2.0 March-Hart 782), 13 laps, ignition; Guy Edwards (3.0 Fittipaldi-Ford/Cosworth DFV F5A), 12 laps, black flagged — push start; Claude Bourgoignie (3.0 Surtees-Ford/Cosworth DFV TS20), 10 laps, gearbox; Gianfranco Brancatelli (3.0 Kauhsen-Ford/Cosworth DFV), 2 laps, starter.

Below: Although his car was only finished days before the race, Norman Dickson ran consistently to the F2 'class' win. Bottom: Right arm aloft, Kennedy acknowledges the flag with Needell tucked into his slipstream.



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WITH SWINDON

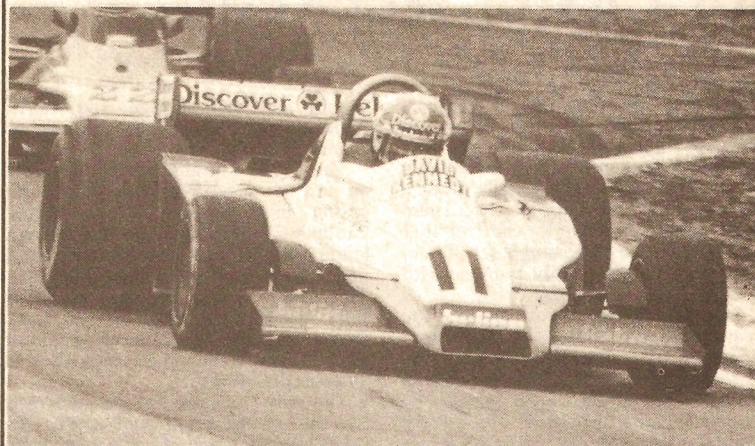
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Exciting prospects for Easter weekend

Only a very brave man would dare predict the outcome of the Benson & Hedges Circuit of Ireland to be run over the Easter weekend, which has the sort of entry list that would usually grace a World Rally Championship event. There is no doubt that, despite the fact that this must be one of the toughest rallies in Europe, it is still highly popular with both works teams and privateers.

The rally is the second round of the Sedan Products Open Rally Championship and could come up with the same sort of mixed bag of results as did the Mintex. Obviously Saab must be favourites following their win on the Mintex. Although the snow obviously suited Stig Blomqvist's driving style, he has the added advantage in Ireland of the new lighter 99EMS bodyshell which was homologated into Group 2 on April 1. He will be using the same car in which he won the Swedish, although repainted in the British dealers colours. The fact about the Saab entry that might amaze most people is that it will be Blomqvist's first ever all-tarmac event.

Winner for the past two years, Russell Brookes, is seeded number one and, if anyone is going to win in an Escort, he seems the most likely man. DTV are long overdue for an international rally win and this is just the sort of event that

should suit Jim McRae and Pentti Airikkala, who will both be running new Chevettes for the event.

The list of winning possibilities goes on and on. Tony Pond having his first outing in the April 1-homologated Group 4 Chrysler Sunbeam, Per Eklund joining the BL Cars team for the second time, Derek Boyd in the Chequered Flag TR7 and, of course, Ireland's own hero Billy Coleman in his Ford of Cork Escort. In fact it would be very stupid to discount any of the top 20 seeds who are all potential winners.

The rally has moved to Carrickfergus for the scrutineering and start, the Carrickfergus Leisure Centre being rally HQ. The actual start will be from the front of Carrickfergus Castle at noon on Good Friday. There will be a breakfast halt in Galway at 4.40 am on Saturday and the first leg of the rally finishes when the cars reach Killarney at 1.30 that afternoon. This is followed by the famous Sunday run and the second night halt. The final leg starts from Killarney at 1pm on Monday and the finish is back in the north at Newcastle at 10.30am on Tuesday. In all, the competitors will have covered 1430 miles, 630 of these on 55 special stages. Once again the Ulster Automobile Club have come up with a rather daunting route for the crews.



BENSON and HEDGES Circuit of Ireland International Rally

RALLY HEADQUARTERS

Scrutineering (April 12): 12.00-20.00

Start (April 13)

Carrickfergus Leisure Centre
Kennedy Drive
Carrickfergus
Co. Antrim

Breakfast (April 14)

Salthill Hotel
Galway
Co. Galway

Overnight (April 14/15)

Great Southern Hotel
(Torc Rooms)
Killarney
Co. Kerry

Supper (April 16)

Annaly Hotel
Longford
Co. Longford

Finish (April 17)

Slieve Donard Hotel
Newcastle
Co. Down

RALLY INFORMATION

London	01-246 8020
Birmingham	021-611 1212
Edinburgh	031-246 8061
Glasgow	041-246 8022
Liverpool	051-246 8020
Manchester	061-246 8020
Belfast	0232 8041

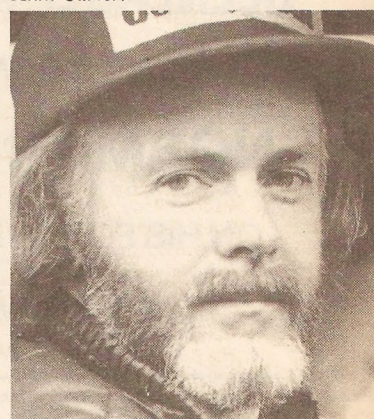


Billy Coleman.

Tim Brise.



Alan Carter.



LEADING ENTRIES

1 Andrews Heat for Hire	Russell Brookes/Paul White	Ford Escort RS
2 DTV/Castrol	Pentti Airikkala/Risto Virtanen	Vauxhall Chevette
3 BL Cars	Per Eklund/Hans Sylvan	Triumph TR7 V8
4 Saab-Scania	Stig Blomqvist/Bjorn Cederberg	Saab 99 Turbo
5 Fiat Motor Co	Timo Salonen/Sappo Harjanne	Fiat 131 Abarth
6 -		
7 Chrysler	Tony Pond/Monty Peters	Chrysler Sunbeam
8 Ford of Cork	Billy Coleman/Frank O'Donoghue	Ford Escort RS
9 Haynes of Maidstone	John Taylor/Phil Short	Ford Escort RS
10 DTV/Castrol	Jim McRae/Frank Main	Vauxhall Chevette
11 Chequered Flag	Derek Boyd/Roy Kernaghan	Triumph TR7 V8
12 BL Cars	Graham Elsmore/Stuart Harrold	Triumph TR7 V8
13 -		
14 Total Oil	Malcolm Wilson/Terry Harryman	Ford Escort RS
15 -	Mick O'Connell/Anne O'Connell	Ford Escort RS
16 Tuca Carpet Tiles	Brian Nelson/Rodney Cole	Ford Escort RS
17 Equipe Esso	Roger Clark/Jim Porter	Ford Fiesta
18 DOT	Brian Culcheth/Neil Wilson	Opel Kadett GT/E
19 -	Bertie Fisher/Austin Frazer	Ford Escort RS
20 Total Oil	Henri Toivonen/Bryan Harris	Ford Escort RS
21 Ballycassidy Permapost	Ernest Kidney/Paul Phelan	Ford Escort RS
22 Electrical & Pump Services	Ger Buckley/John Caplice	Ford Escort RS
23 Team PR Reilly	Brendan Fagan/Ronan Morgan	Ford Escort RS
24 -	Noel Smith/Ian Turkington	Porsche Carrera
25 Vladivar Vodka	John Lyons/Jimmy Davison	Ford Escort RS2000
26 -	Alan Carter/Brendan Neville	Ford Escort RS2000
27 Dempster/Esso	Tim Brise/Derek Smyth	Opel Kadett GT/E
28 Chrysler Ireland	Dessie McCartney/Peter Scott	Chrysler Sunbeam
29 -	Robin Lyons/Seamus McCanny	Chrysler Sunbeam
30 -	Ian Cathcart/Martin Whale	Ford Escort RS

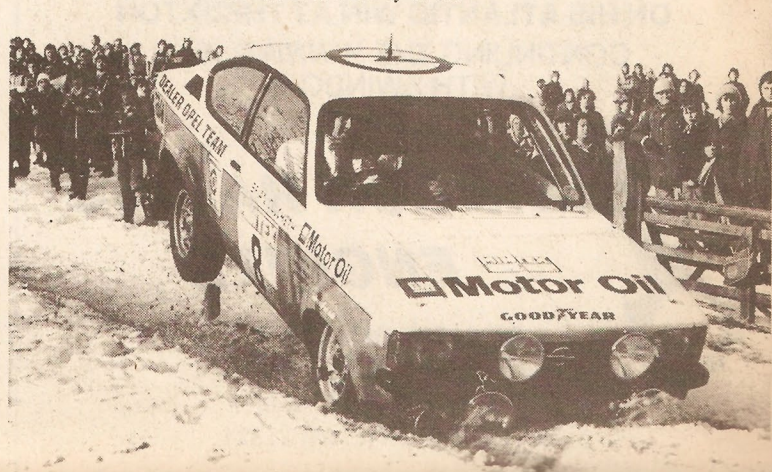


Pentti Airikkala.



Brian Culcheth ended his Mintex in a snowy ditch.

Henri Toivonen scored a fine third on the snowy Mintex.



SPECIAL STAGES

NO.	NAME	MAP REF	ROAD CLOSURES
SS1	Carmavy Hill	S4/233784 F4/187826	11.45
SS2	White Port	S4/138823 F4/117765	12.00
SS3	Aghanliss	S4/165694 F4/159671	12.30
SS4	Willies	S4/834575 F4/784594	14.00
SS5	Knockmanny Forest	S4/554594 F4/537546	15.00
SS6	Screeby	S4/528510 F3/450498	15.00
SS7	Ballyreagh	S3/362492 F3/257462	16.00
SS8	Killycat	S3/214439 F3/095398	17.00
SS9	Glengevlin	S7/068377 F7/141239	17.15
SS10	The Poor House I	S7/093133 F7/996228	18.15
SS11	Arigna	S7/907244 F7/837168	19.00
SS12	Zion Hill	S7/445139 F7/389159	21.45
SS13	Lough Feagh	S6/042117 F6/958959	23.00
SS14	Sheefrey Bdg.	S10/976777 F10/898640	00.00
SS15	Tully Cross	S10/820606 F10/700617	01.00
SS16	The Sky Road	S10/647530 F10/657508	01.30
SS17	Toombeola	S10/661481 F10/898390	02.00

SUPPER HALT GALWAY ARRIVE 04.30 DEPART 06.15

SS18	Ballybuck	S14/364101 F14/454058	06.00
SS19	Maghera	S14/471907 F14/520866	06.45
SS20	Kilclaran	S14/571868 F15/637864	07.15
SS21	Old Kildimo	S17/468524 F17/434447	09.15
SS22	Glen William	S17/413330 F17/407325	09.45
SS23	Knockanebane	S21/311176 F21/218163	10.30
SS24	Gortnagane	S21/269902 F21/089903	11.30

ARRIVE KILLARNEY 13.30 Sat. DEPART KILLARNEY 07.00 Sun.

SS25	Molls Gap	S20/978869 F20/903714	05.00
SS26	Liberty Hall	S20/857701 F20/840787	07.00
SS27	Ballaghaverna	S20/789728 F20/627770	08.00
SS28	Ballinskelligs	S20/440707 F20/369727	09.00
SS29	Valencia	S20/368737 F20/394752	09.30
SS30	Cahirsiveen	S20/473795 F20/485798	10.00
SS31	Bean Hill	S20/543791 F20/561862	10.30
SS32	Carragh	S20/709927 F20/776890	10.30
SS33	Glenellen	S20/838996 F20/826006	12.00
SS34	Quarry Hill	S20/801042 F20/837114	12.30
SS35	Desmond's Grave I	S20/882129 F20/992103	13.00
SS36	Knockacullig I	S20/010026 F20/990962	13.30

RETURN KILLARNEY 15.40 Sun. DEPART KILLARNEY 13.00 Mon.

SS37	Knockacullig II	S21/990962 F21/010026	12.15
SS38	Mount Eagle	S21/030050 F21/122147	12.45
SS39	Desmond's Grave II	S21/978116 F21/973153	13.15
SS40	Sugarhill	S17/228304 F17/237320	14.30
SS41	Tountinna	S18/714774 F18/785813	16.30
SS42	Ballyquirk	S15/903020 F15/939065	17.45
SS43	Carrowreagh	S15/846353 F15/878414	19.00
SS44	Toberdan	S12/965542 F12/938584	20.00
SS45	Brackna	S12/968605 F12/937673	21.15

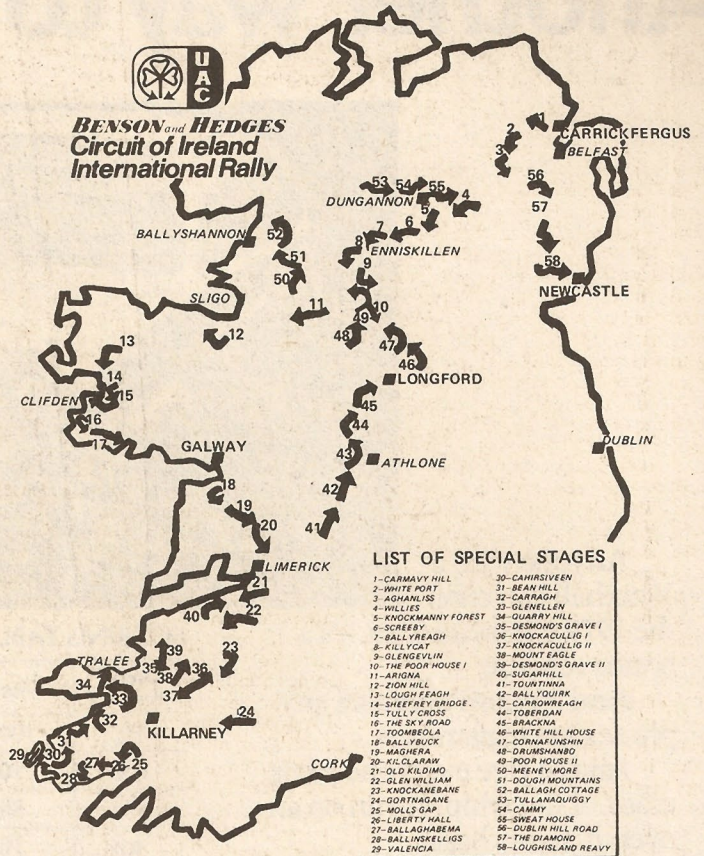
SUPPER HALT - LONGFORD - 22.00HRS.

SS46	White Hill House	S12/255728 F12/204805	23.30
SS47	Cornafunshin	S12/202808 F12/157861	23.45
SS48	Drumshanbo	S12/145891 F12/096961	00.00

TUESDAY APRIL 17

SS49	Poor House II	S7/037097 F7/993227	01.00
SS50	Meeney More	S7/966261 F7/970378	01.30
SS51	Dough Mountains	S7/010391 F7/904425	02.30
SS52	Ballagh Cottage	S7/907448 F7/855533	03.00
SS53	Tullanaquiggy	S3/220617 F3/325646	04.30
SS54	Cammy	S3/379625 F3/467681	05.00
SS55	Sweat House	S4/695546 F4/782562	06.00
SS56	Dublin Hill Rd	S4/164595 F4/178539	07.15
SS57	The Diamond	S4/184494 F4/228401	07.45
SS58	Loughisland Reavy	S4/204346 F4/308343	08.45

BENSON and HEDGES Circuit of Ireland International Rally



LIST OF SPECIAL STAGES

- 1-CARMAVY HILL
- 2-WHITE PORT
- 3-AGHANLISS
- 4-WILLIES
- 5-KNOCKMANNY FOREST
- 6-SCREEBY
- 7-BALLYREAGH
- 8-KILLYCAT
- 9-GLENGVELIN
- 10-THE POOR HOUSE I
- 11-ARIGNA
- 12-TION HILL
- 13-LOUGH FEAGH
- 14-SHEEFREY BRIDGE
- 15-TULLY CROSS
- 16-THE SKY ROAD
- 17-TOOMBEOLA
- 18-BALLYBUCK
- 19-MAGHERA
- 20-KILCLARAN
- 21-OLD KILDIMO
- 22-GLEN WILLIAM
- 23-KNOCKANEABANE
- 24-GORTNAGANE
- 25-MOLLS GAP
- 26-LIBERTY HALL
- 27-BALLAGHABERNA
- 28-BALLINSKELIGS
- 29-VALENCIA
- 30-CAHIRSIVEEN
- 31-BEAN HILL
- 32-CARRAGH
- 33-GLENELLEN
- 34-QUARRY HILL
- 35-DESMOND'S GRAVE I
- 36-KNOCKACULLIG I
- 37-KNOCKACULLIG II
- 38-MOUNT EAGLE
- 39-DESMOND'S GRAVE II
- 40-SUGARHILL
- 41-TOUNTINNA
- 42-BALLYQUIRK
- 43-CARROWREAGH
- 44-TOBERDAN
- 45-BRACKNA
- 46-WHITE HILL HOUSE
- 47-CORNAFUNSHIN
- 48-DRUMSHANBO
- 49-POOR HOUSE II
- 50-MEENEY MORE
- 51-DOUGH MOUNTAINS
- 52-BALLAGH COTTAGE
- 53-TULLANAQUIGGY
- 54-CAMMY
- 55-SWEAT HOUSE
- 56-DUBLIN HILL ROAD
- 57-THE DIAMOND
- 58-LOUGHISLAND REAVY

BENSON & HEDGES CIRCUIT OF IRELAND WEEK

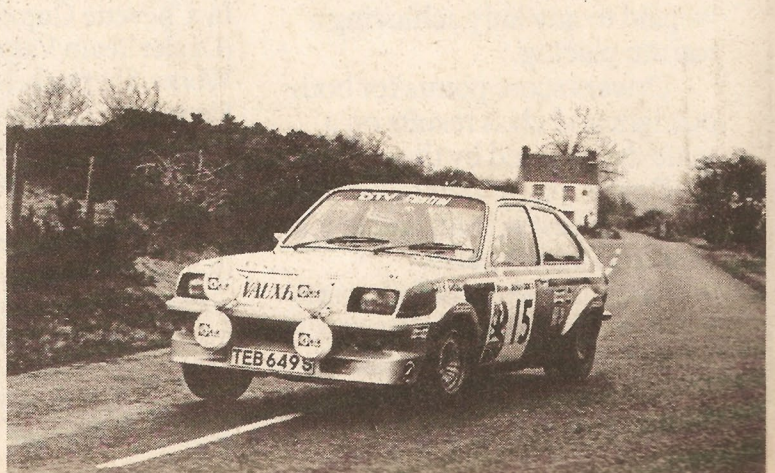
WHAT'S ON

- April 9 Marshal's Briefing Town Hall, Carrickfergus, 7.30 p.m. contact UAC (Belfast 21707) for details
- April 10 . . . Rally Film Show Town Hall, Carrickfergus, 8.00 p.m. contact Promotions Officer, Recreation Department, Town Hall, Carrickfergus. (Tel: 63604).
- April 11 . . . Rally Forum BL Team Details from Recreation Department.
- April 12 . . . Scrutineering and Rally Exhibition Carrickfergus Leisure Centre, 10.00 a.m. contact Leisure Centre Manager. (Tel: 63604/65711).
- April 12 . . . Discotheque Downtown Town Hall, Carrickfergus, 9.00 p.m. Radio Disco & Supper Tickets from Recreation Department, Town Hall, Carrickfergus. (Tel: 63604).
- April 13 . . . Rally Start 12.00 noon Harbour Car Park, Carrickfergus.

Last year's Circuit winner Russell Brookes with his bent looking Escort.



Jimmy McRae finished a fine second on the 1978 Circuit.



The Chevette Cup.

Another way to win with Vauxhall.



Anyone with a Vauxhall can enter the 1979 Chevette Cup. It's a bonus scheme.

And it doesn't involve any pre-season registration.

And to give everyone a fair crack of the whip it's run on an overall points basis.

Basically, it applies to British Competition Licence holders taking part in events at international, national and restricted levels. Either authorised by the RAC or other equivalent national motor sport bodies.

(not co-drivers) of any car will score points.

SCORING TABLE

Overall Position	International	National	Restricted
1st	100	50	25
2nd	90	40	20
3rd	80	30	15
4th	70	20	10
5th	60	15	8
6th	50	10	5
7th	40	8	4
8th	30	6	3
9th	20	4	2
10th	10	2	1

5. Only drivers competing in Vauxhall engined, Vauxhall cars will be eligible.

6. Competitors not eligible: Those people having official contracts with Dealer Team Vauxhall or equivalent national Vauxhall dealer teams.

7. Categories of International, National and Restricted apply to events run under Rally and Race authorisation. All other classes of event (eg: Speed Licences for hill-climb and sprint) will score points at Restricted category only – unless the event has a full International permit when points will be scored.

8. It is recognised that the co-ordinators of the Chevette Cup may exercise their right of opinion in all matters relating to eligibility, scoring and the presentation of awards.

£10,000 PRIZE MONEY.

The awards will be made on the following scale.

1st	£3,000 (and the Chevette Cup)	7th	£400
2nd	£2,000	8th	£300
3rd	£1,500	9th	£200
4th	£1,000	10th	£100
5th	£750		
6th	£500		

And an extra £250 bonus will be paid to any lady achieving a top ten placing.

Drivers score points for both outright and class results on a scale determined by the event.

Dealer Team Vauxhall believe this is the best system and gives everyone a fair chance.

The following graded points table should be helpful to you.

Remember, to score class points there must be a minimum of five entrants.

Class Position (min 5 entry)	International	National	Restricted
1st	20	10	5
2nd	15	8	4
3rd	10	5	3

RULES.

- Overall and class points accumulate.
- Minimum five entrants in a class to score class points.
- Official proof must be received by Chevette Cup co-ordinators (Dealer Team Vauxhall, Station Works, Shepreth, Nr. Royston, Herts. SG8 6PZ) within 21 days of the event (By 'official proof' a copy of the official published results list is required).
- Competitors eligible: British (RAC) competition licence holders competing at home and abroad in events authorised by the RAC or the official equivalent body in that country and held between Jan 1st and Dec 31st 1979. Only first named drivers

HOW TO CLAIM AND FOLLOW RESULTS.

Just notify Dealer Team Vauxhall at Shepreth within 21 days of the event with official proof of your claim and your points will be totted up.

You can follow the progress throughout the year in DTV News which is distributed to all Vauxhall Dealers and some motor clubs.

The awards will be published and presented early in 1980.

Good luck and good driving.



DEALER TEAM VAUXHALL

Castrol competitors move to Yorkshire



Round two of the Castrol/Autosport Rally Championship takes place this weekend — the York National Forest Rally, providing, that is, that the weather does not decide to take another nasty turn and cover the thawing stages with more snow.

The series this year promises to be just as hard-fought as last with most of Britain's top drivers entered. As well as drivers taking part who want to prove their true worth by winning the series, there are no less than three ex-champions and the reigning champion

all hoping to regain or keep the crown.

Round one, the Gwynedd in north Wales in February, bore witness to just how fast and furious the competition will be with four different leaders, apart from the men who went very well and looked poised to challenge for the top spot when misfortune struck.

Following his round one win, Jimmy McRae must be favourite in his SMT/Castrol Vauxhall Chevette, but last year's winner of the rally, Malcolm Wilson, makes no bones about his wish to win again and give his sponsors, Total Oil, their first success of the year. Other drivers who should do well are David Stokes, who came second in Wales, Terry Kaby, who has gradually got used to his TR7 V8 rally by rally, George Hill, who is very happy with his new Chevette for this year, Tim Brise, who was really flying on the Gwynedd before his roll and, of course, John Taylor debuting the 1700 BDA engined Fiesta. It really is

difficult to pick out just a few names who should do well as any of the top drivers are capable of winning.

The rally itself has a very good reputation for being run over excellent stages and well organised. Unfortunately the York Motor Club have no sponsor for this year, but they are keen that, like the Gwynedd organisers, they are not going to let this show by cutting corners in any area of the event.

The rally headquarters will be the Post House, Low Lane, Thornaby, Teesside from which the rally will start at 8.30am on Saturday. Scrutineering will take place on the Friday night between 6pm and 10.30pm at the premises of H.B. RAYLOR & Co Ltd, Portrack Lane, Stockton-on-Tees (MR 93/465201).

The route includes the classic local forests of Boltby, Cropton, Dalby, Staindale, Wykeham and Broxa with a total stage mileage of 95 miles in an overall mileage of 220 miles.

Problems on the Gwynedd dropped Robin Farrington from a top placing.

YORK NATIONAL FOREST RALLY TOP 20 ENTRIES

1, Malcolm Wilson/Terry Harryman	Ford Escort RS1800
2, Jim McRae/Mike Nicholson	Vauxhall Chevette
3, Terry Kaby/Brian Rainbow	Triumph TR7 V8
4, John Taylor/Phil Short	Ford Fiesta
5, Andy Dawson/Kevin Gormley	Datsun Violet
6, George Hill/Ron Varley	Vauxhall Chevette
7, David Stokes/John Warner	Ford Escort RS1800
8, Drew Gallacher/David McHarg	Ford Escort RS1800
9, Willie Rutherford/Bryan Harris	Mazda Hatchback
10, Tony Drummond/David Curry	Ford Escort RS1800
11, Robin Eyre-Maunsell/Rodney Spokes	Chrysler Sunbeam
12, Tim Brise/Lyn Jenkins	Opel Kadett GT/E
13, Peter Clarke/Phil Boland	Ford Escort RS1800
14, Tony Fowkes/Dave Whittock	Ford Escort RS1800
15, Allan Arneil/David Brown	Vauxhall Chevette
16, Robin Farrington/Tony McMahon	Ford Escort RS1800
17, Ivor Clark/Ken Wilson	Chrysler Avenger
18, Dick Rowland/Ian Jemison	Ford Escort RS1800
19, Jeff Churchill/TBN	Ford Escort RS1800
20, Mike Jackson/Steve Howard	Ford Escort RS1800



SPECTATOR INFORMATION

Times given are those at which the first competitor is expected. Spectators should always allow a minimum of 30 mins to reach viewing points, before the arrival of the first car.

PROHIBITED AREAS

At the request of the Forestry Commission, Police and local residents, certain roads and areas are prohibited. Please do not attempt to use these roads to gain access to or leave the Forests as you will be refused passage. Use only official access points and parking areas. These are designed to give you the best access and vantage points.

Friday, April 6

Documentation opens at the Post House, Low Lane, Thornaby, Cleveland (MR 93/477147) at 16.00 hrs. Scrutineering opens at 18.00 hrs. at H. B. RAYLOR & CO. LTD., Portrack Lane, Stockton-on-Tees (XR 93/465201). Scrutineering closes at 22.30 hours. Spectators welcome.

RALLY ROUTE

Saturday, April 7

8.30 hrs: Start. MR 477147, The Post House, Low Lane, Thornaby, Teesside. Catering for non-residents at Post House. Use spectator car park only as directed by Marshals.

9.58 hrs: Special Stage Boltby. Enter via Sutton Bank A.170 MR/514830 via MR/519877. Do not pass through Boltby Village. Entrance to stage at MR/504890. Do not cross farmer's fields — walk down public footpath to stage. Keep road from 519877 to 504890 clear for milk vehicles.

10.21 hrs: Special Stage Wass. Access off A.170 Thirk/Scarborough Road at MR 100/568812. Park well off Main Road.

11.09 hrs: Special Stage Cropton. Approach via Wrelton A.170 via Cropton Village. Take road to Rosedale Abbey. Park well off road beware of competing cars going to Cropton stage from Wrelton village.

12.21 hrs: Special Stages Dalby, Staindale, Bickley. Enter by Thornton Dale A.170 North SP Whitby. 2 miles TR SP Low Dalby. MR/841851. All stages accessible from Forest Drive, use spectator access signs. Do Not Enter via Eberston or Allerston. Leave stage by same route as entry.

14.02 hrs: Special Stage Wykeham North. Approach and exit details as per special stage Wykeham South. Enter stage via spectator entrance MR/942889.

14.15 hrs: Special Stage Wykeham South. Approach via Brompton MR/946823 off A.170. Travel North via Sawdon, follow direction arrows. Park well off road. Enter stage via spectator arrows, MR/941879 and 942889. Do not attempt to enter via Wykeham.

14.32 hrs: Special Stage Broxa Forest. Use car park at MR/965944. No parking on Public Highway.

14.45 hrs: Special Stage Harwood Dale. Access off A.171 Whitby/Scarborough Road. Use spectator signed entrances at MR/970890 or 953988. Park well off main road.

16.200 hrs: Finish at the Post House, Teesside.

Third time lucky for Esso/BTRDA

Everyone on the Esso Plains Rally this weekend will surely have their fingers crossed that this third round of the Esso/BTRDA Championship will not finish with the same confusion that has plagued the first two rounds.

The organisers, Knutsford & District MC, are hoping that, by Saturday, the snow will have cleared from the Mid-Wales stages and there will be nothing to impede the progress of the 120 strong entry. One good point this event shares with its predecessors in this year's championship is a heavily oversubscribed entry list.

Although not a championship regular, Roger Clark will be out on the event in his Equipe Esso Ford Fiesta. To date Roger has done a lot of tarmac testing with the car, but he now needs some loose surface practice in time for the Welsh Rally. All the series regulars will be there, too, including Chris Lord, Frank Pierson, Derek Evans, Bill Dobie,

Fred Henderson and Brian Mitchell.

The rally covers a total distance of 200 miles, about 60 of these on stages. The start is from the Bus Station car park in Newton (MR 136/107916) at 10am on Saturday and the event finishes back there at 6.30pm. The forestry Commission are not keen to have too many spectators in the forests in this area so very few of the stages will be open to them. However, some spectator information will be available at the start where there will be a full commentary on the proceedings. Spectators can, if they wish, see the cars at scrutineering the night before from 7 to 9.30 at Charles Clark Ltd (MR 136/118918). There will also be a film show the night before at the Bear Hotel, in Broad Street, which is rally headquarters. This will start at 8pm, it will include a showing of Esso's new film 'Scotch on the Rocks' and there will be a collection in aid of the Gunnar Nilsson Cancer Fund.

LEADING ENTRIES

- 1, Roger Clark/Jim Porter (Ford Fiesta);
- 2, Geoff Simpson/Ed Morgan (Ford Escort RS1800);
- 3, Chris Lord/TBN (Vauxhall Chevette);
- 4, Frank Pierson/Wynne Morgan (Ford Escort RS1800);
- 5, Derek Evans/Terry Evans (Vauxhall Chevette);
- 6, Bill Dobie/Peter Mellor (Ford Escort RS1800);
- 7, Brian Mitchell/John Gittins (Ford Escort RS1800);
- 8, Dennis Moody/Andy Graham (Ford Escort RS1800);
- 9, Fred Henderson/Colin Wilson (Vauxhall Chevette);
- 10, Mike Rawson/Simon Davey (Opel Kadett GT/E);
- 11, Guy Lockwood/Eddie Ganderton (Vauxhall Chevette);
- 12, Graham Lopley/Malcolm Harvey (Vauxhall Chevette);
- 13, John Weatherley/Dave Starr (Chrysler Sunbeam);
- 14, Richard Iliffe/Tony Gilholme (Ford Escort RS1800);
- 15, Geoff Fielding/Tony Goulding (Ford Escort RS1800).



Tony Pond first drove the Sunbeam on the Mille Pistes Rally last year.

Chrysler homologation plans go ahead

Homologation of the Lotus engined Chrysler Sunbeam into Group 4 went ahead on April 1 as planned following a visit of FISA inspectors to the company's factories to check on the production of the car.

There were three inspectors, one from Germany, one from Spain and Mike Greasley from the RAC Motor Sports

Council, and they have given their permission for the cars to be homologated.

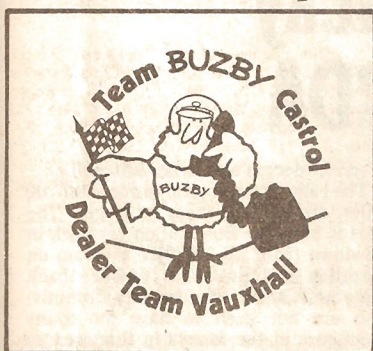
This means that the team will go ahead with their plans to debut the car on the Circuit of Ireland with Tony Pond driving, but a shortage of mechanics has meant that the team will not now be doing the Elba Rally.

The latest addition to Dealer Team Vauxhall is one of the most attractive characters to appear on the rally scene for many a year, none other than Buzby. His appearance with the team is associated with the Post Office entering the team's regular drivers, Pentti Airikkala and Jimmy McRae on the Phonepower Welsh Rally.

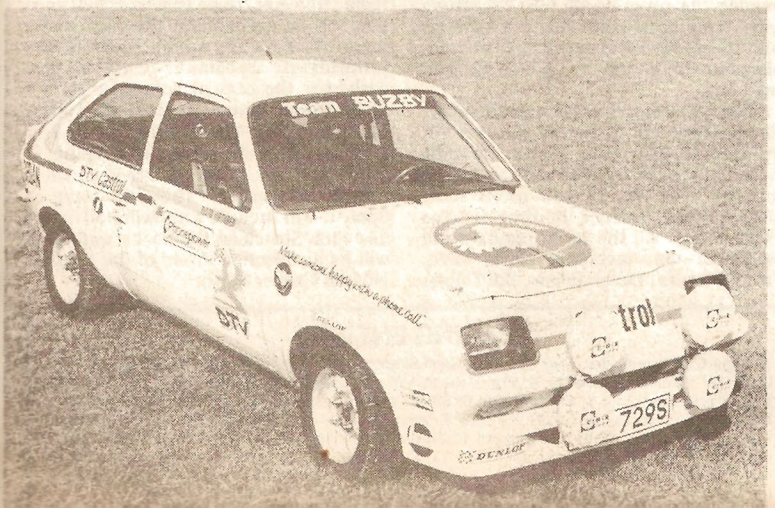
Buzby endeared himself to rally fans when he appeared at the start of last year's Welsh and we are promised he will be there again to help flag his two drivers off in their Team Buzby Castrol Chevettes this year. His association will bring a completely new image to the team for this one-off deal as the cars will be painted in bright yellow livery.

This deal emphasises the link between the Post Office and the Welsh Rally, which is being sponsored by Wales and the Marches Telecommunication Board.

DTV's Buzby



This is how the Team Buzby Castrol Chevettes will look on the Welsh.



Motogard latest news

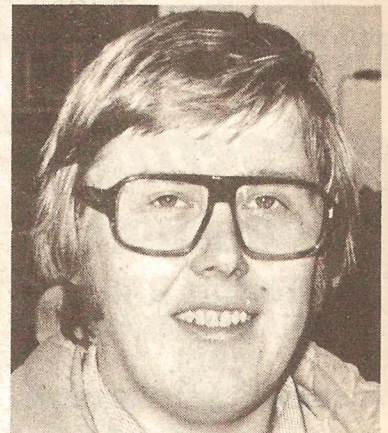
Plans are well advanced for the Motogard Rally '79 with the latest confirmed works entries being for two Datsun Violetts from Team Datsun Europe for Andy Dawson and Timo Salonen.

The TDE cars will join the Escorts of Ari Vatanen and Hannu Mikkola and the Vauxhall Chevette of Pentti Airikkala on this sixth round of the World Rally Championship.

The event is being run in the north half of New Zealand's North Island on July 14 to 18; unfortunately for competitors this is their cold season. The entire route will be 3,000kms long with 1,800 of these being on special stages. This is a non-practice event and so the road book will only be available the night before the event.

Some changes have been made to the event with perhaps the most significant (where works teams are concerned) being the lifting of the restrictions on the use of two-way radios in the cars.

Although the organisers want as many works teams as possible to take part they are also working hard to get travel con-



Salonen — Motogard entry.

cessions for privateers from this country. Anyone who is interested in more details about the event should contact Alan Carter, 26 Girton Close, Northolt, Middlesex, Tel: home 01-864 4768 or business 01-863 9066.

Golden Sands in Bulgaria

Taking place this weekend is Bulgaria's co-efficient 4 European Championship round, the Golden Sands Rally. This event has attracted an assortment of ECR regulars as well as a Seat team entry for Antonio Zanini in his Fiat 131 Abarth.

The rally is based on the town of Zlatni Piassatzi, from where it starts at 9pm on Saturday. The rally is held in two loops with a six hour halt between them on Sunday afternoon, and finishes at 7.15am on Monday.

The first stage is a 16km race round

the streets of the Albena holiday resort and the 38 other stages are mainly on asphalt roads.

Leading entries are Franz Wittmann (Porsche 911), 'Didi' (Fiat 131 Abarth), 'Siroco' (Lancia Stratos), Klaus Russling (Porsche 911), Stasis Brundza (Lada Vaz), Andrezej Jaroszewicz (Polonez), Jerzy Landsberg (Opel Kadett GT/E), Vaclav Blahna (Skoda 130 RS), Guy Colsoul (Opel Kadett GT/E), Ilija Tchubrikov (Renault 5 Alpine) and Attila Ferjancz (Renault 5 Alpine7).

BBC to cover Safari

BBC Radio and Television will be giving the Safari Rally coverage over the Easter weekend with Allan Phillips, who is going out to Kenya for the event, reporting back to the World Service and to *Grandstand* on the Saturday and Monday programmes.

Allan will have direct lines back to

London provided by Voice of Kenya and there is also a possibility that BBC TV news will even have film of the event. While Allan is away the local radio stations that he usually provides with rally information will be serviced by Derek Hill, who will be keeping them up to date with the Circuit of Ireland information.



Mercedes have been over in Kenya for some time practising for the Safari Rally and here is a shot of one of their 450 SLCs in full flight, with the person behind the wheel looking very much like Vic Preston Junior. One of his team mates, Bjorn Waldegaard, had a rather amusing story to tell about some pre-event testing when a car was flown back to Germany from Kenya when something went wrong on it. He was wondering what Peter Ashcroft would say if one of his Ford Escort race cars broke down and he suggested that it was flown back to Boreham to be repaired.

Brother's easy win

While the rest were settling themselves in Derek and Terry Evans went out and won the Tour of Kerry Rally run by Newtown & District MC last Saturday. They moved into a lead of 16 secs after the first stage had been run twice and thereafter nobody had a real look in as they swept to a comfortable 40 secs victory in their Vauxhall Chevette which is sponsored by Vincent Greenhous.

Although an access road was only opened the day before the Newtown club ran ten of their scheduled stages for a total of 30 miles of action all in the fringes of the Kerry complex; with the Evans brothers taking fastest time on nine, it was left to the rest to battle for the minor places.

Fresh from their Severn Valley Stages win the weekend before Dave Humphreys and Geoff Harding quickly established themselves as likely runners-up and they duly completed the event some

11 secs ahead of Grant Edwards and Jon Savage.

Fourth place eventually went to Richard Gough and Pat Caine who were well off the pace, but three other crews all had a chance which went begging. Paul Derry and Norman Jones put their Escort RS1800 on its side for more than a minute immediately after lunch and then G. Edwards/D. Morgan threw their chance away by jumping a stage start and dropped to 44th. Finally Mini men Harry Hockly and Alistair Roberts had fourth place sewn up until two and a half miles from the finish when the oil cooler pipe broke and cooked the bottom end.

1, Derek and Terry Evans (Vauxhall Chevette), 210pens; 2, Dave Humphreys/Geoff Harding (Escort Mexico), 250p; 3, Grant Edwards/Jon Savage (Escort RS2000), 261p; 4, Richard Gough/Pat Caine (Escort RS2000), 323p; 5, Mike Stuart/Frank Rowlands (Escort RS2000), 327p; 6, Paul Derry/Norman Jones (Escort RS1800), 349p.



This is Autodelta's new Group 2 1500cc Alfasud that was launched on the recent Targa Florio Rally. The car, which although still on carburetors should change to fuel injection fairly soon, was driven by Federico Ormezzano and Bruno Scabini, who will be running the car in the Italian rally championship.

Sedan support clubmen

Sedan Products are extending their involvement in rallying by coming up with a trophy for the overall championship winner of the Two's Company Rally Series.

This is part of the company's wish to become more closely associated with the grass roots of the sport, and as well as the overall trophy the highest placed championship contender on each round of the series will win a set of Sedan instruments. Competitors will only be

eligible for this award once and, if they win more than one round, the next highest placed competitor who has not won before will receive it.

The first recipient of this award from the company who are already putting a lot into the sport will be the winner on the Crest Tour of Lincs on April 28 (following the cancellation of the Cambrian Rally this is now the first round of the series).

Briefly . . .

● Martin Watson and Peter Stokes have now tied up sponsorship for their 1300cc Chrysler Sunbeam with which they are currently leading the Team Mopar Championship. Their new sponsors are Anchor Motors, one of the north-west's main Chrysler dealers who have garages in Chester, Wrexham and Crewe. With the added sponsorship the team are now hoping to do some local events and the Welsh, as well as the rounds of the Castrol/AUTOSPORT Championship.

● Last week there was a head on collision between the Hagley and District MC and Castrol when they met at the Whittington Inn, near Stourbridge for a Mastermind Contest. The Hagley team of Chris Dewing, Max Trimble and Barry Brant had the daunting task of meeting Castrol's motorsport experts David Edelsten, Roger Willis and Jimmy Simpson. At the halfway halt it was 190 to 75 in favour of Castrol who went on to finally win by 365 to 290.

● On the night before the CP Granite City Rally, April 27, there will be *The Press and Journal*/Castrol Rally Forum held at the Arts Lecture Theatre, St Machar's Drive, Old Aberdeen. The event will start at 7.30pm and tickets, at 60p each, are available from either the offices of *The Press and Journal* at 54A Union Street, Aberdeen or by post from Ken McEwen, *The Press and Journal*, P.O. Box 43, Aberdeen, BA9 8AF.

● Chris Daisy will have a new car this season to continue his good work in collecting money for the Gunnar Nilsson Cancer Treatment Campaign. Rally fans might remember Chris in his Opel Kadett with the money box boot, but now they will have to look out for him in a 1.6-litre Chrysler Sunbeam with the same slot in the boot for contributions. For this effort Chris will be backed by Mopar and Nike Engineering.

● Having their first outing in a Vauxhall Chevette on this weekend's York National rally will be Mike and Gill Taylor. The car they have acquired is George Hill's old one and this, like George's, will be run under the Martin Group banner. They are, however, also looking for additional sponsorship for the rest of the Castrol/AUTOSPORT championship rounds.

● DOT's Group 1 Kadett from last year, Little Magic, has changed hands again, having been sold by Freddy Patterson to songwriter Phil Coulter. The car will be in evidence over the Easter weekend as Phil is planning to drive it round the Circuit of Ireland as one of the 00 cars.

● Many apologies to Huxford's for publishing the wrong venue in last week's magazine for their lunch in aid of the Gunnar Nilsson Cancer Treatment Campaign. The lunch, with the theme 'The Ladies salute a brave gentleman' will be held on April 30 at the Inter-continental Hotel, which is at Hyde Park Corner in London.

● British competitors who would like to have a go at a continental rally might like to consider the 8th International Haspengowrally on May 25/26/27. The event features the usual lap system with receiving very easy as only 12 different stages are used. The rally will be 900kms long, 400 of these being competitive. Further details can be obtained from the event's British representative David Booth, Little Hollow, Lower Farm Road, Postcombe, Oxon OX9 7DU. Tel: Tetsworth 269.

● Roger Lane will be out again this weekend on the York National Rally in his Group 1 Avenger sponsored by Reading Garage, Mopar and Parkers Estate Agents. This year Roger is looking to win Class 1 in the Castrol/AUTOSPORT championship (he won the first round) and do well in the Team Mopar Championship.

Blockley romps home

Jim Blockley and Jack Windaybank romped away with the Forest of Dean MC's Road Rally over a 120 mile route in Gloucestershire, Herefordshire and Gwent last Saturday night, beating a field of 47 crews by a massive 7m 38s.

But their victory might not have been so considerable had not Andy Chambers/Mike Garris lost a wheel on their Escort 1700 early on while another top crew destined to retire early were

Alan Baker and Ray Foran who put their escort RS2000 through a hedge. Leading novices Garry Jones and Ken Symonds finished a creditable fifth of 26 finishers.

1, Jim Blockley/Jack Windaybank (Escort 1600), 17m 29s; 2, J Fishpool/C Mainwaring (Mini), 25m 07s; 3, Rod Wiltshire/Roger Hunt (Escort RS2000), 25m 18s; 4, Rod Hibberd/Wil Jarvis (Vauxhall Chevette), 26m 25s; 5, Garry Jones/Ken Symonds (Ford Mexico), 28m 18s; 6, Tony Fielding/Rudi Lacchin (Escort TC), 31m 21s.

Return of the Wayfarer

Third the previous weekend on the Craven Rally, Tim Samways and Andy Thorburn collected a clear-cut victory on the Roding CC's Spectra Wayfarer Rally in Norfolk last Saturday night.

The all-selective event covering 150 miles attracted 53 crews, but few of these were from the local area, where recent police activity seems to have put a damper on crews.

Samways and Thorburn led throughout. They took a 54sec lead at halfway from Tim More and Chris Parsons and pulled steadily away in the second half to gain a further minute on the opposition on an event which was last run in 1974.

The only blot on the night's entertainment came from a bogus group who set up an additional control and tried to direct crews through a recognised black spot. Unfortunately they disappeared before the organisers could apprehend them.

1, Tim Samways/Andy Thorburn (Escort RS1800), 7m 54s; 2, Tim More/Chris Parsons (Escort RS1700), 9m 48s; 3, Roger Harding/Malcolm Watson (Escort 1700), 11m 17s; 4, Roger Rees/Peter Twite (Escort RS2000), 12m 39s; 5, Ray Heathcote/Pat Gadsby (Escort RS2000), 12m 50s; 6, Pat Tierney/Colin Butterworth (Vauxhall Chevette), 13m 6s. Novices: Bob Smith/Steve Mynott (BMW 2002 T), 37m 29s.

Easy Wheels Lucky 13

Dave Thompson and Rob Parrott took their Solvtech Escort to a comfortable victory on the Rugby MC's Cavalier Rally, sponsored by John Brown Wheels in the Warwickshire/Oxfordshire area last Saturday night.

Forty-nine crews attempted the 170 miles of smooth roads, the first half being all pre-plot and the second one of plot and bash. At the half way Thompson and Parrott had a 2 min lead over John Harmer (Escort TC) and John Haden (Escort RS2000), but he stormed away to win by 5 mins and Mike Hutchinson/Eric Cowcill brought a standard Vauxhall Cavalier into third a further 6 mins down on the runners-up, at the end of a well-run and correctly-timed night's entertainment.

1, Dave Thompson/Rob Parrott (Escort), 21m 41s; 2, John Haden/Neil Fairhurst (Escort RS2000), 26m 22s; 3, Mike Hutchinson/Eric Cowcill (Vauxhall Cavalier), 32m 37s; 4, John Harmer/N Richards (Escort TC), 36m 24s; 5, Roger Parker/Geoff Marshall (Ford Fiesta), 38m 37s; 6, Keith Hocking/Andy Lees (Escort 1600), 39m 30s. Novices: D Barratt/M Bennett (Mini), 57m 21s.

Originally entered for the Costa di Pienti Rally, John Gill and Nigel Harris took over a late entry at 13 and defied superstition to win the Cleveland Rally, sponsored by Weir Polypac and run by Hartlepool & District MC last Saturday night.

Seventy-eight crews tackled a 140 mile route in north Yorkshire, mainly unaffected by the recent harsh weather but officials did have to clear part of one road themselves in an isolated spot. Six selectives, five in the first half, added spice to the night's entertainment which saw only two major contenders drop out. Mel Poppel and Geoff Sylph rolled their Escort TC when well placed and Chris Haykin and Tim Spafford went off fairly early on in their Vauxhall Firenza.

1, John Gill/Nigel Harris (Opel Kadett), 1396 penalties; 2, Eddie and Trudi Binks (Escort RS2000), 1453; 3, Mark Sedman/Brian Hodgson (Escort TC), 1486; 4, John Pye/Sam Simpkins (Opel Kadett), 1615; 5, Bruce and Andy Turnbull (Escort RS2000), 1787; 6, John Woods/John Kerr (Datsun), 1861. Novices: Tony Eaton/T Graham (Escort TC), 2075.



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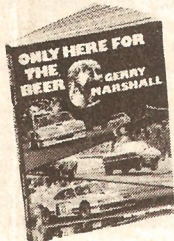
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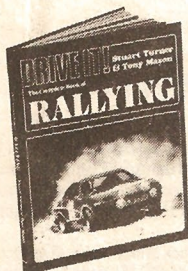
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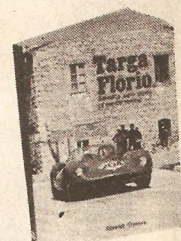
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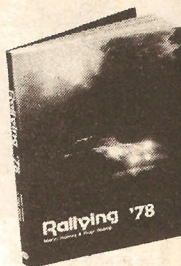
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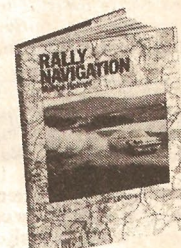
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Port Talbot M.C. wish to thank Welsh Counties CC and the Mid-Wales Trail Riders Association for facilitating these changes.

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Donald Heggie fought hard for his win.

Donald makes it two

Donald Heggie won February's rally-sprint after a day long battle with Drew Gallacher on a bright sunny day. On Saturday, in similar conditions, he did exactly the same thing in another Dunfermline CC event, the Bank of Scotland Rally.

As the third round of *The Scotsman/British Airways* series, the rally attracted 143 entries for the 120 starting places. A midday start in Aberfoyle, 32 stage miles, and a tea time finish in Dunfermline obviously appealed to the clubmen, although it may have been brief for the top drivers. After the Heron Gandy Rally all cars with hydraulic handbrakes also incorporated a variety of acceptable mechanical handbrakes. It was the first snow-free Scottish rally this year.

The competition started immediately over the one mile Leanach stage with Drew Gallacher and Allan Arneil 1sec quicker than Donald Heggie. Entering Loch Ard for three stages these men continued to dominate with Dominic Buckley and Ken Wood also in the picture. Arneil was quickest at Blair Vaich, where many drivers had problems, including Wood who spun. Division II man Wilson Girvan went off for a maximum and Tom Meldrum rolled the smart new Sunbeam with wife Diane sitting next to him! Heggie was quickest on the final Ard stage, High Currie, which was shortened by a mile due to forestry workings. Arneil had clutch problems, however, and his challenge faded when he broke a halfshaft in Garadhban to retire. The passage control in Drymen showed Heggie 8secs ahead of Gallacher, both enjoying the dice with Buckley and Wood behind. Brian Wilkinson from Kincardine was by now regularly in the top six, speeding up well on a trouble-free day.

Kirk O' Moor was as rough as usual, Bill Nicoll's coil conveniently breaking just after the stage. Carron was where the rally was decided — Gallacher's Lockhart Escort picked up a puncture with four miles to go, losing the tyre and

30secs, while Heggie set fastest time. Buckley was next quickest despite the motor now limiting itself to 5500rpm and David Gillanders was trying harder now after an early spin. Vince Finlayson's Sunbeam's suspension was proving unsuitable, and Alistair Fletcher blew his BDA head gasket completing a miserable day when he collected four punctures.

Gallacher had to change the rear axle before arriving at the final stage, Devilla, 2 mins away from exclusion. The 3/4 mile stage was run twice at 30sec intervals, slightly shorter than usual, and was cleaned by Gallacher, Heggie and Wilkinson first time through. Wood was 1sec over the 60mph target, memories of last year's accident on the nursery straight still with him. On his second run, however, he joined the other three clean despite his gearbox seizing on the last corner, forcing him to coast over the finish line. Ronnie Dale broke a halfshaft and David McDonald lost 3 mins when his Toyota motor cut out. Ian Wilson's Reliant Kitten blew its new Longman engine two days before the start, but took a class win with the old unit. George Porteous recorded some good times, but along with some others was excluded for illegal servicing.

The finish at the Halfway House Hotel saw Chris John from Radio Forth conduct an entertaining awards ceremony, Donald Heggie receiving the premier award with Gallacher second, but still leading *The Scotsman/British Airways* Championship. In Division II Brian Wilkinson and Bill Nicoll were the top men although Lenny Morrison still leads the Challengers Championship.

PETER FOUBISTER

1, Donald Heggie/George Dean (Ford Escort RS1800), 37m 39s; 2, Drew Gallacher/David McHarg (Ford Escort RS1800), 38m 11s; 3, Dominic Buckley/A. Thomson (Ford Escort RS1800), 39m 15s; 4, Ken Wood/Peter Brown (Triumph TR7), 39m 22s; 5, Brian Wilkinson/Allan Cox (Ford Escort RS1800), 40m 05s; 6, Bill Nicoll/Ian Nicoll (Ford Escort), 41m 25s.

Despite gearbox problems Ken Wood came fourth.



Five times a winner

Greg Carr continued his domination of the Castrol International Rally with his fifth win in the event's history (the last four consecutively) to avenge the Ford team's poor showing in the first round of the Australian Rally Championship.

Carr, sharing with Fred Goentas in one of the Ford works team's two RS1800 Escorts, led the two-day, 560km event around the forests near Canberra from start to finish. His only challenge was from the Datsun works crew of George Fury and Monty Sufferin in their Group 5, twin-cam Datsun Stanza. Fury held a tight second place to Carr in the early stages of the event, run in fine weather but thick dust, despite being slowed by a flat rear tyre 9kms from the end of one special stage and flattening his car's exhaust pipe on another. But the car's engine expired during the second division night stage, giving second place to Carr's team-mates Colin Bond and John Dawson-Damer in the second RS1800.

Bond had initially intended to run the team's RS2000, but after testing before the event decided that he ought not give away 80bhp, despite his original intention of saving the car for the second national title round in Western Australia a week after the Castrol.

Carr finished the event having lost 42min 7sec to Bond's 60:53.0, while a tenacious third was promising young driver Geoff Portman, with Ross Runnalls navigating, in a Datsun 510 — a 1600 body with a works 710 motor, gearbox and running gear, loaned by the Datsun factory. Portman dropped 63:32.0, well clear of fourth-placed Ed Mulligan and Chris Heaney (Datsun 1600) who lost 74:48.0. Fifth, and giving his new RS1800 its first run, was New Zealander Blair Robson, with Chris



Carr — fifth win.

Porter navigating, having dropped 76:12.0.

The rally was the first of the major non-championship international rallies in Australia this season, and as usual attracted large crowds of spectators braving the dust of the first day and the continual drizzling rain which made stage conditions treacherous on the second. Notable non-finishers included Wayne Bell in the Marlboro-Holden Dealer Team's turbo-charged, 1.8-litre Gemini, which broke its differential after the gearbox had been changed, and former Australian open-wheeler champion Kevin Bartlett, who crashed the ex-Andrew Cowan VW Golf GTI after earlier having changed the engine.

BOB JENNINGS

Yugoslavian Skoda win

Works Skoda driver Vaclav Blanha won the Yugoslavian Rally at the weekend in his Skoda 130RS. He was one of 44 survivors of the 100 crews who started the 1463 km rally.

The rally started from Belgrade at 4pm on Friday and, with only a three hour halt for neutralisation very early on Saturday morning, continued through to the finish back in Belgrade at 9.30pm that evening. Thirty-three foreign crews from 11 countries had been attracted to this co-efficient 1 European Championship round with entries coming from Austria, Turkey, Italy, Monaco, Portugal and Switzerland.

Leading entries were from Klaus Russling of Austria in his Porsche Carrera, Giovanni Salvi from Portugal in his Ford Escort RS2000 (Group 2), Vaclav Blanha and Vlastimil Havel in their Skoda 130RSs, Stojan Kolev having his first drive in a Renault 5

Alpine, Ilija Ciubrikov, also in a Renault 5 Alpine and works cars from Trabant and Wartburg.

The first part of the rally saw the demise of Salvi with electrical problems and in all 37 crews retired on this leg. Leading after the first leg was Blanha, from Russling and Havel.

The event really was dominated by the Skoda drivers with Havel leading for the first two stages and Blanha leading for the rest of the rally. It seems that the rally was very well organised and is likely to be upgraded to a co-efficient 2 event next year.

ALEX ANDRESCU

1, Vaclav Blanha/Motal (Skoda 130 RS), 14323; 2, Klaus Russling/Kosceutrign (Porsche Carrera), 14364; 3, Vlastimil Havel/Soukoku (Skoda 130 RS), 14510; 4, Ilija Ciubrikov/Kirov (Renault 5 Alpine), 14542; 5, Kuzmic/Ravnikar (BMW 2002), 14883; 6, Pusnik/Janja (Escort RS2000), 14912.

Tony skates to victory

After finding himself a lowly fifth at lunch Tony Revell got his skates on to good effect to come through to win the fourth round of the Telford Single venue Stages Rally at Stanmore, near Bridgnorth, last Sunday, but there were many red faces when Leslie Cowcill brought a standard Fiesta into third place, a position which has given her the lead in the series.

Forty-eight crews tackled eight stages twice round the roads at the former RAF station and at lunch Frank Morgan had

put his 2-litre Escort into a fractional lead over Mrs Cowcill and she went to overtake him in the afternoon, but Phil Roberts nipped past her in his Escort 1700 while Revell charged through with his Escort RS2000 to win by 15 seconds.

1, Tony Revell/Brian Wheeler (Escort RS2000), 1326s; 2, Phil Roberts/Jim Smith (Escort 1700), 1341s; 3, Mrs L Cowcill/Sue Sanders (Ford Fiesta), 1344s; 4, Frank Morgan/Geoff Wilson (Escort 2000), 1347s; 5, George Okell/Graham Howell (Escort RS2000), 1365s; 6, Chris Wilson/John Taylor (Mini), 1371s.

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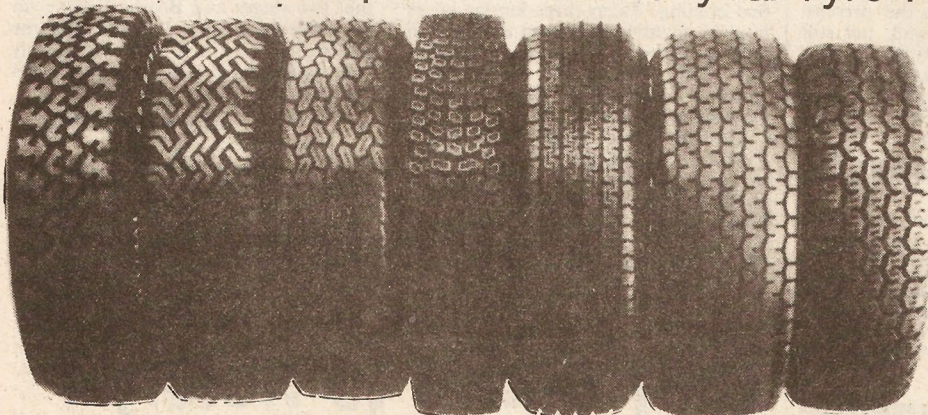


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Chico back on top

Serra wins a damp race — More wet-weather skill from second-placed de Cesaris — Johansson and Devaney third and fourth in McMahon Chevrons — Report: JEREMY SHAW — Photography: MIKE DIXON

"I am worried," admitted Chico Serra before the start last Sunday. He was in the middle of the front row of the grid; the track was still quite damp following heavy rain during the lunch break; he acknowledged the fact that he dislikes wet-weather conditions, and he was surrounded on the grid by three such experts as Andrea de Cesaris, Nigel Mansell and Brett Riley. But the Brazilian was in a determined mood. He made a good start and led the first six laps before being passed by a press-on de Cesaris. Rather than give up, though, Chico pressured the young Italian into a mistake at the Esses and, although Andrea closed right up again in the closing stages of the race, Chico held on to score a narrow but well-earned Vandervell Formula 3 victory with his Sadia Racing with Project 4 March 793.

A couple of incidents on the first laps served to break up the field somewhat but Stefan Johansson and Bernard Devaney both used their considerable skill to good effect in their pair of Derek McMahon Racing Chevron B47s and finished close together, third and fourth. They were happy to have finished in the points, for a change, but were still far from pleased with the way their cars were handling, while the two Unipart team members, Mansell and Riley, both suffered some rough luck and finished well down the field after a pit-stop apiece.

In the supporting races, Jonathan Palmer scored a tremendous first big Formula Ford victory with his JSM Joinery/Scorpion School Van Diemen RF79, finishing narrowly ahead of David McClelland (Hawke) and Terry Gray (Van Diemen), while Tony Sugden scored a popular first-time out victory for his new Chevron-cum-Skoda Special Saloon and Graham Woskett pipped Jim McDougall in a tight finish for the Austin-Morris Mini 850 Challenge event.

F3

VANDERVELL CHAMPIONSHIP
SNETTERTON

4

ENTRY & PRACTICE

The entry for the fourth round of the Vandervell F3 Championship was only slightly different from that which we have come to expect, due to the addition of Bryce Wilson with Dr Ehrlich's RP4 model and Chilean Eliseo Salazar (Ralt), but the weather was even more predictable: changeable! The track was dry as the 21 cars set out for their first practice session but, of course, this was April Fool's day and light rain began to fall after only about 5 mins. Any hopes of competitors setting any quick times after that were gone. As it was, only those who were able to go quickly from the outset were able to set fast times. Brett Riley headed the list with his Unipart March, followed by de Cesaris, Serra, Mike Thackwell, who had a minor off towards the end of the session when still on slick tyres, and Trevor Templeton (Ralt).

There was more rain later in the morning and the prospects were for a wet second half-hour of practice. Wrong again! A fresh breeze, together with the continual passing of cars, dried out the track quite well and conditions were very good towards the end of the second session. It was at this stage that everyone set their grid position times.

Andrea de Cesaris again made very good use of his well organised Marlboro Team Tiga equipe and circulated his March 793 fast enough to claim pole position, encountering no problems in doing so. As he had at Silverstone the week before, however, Andrea still felt that his engine was not quite as powerful as it might have been but surely this notion was only in the mind for his best lap was almost 0.2sec faster than Nelson Piquet's 1m 03.65s lap record.

Francisco 'Chico' Serra was running out of revs along the long back straight with his similar March and so opted to fit a longer top gear for the race but was still comfortably on the front row of the grid and ahead of the real surprise of the day, Kenneth Acheson. The RMC Ralt of the young Irishman looked very, very smooth through the fast Russell 'chicane', in similar style to both de Cesaris and Serra. "I tried to drive smoothly", related Kenneth after practice, "but it's pretty tricky! I was a bit Formula Ford-ish through the Esses!" All Kenneth lacks now is experience and a little self-confidence: "It's nice to be on the front row but I don't think I'll stay there."

The pair of Unipart March 783/793s occupied the second row of the grid, as evenly matched as ever, although each driver had a couple of niggling problems. Mansell had missed virtually all of the first session after encountering a sticking steering rack while rounding Coram for the first time: "I've never been so frightened in my life!" Nigel's March

Qualifying			
Andrea de Cesaris (I)	March 793	1:06.03	1:03.48
Francisco Serra (BR)	March 793	1:06.20	1:03.69
Kenneth Acheson (GB)	Ralt RT1	1:06.75	1:03.88
Nigel Mansell (GB)	March 783/793	1:18.71	1:04.00
Brett Riley (NZ)	March 783/793	1:05.95	1:04.30
Jorge Caton (E)	Ralt RT1	1:07.28	1:04.38
Roberto Guerrero (COL)	Argo JM3	1:06.56	1:04.43
Mike Thackwell (NZ)	March 793	1:06.21	1:04.48
Stefan Johansson (S)	Chevron B47	1:08.03	1:04.65
Rob Wilson (NZ)	Ralt RT1	1:08.28	1:04.75
Bernard Devaney (IRL)	Chevron B47	1:10.81	1:05.01
Michael Roe (IRL)	Chevron B47	1:08.70	1:05.14
Eddie Jordan (IRL)	Chevron B47	1:09.28	1:05.32
Trevor Templeton (GB)	Ralt RT1	1:06.49	1:05.40
Placido Iglesias (BR)	Ralt RT1	1:09.84	1:06.46
Eliseo Salazar (Ch)	Ralt RT1	—	1:07.10
Bryce Wilson (GB)	Ehrlich RP4	1:09.38	1:07.20
Ken Eady (GB)	March 773	1:16.99	1:07.49
John Bright (GB)	March 773	1:07.95	1:07.68
Wyatt Stanley (GB)	Ralt RT1	1:15.64	1:10.38
Phil Silverstone (GB)	Ralt RT1	1:23.86	1:12.81

* Non-starter

performed a lurid spin before being brought slowly back to the pits. A new rack was fitted for the second session but the real problem was found to be some fine sand in the steering column bush. Brett Riley had a similar problem with his car, another new rack being installed during the morning, but his progress was also stunted slightly by having the wrong gear ratios fitted, "I thought it was going to stay wet".

Spaniard Jorge Caton drove extremely well to claim a position on the inside of the third row with his Equipo Nacional Espanol Ralt RT1, although he was obviously having to try very hard indeed, throwing the car over both kerbs at Russell in spectacular fashion.

Roberto Guerrero was using a new Argo chassis this week after writing off the old one at Silverstone and went well to record seventh fastest time. Mike Thackwell, however, didn't have much luck with which to celebrate his 18th birthday the previous Friday. He survived a minor 'off' in the first practice but his team did not check the suspension too well between sessions and Mike found the car a real handful to drive. The camber on the rear wheels was later found to be offset by a full five degrees.

"I was balls out there, going as fast as I possibly can. I tell you, there's no way... we're still a second off the pace!" So said a frustrated Stefan Johansson after practice, he still having major problems with the handling of his Marlboro/Plastic Padding-backed Chevron. Team-mate Bernard Devaney was 0.5secs slower but only two places further back on the grid: I was as fast as most of them for much of the session but as soon as the dry line came along in the last ten minutes they were gone!

Splitting the two McMahon Chevrons on the grid was Rob Wilson, going fairly well, at last, with the ICL Ralt — "I'm waking up" — while Michael Roe was bemoaning his lack of experience and not knowing what to do in order to improve his David Clark Team Riva Watches Chevron.

Further back, Templeton could not maintain his earlier high position after a brief excursion damaged the splitter of his Ralt, while Bryce Wilson was finding the Ehrlich as difficult as had most of his predecessors in the car. He was hoping for a wet race, while Chilean Eliseo Salazar, current Argentinian Formula 4 Champion, was finding his feet quickly in his first ever F3 drive with the ex-Paul Bernasconi Ralt and being encouraged by last year's Champion Nelson Piquet and Gregg Siddle.

Of the rest, poor John Bright suffered a monumental accident at Russell when the throttle of his March stuck open and he ploughed heavily straight on into the barriers. The car was very badly damaged but John, miraculously, escaped with only bruising to his legs. It was a sad blow to his already under-financed team — and this on his wedding anniversary — although the ever-cheerful Leicester man could still manage a smile: "I think you bury 773s at this stage don't you?"

RACE

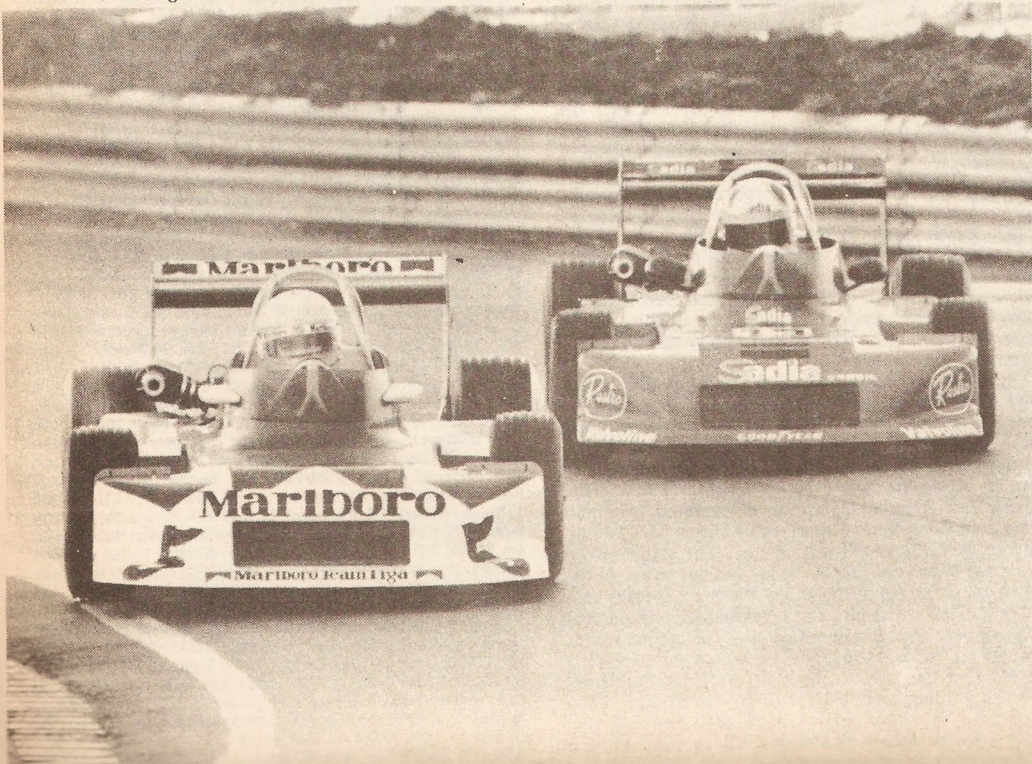
The paddock was a hive of activity during the 20mins or so immediately prior to the race. There had been heavy rain during the lunch interval and although there were two races before the Vandervell F3 event there was some doubt as to whether the track would be dry enough for slicks to be used. Most drivers ventured out for the warm-up lap on wet rubber and stayed that way, although Serra made the lap on slicks before changing to wets before the start.

Kenneth Acheson was alone on the first few rows in selecting slick tyres for the race, although his decision could not be fully evaluated as he made a slow start and was then hit by a spinning Guerrero at the first corner, Riches.

Serra made the best start to lead de Cesaris, while Johansson made another of his classic starts to slot into third place behind these two.

The Unipart twins followed in fourth and fifth places, Mansell ahead of Riley, and although the Acheson/Guerrero incident split up the field a bit,

Andrea de Cesaris was obviously at home in the damp conditions, but Chico Serra took the lead when he pressured the Italian, leading here, into a mistake at the Esses.



continued

there was further confusion on the main straight when Thackwell received a nudge from the rear ("If someone could tell me what happened, I'd very much like to know"), probably from a fast-starting Bryce Wilson, and both cars spun wildly into the barriers to be joined by the last car in the field, Phil Silverstone (Ralt).

As the leaders encountered the scene on their second lap there was a sea of debris across the track (which several people thought should have justified the stopping of the race). Johansson made a mistake at Sear on the second lap and rejoined the track, still in third position, but with a marker cone lodged beneath the front suspension, and so Serra and de Cesaris were left out on their own at the front. Andrea outracked Chico into the Esses on lap 6, only to be immediately passed again as the two cars shot away under the bridge, but the Italian repeated his manoeuvre on the following lap (on the outside line!) and this time managed to maintain his lead. Chico wasn't about to give up, though, and his pressure paid off on the ninth lap when Andrea made a mistake at the Esses and understeered off onto the grass.

So Serra was handed back a lead of a couple of seconds, which was quickly extended to over 4secs as his young Italian rival struggled to acclimatise himself to the balance of his March, which now had a large piece of the splitter removed. Andrea worked hard at closing the gap on the drying track but Chico drove sensibly to withstand the attack and, despite being badly baulked by Eddie Jordan at Russell two laps from home, ran out a contented victor.

"We appear to have a bit of a relapse", commented Brett Riley after the race, referring to the Unipart team's ill-fortune. Team-made Mansell picked up a puncture from the Thackwell incident and lost a lap changing the left rear wheel, while Brett, having moved up to fourth place, damaged the nose cone of his March when: "I guess I went off at the Esses."

So Bernard Devaney, in his element on a wet track, moved up to fourth place and even closed right up onto the tail of Johansson, who still had the marker cone lodged beneath the front suspension. Passing him was another matter, though: "my car was good up until the 10th lap but then the track started to dry out . . .", so Bernard settled for a good fourth place.

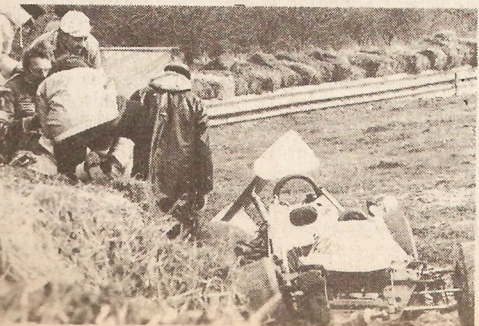
Trevor Templeton looked set for fifth place, although being closed upon by Placido Iglesias's ex-Piquet Ralt, but a spin at Sear let the Brazilian through to his best ever F3 placing after another sensible and steady drive. Trevor should still have finished sixth but for a very unlucky occurrence. He just avoided being lapped by the Serra/de Cesaris battle and, when the chequered flag was waved, he thought that they were dicing for second place behind Mansell, whose Unipart March was only about 6secs ahead on the read. Templeton, therefore, drove straight round to the paddock and the Clerk of the Course had little option but to omit the Ulsterman from the results for not completing the race.

The last championship point, therefore, went to Ken Eady, who drove his ex-Unipart March-Dolomite sensibly in the conditions and got the better of a good dice with Rob Wilson's ICL Ralt, which spun a couple of laps from the end but still made seventh place, the first finisher on dry tyres. As Kenny Acheson said afterwards, though, having seen the track dry out throughout the race: "I'd have loved to have found out whether I made the right decision starting on slicks . . ."

Vandervell British Formula 3 Championship, round 4 Snetterton, April 1 20 laps — 38.34 miles

1. Francisco Serra (March-Toyota/Novamotor 793), 24m 18.49s. 94.63mph;
 2. Andrea de Cesaris (March-Toyota/Novamotor 793), 24m 18.94s;
 3. Stefan Johansson (Chevron-Toyota/Novamotor B47), 24m 32.43s;
 4. Bernard Devaney (Chevron-Toyota/Novamotor B47), 24m 33.03s;
 5. Placido Iglesias (Ralt-Toyota/Novamotor RT1), 25m 31.46s;
 6. Ken Eady (March-DL Dolomite/Swindon 773), 19 laps;
 7. Rob Wilson (Ralt-Toyota/Novamotor RT1), 19 laps; 8. Nigel Mansell (March-BL Dolomite/Swindon 783/793), 19 laps; 9. Jorge Caton (Ralt-Toyota/Novamotor RT1), 18 laps; 10. Eddie Jordan (Chevron-Toyota/Novamotor B47), 18 laps.
- Fastest lap: de Cesaris, 1m 10.86s. 97.39mph.

A sad end for John Bright's trusty March.



Jonathan Palmer, leading the pack, took his first important Formula Ford win.

SUPPORTING RACES

There were six races, combining with the F3 event, to comprise the first Snetterton programme of the season. With the notable exception of the FF1600s, those races provided familiar front runners and habitual winners, whose mounts were also well used to passing the chequered flag first.

The season opener, for example, a round of the Demon Tweeks 4 Shocks Production Saloon series, provided an outright win for Tony Lanfranchi in the Mayfair Opel and a class win for Gerry Marshall with the Triplex Dolomite. It was Tony's third victory in a row and it was well accomplished on a wet track. He had been hard pressed in the spray first by a fast-starting David Taylor (BMW) and then by an exuberant Tom Dodd-Noble (Opel) but, when the four cars bunched menacingly halfway through their 'splash', it was the two veteran campaigners who emerged out of a kerfuffle at Sear in first and second places, which they held to the flag. Dodd-Noble and Taylor finished next disputing third till the close. Nigel Rosser sped to fifth with a clear track both ahead and behind his second-in-class Alfetta while next up was Peter Buxtorf who recovered well from a first lap spin in his BMW.

The category which most consistently displayed close racing at the Norfolk venue last year was the Mini 850 class. On a wet, but drying track, the Austin Morris Challengers perpetuated that tradition. Although, at the green light, poleman Chris Tyrell spluttered to the tail of the field from where he never re-emerged, the story was very different for the other front row men. Jim McDougall made a superb start and Patrick Watts moved across to tuck in behind him and, together with Graham Woskett, they rapidly pulled away from the rest of the field. At half distance Watts appeared a little breathless and fell away but his companions fought it out to the line. McDougall led into the last half-lap but, as they moved onto Revitt's Straight, Woskett came alongside and they sat it out until the Esses where Graham snatched the all important advantage. Around Coram, and through Russell they came as one — it was victory for Woskett by a length. Behind third place man Watts, another equally exciting two car battle was decided by a similar margin in favour of Russell Grady over Gerry Hall.

Former British Saloon Car Champion Bill McGovern, having a full season of racing after a four-year lay-off, driving a George Bevan prepared Imp as he did in his heyday, provided most of the excitement in the Wendy Wools 1000 Special Saloon qualifier. After a start that at the very best could be only described as tardy he fought back rapidly to catch the fleeing leader David Enderby (Sunbeam Stiletto). Bill hiccoughed at Sear on lap 3 and gave himself some of the work to do again but, at the completion of lap 5, he was right with Enderby and before one more tour he was in front. On a damp track he pulled away at almost 2secs a lap to win comfortably. The larger engine in Viv Wallace's Mini ensured he just finished third ahead of the Imp of 850cc class winner Roger Gill. Gill had initially been headed in the class by Chris Roberts who had completed much of the opening lap in the lead with his Mini before dropping back and finally spinning into retirement.

The Irish have moved on and the front row of the Townsend Thoresen FF1600 round was occupied by three Englishmen. James Weaver was on pole, with the works Tiga with Jonathan Palmer (JSM Joinery Van Diemen) and John Village (Rushen Green Racing Royale) alongside and the promising Terry Gray (works Van Diemen), and the determined Irishman (there's an exception to every rule) David McClelland (Hawke) lurking on the second row. The stage looked set for a tremendous race — but it was not to be. At the end of the first lap, Village led Palmer, Weaver and McClelland past the pits and already they had opened up a gap over the rest; no sooner had the commentator finished telling everyone how experienced these four drivers were than yellow flags at the Esses indicated that two of them had collided. Palmer emerged with a useful lead over McClelland and Gray, who was now into his stride after a bad start. Village was left with the frustration of retirement due to a damaged car

while Weaver fared slightly better from the shunt being able to continue, although now out of contention. Palmer, who had never won a championship round, was determined not to make a mistake and treated the back markers with a commendable amount of caution as he lapped them. All of this allowed McClelland and Gray to close on him but to no avail. The delighted Jonathan took the chequered flag 0.7sec ahead of McClelland with Gray, who set fastest lap, a further 0.5sec adrift. Carlos Abdala was fourth after his Rushen Green team-mate David Sears spoilt an impressive drive through the field, from a lowly starting position, with a spin. John Davis, Sark, repassed Richard Morgan, Crosslé, on the last lap for fifth.

Paul Berman comfortably won the STP modsports round by over 30secs and then modestly claimed he was lucky, his car was going better than anyone else's! Behind him came the subdued pair Dave Bettinson (Caterham 7), and Jon Fletcher (Lotus Elan). Next up were the class winners Tony Wingrove (2.8 Porsche), Graeme Sutton (1.1 Davrian) and Steve Roberts (1.4 Mini Marcos). All three had been behind John Pugsley's well driven Davrian until its engine broke. Most of the excitement came from Roberts' excellent close dice with class rival Garry Wilson (1.5 Midget) except when they were upstaged by Dudley Woods's spectacular spins with his Porsche.

Tony Sugden won the Wendy Wools 1000 + Special Saloon thrash with his Swindon/BDX engined Skoda. Initially the similar but Hart-powered car of Tony Dickinson led but, as the pair were about to do battle in earnest, Dickinson was forced to slow with overheating problems. Pete Baldwin, third overall, is another who carried on where he left off last season — winning his class by miles in the BDA engined Mini.

ANDY LEEDER

Demon Tweeks 4 Shocks Production Saloon Car Championship Race (10 laps) — overall: 1, Tony Lanfranchi (2.8 Opel Commodore GS/E), 16m 00.28, 71.87mph; 2, Gerry Marshall (2.0 Triumph Dolomite Sprint), 16m 04.76s; 3, Tom Dodd-Noble (2.8 Opel Commodore GS/E), 16m 06.63s; 4, David Taylor (BMW 3.0Si), 16m 07.22s. **2300-3000cc:** 1, Lanfranchi; 2, Dodd-Noble; 3, Taylor. **Fastest lap:** Lanfranchi, 1m 32.71s, 74.43mph. **1600-2300cc:** 1, Marshall, 1.753mph; 2, Nigel Rosser (2.0 Alfa Romeo Alfetta); 3, Chuck Nicholson (2.0 Triumph Dolomite Sprint). **Fastest lap:** Marshall, 1m 33.28s, 73.98mph. **Up to 1300cc:** 1, Trevor Scarborough (1.3 Vauxhall Chevette), 63.41mph; 2, Andrew Thorpe (1.3 Alfa Romeo Alfalus 1); 3, Bob Yarwood (1.3 Ford Escort Sport). **Fastest lap:** Thorpe, 1m 43.21s, 66.86mph.

Austin-Morris Mini 850 Challenge Race (10 laps): 1, Graham Woskett 15m 40.28s, 73.40mph; 2, Jim McDougall, 15m 40.41s; 3, Patrick Watts, 15m 46.54s; 4, Russell Grady, 16m 01.18s; 5, Gary Hall, 16m 01.50s; 6, Nigel Gaymer, 16m 11.59s. **Fastest Lap:** Woskett, 1m 32.09s, 74.94mph.

Wendy Wools 1000 Special Saloon Championship Race (10 laps): **Overall:** 1, Bill McGovern (1.0 Bevan Imp), 14m 09.14s, 81.27mph; 2, David Enderby (1.0 Sunbeam Stiletto), 14m 17.31s; 3, Viv Wallace (1.0 Maguire Mini), 14m 34.79s; 4, Roger Gill (850 Hillman Imp), 14m 35s. **851-1000cc:** 1, McGovern; 2, Enderby; 3, Wallace. **Fastest lap:** McGovern, 1m 21.24s, 84.94mph. **Up to 850cc:** 1, Gill, 78.87mph; 2, Tony Crudgington (Mini); 3, Trevor Willcocks (Chrysler Imp). **Fastest lap:** Gill, 1m 24.21s, 81.95mph.

Townsend Thoresen Formula Ford 1600 Championship Race (15 laps): 1, Jonathan Palmer (Van Diemen-Scholar RF79), 18m 49.57s, 91.64mph; 2, David McClelland (Hawke-Scholar Mk21), 18m 50.28s; 3, Terry Gray (Van Diemen-Scholar RF79); 18m 51.61; 4, Carlos Abdala (Royale-Minister RP26), 19m 00.70s; 5, John Davis (Sark-Ford 1), 19m 02.14s; 6, Richard Morgan (Crosslé-Minister 32F), 19m 02.48s. **Fastest lap:** Gray, 1m 12.86s, 94.74mph.

STP Modified Sports Championship Race (10 laps) Overall: 1, Paul Berman (1.8 Lotus Elan), 12m 16.07s, 93.76mph; 2, Dave Bettinson (Caterham Super 7), 12m 46.58s; 3, Jon Fletcher (1.8 Lotus Elan), 13m 01.24s; 4, Tony Wingrove (2.8 Porsche Carrera), 13m 23.40s. **Over 2000cc:** 1, Wingrove, 85.90mph; 2, Dudley Wood (Porsche Carrera); 3, David Sutherland (Datsun 240Z). **Fastest lap:** Wingrove, 1m 18.45s; 87.97mph. **1501-2000cc:** 1, Berman; 2, Bettinson; 3, Fletcher. **Fastest lap:** Berman, 1m 11.59s, 96.40mph. **1151-1500cc:** 1, Steven Roberts (Mini Marcos), 12m 47.32s, 80.95mph; 2, Garry Wilson (MG Midget); 3, Jon Jeffrey (Arkle SS). **Fastest lap:** Roberts, 1m 22.23s, 83.92mph. **Up to 1150cc:** 1, Graeme Sutton (Davrian Carter), 12m 41.23s, 81.59mph; 2, John Digby (Davrian Mk7 Imp). No other finishers. **Fastest lap:** John Pugsley (Davrian Chrysler), 1m 17.38s, 89.19mph.

Wendy Wools Special Saloon 1000 Plus Championship Race (10 laps) Overall: 1, Tony Sugden (2.0 Skoda S110R Swindon BDX), 12m 15.97s, 93.77mph; 2, Tony Dickinson (2.0 Skoda 130SR Hart), 12m 52.07s; 3, Peter Baldwin (1.3 Marshall Mini BDA), 12m 52.53s; 4, Graham Goode (2.0 Ford Escort Hart), 12m 55.78s. **1301-2500cc:** 1, Sugden; 2, Dickinson; 3, Goode. **Fastest lap:** Sugden, 1m 11.28s, 96.82mph. **1001-1300cc:** 1, Baldwin, 89.33mph; 2, Steve Pengelly (Mini); 3, Tony Allies (Mini Clubman). **Fastest lap:** Baldwin, 1m 14.53s, 92.60mph.

Kirkby topples Leslie

Although Formula Atlantic was alleged to be topping the bill at Thruxton on Sunday, its tiny grid conspired against it and one had to look elsewhere for real entertainment and interest. One then had two choices — either the track or the scrutineering bay. The RAC's new regulations regarding silencers came into effect with the full majesty of law on Sunday though some competitors seemed to regard it as an elaborate April Fool's Day hoax for they arrived with either non-acceptable silencers or no silencers at all.

As with all April Fool's tricks, if you play them past noon they rebound upon you and some drivers were seen frantically begging, borrowing — even buying — spare boxes as it dawned on them that the scrutineer meant what he said — no box, no race. It wasn't quite as simple as that, though, for with a measure of kindness and compromise it was agreed that FF1600 runners with non-specified silencers (or even no silencers) who came within the prescribed noise limits could race in the qualifier as a consolation but not in the main Esso round. Competitors in, say, Ford 2000 did not have this let out and one felt sorry for, among others, Chris Hague, whose self-constructed silencer (it cost 50p) was deemed effective but illegal because it was not the specified type.

In the first race of the day, for MCD Sports Racing 1700 contenders, Charlie Kirby had a good race, coming through the field after the first lap to win, equalling the lap record in the process. From the start the race was between Cris Hill, Vernon Davies and Martin White (all in Mallock 20Bs) with Kirkby leading by the fifth lap. Davies retired before the end and there was an exciting dice between James Stephenson and Duncan Bain, again in Mallock 20Bs, but Bain unfortunately spun coming through Club and was out of the race.

The start of the ShellSport Martini Ford 2000 race was reminiscent of the previous day's Grand National with a 32-car grid, a quarter of whom fell in the first lap, with several other fallers during the race. It was a fairly open race with Championship leader David Leslie starting with a 10 secs penalty for not practising and his main rivals, Simon Kirkby and Barrie Maskell in Reynard SF79s starting from the front row. A change in the championship table was on the cards and the race, when it got on its feet, was exciting. Leslie drove well, coming up to fourth at the line but he could not beat Simon Kirkby who won with Timothy Wallwork second and Nick Foy third. Foy's time was identical to Wallwork's but the latter got it by the skin of his front bumper. John Herne and Robert Cooper were fifth and sixth.

The DB Motors Car and Car Conversions Prodsports was a close race from start to finish, the lead changing between Rob Wells (Morgan Plus 8) and Colin Blower (TVR). Wells eventually won and Blower was second. Pat Thomas in the Europa was a useful third. In Class B Alison Davis in her Ginetta G15s won her class followed by Simon Davey, also in a Ginetta and Dick Adams in a TR7. Class C was won by Chris Hart and Bruce Pears. Terry Stone got a new class record.

for the main event, there were really two races. One, for first place, between Rick Morris and Tommy Byrne, both in PRS RHO1s. Morris came in 0.02sec faster than Byrne, both having left the rest of the field far behind. Here, Herve Didion in a Royale RP24 held off Stephen Grigg (Van Diemen RF79) by exactly 2secs to come third in and Richard Mallock, who started with a 10 second penalty in his U2, managed to scramble up to fifth place in 9m 12.1s.

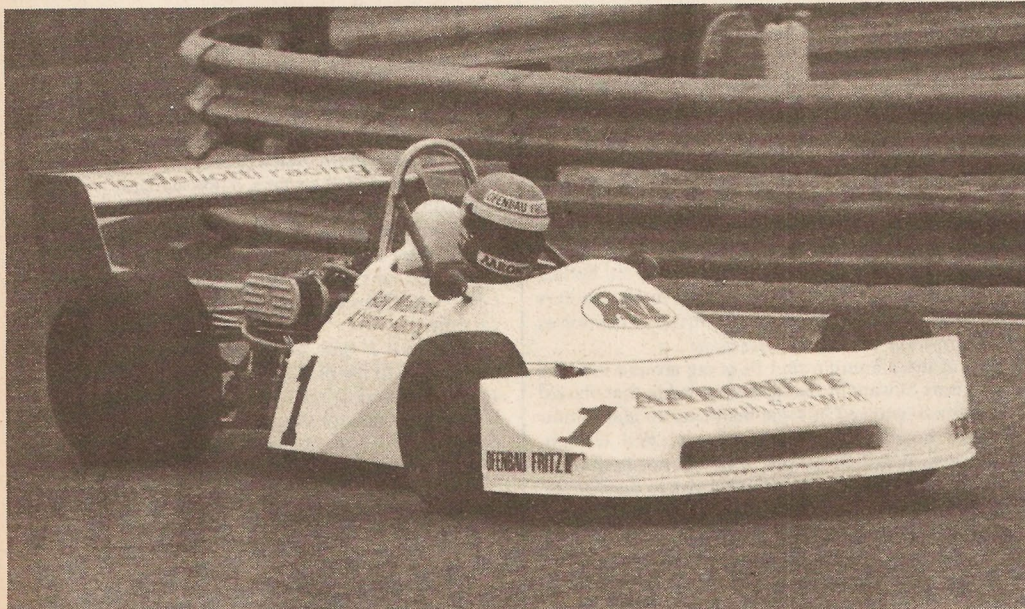
The main race of the day, the Hitachi Formula Atlantic, over 20 laps, with only eight starters didn't look too exciting, and in the event it wasn't but it had its moments during a battle between Rick Gorne in his Argo JM1X, Andrew Jeffrey in a Chevron B49 and Jim Crawford in a Chevron B45. The leader, Ray Mallock in a Ralt RT1 eventually won, Crawford drove on three cylinders for three laps before pitting, which put him out of the running, and Lawler was second with Jeffrey coming third and Rick Gorne fourth. Bernard Hunter in his Ralt RT1 followed them in in 26m 19.2s.

The Esso Formula Ford was a much more eventful affair. The rain started to come down (Thruxton remember!) and Walsh took the opportunity in lap 3 to get ahead. There was an exciting dice between Binney and Tassin for second and third places in pouring rain — followed by the rest of the field who were behaving themselves beautifully. Tassin had an unfortunate encounter with David Jones's car which had come to a halt just out of Club. Tassin followed his example, leaving his car on the track, but fortunately it was near the end of the race and there were no further incidents.

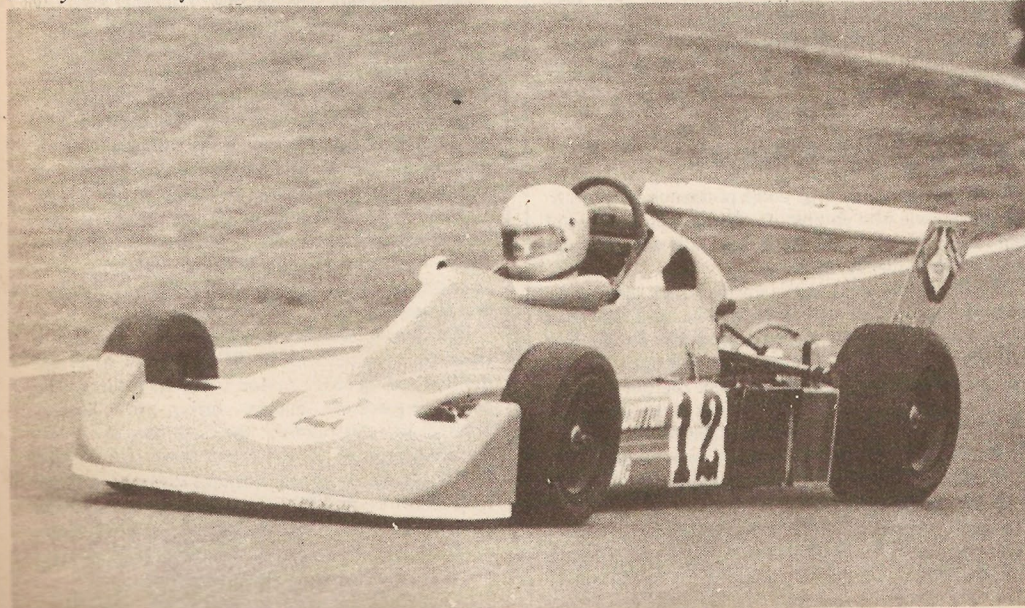
The result of the race was a win for Walsh in his Royale RP26, followed in by Cameron Binnie (Van Diemen RF79) and Rick Morris (PRS RHO1). Fourth was Peter Orlando (Van Diemen RF79), fifth Graham Tilley in a PRS RHO1 just 0.01 sec ahead of Mike Taylor in a Royale RP24.

The last race of the day, the Austin Morris Mini 1000 Challenge started very sedately on an extremely wet track but it soon gathered momentum with Roland Nix in a Harris Mini driving a very good race to pass Max Wallaker (who spun) Paul Gaymer, Phil Spurling and Chris Dobson to take the lead in the third lap. He lost the lead until an incident at Club but got back into the race in fifth place and at Seagrave two laps later he had another go, eventually coming third after a really exciting race. The winner was Paul Gaymer in his Boopspeed Longman Mini, second Freddie Heaney followed by Dobson, also in a Boopspeed Mini, David Abbot and Derek May (C. May Motors Mini) a very good race to end the day.

MIKE LAWRENCE



Above: Ray Mallock won the second round of the Hitachi British Formula Atlantic series. Below: Simon Kirkby became the first driver other than David Leslie to win a Formula Ford 2000 race this year.



AMHEC Formula 4 Championship Race (8 laps): 1, Ian Briggs (Delta-Hartwell Imp 784), 11m 21.1s, 99.62mph; 2, Brian Turner (Holley-Ford BTC 004), 11m 32.7s; 3, John Brown (March-Richardson Ford 733), 11m 56.4s; 4, Mike Hartley (Brabham-Ford BT15), 12m 19.6s; 5, Alan Morgan (Cirrus-Richardson MAE 004), 12m 21.2s; 6, Ian Rowley (Sparton-Carter F4), 12m 22.2s. **Fastest lap:** Briggs, 1m 23.2s, 101.94mph.

MCD Sports Racing 1700 Championship Race (8 laps): 1, Charlie Kirby (Mallock-Nelson U2 Mk20B), 10m 29.4s, 107.81mph; 2, Chris Hill (Mallock-Miles Cosworth U2 Mk20), 10m 33.6s; 3, Martin White (Mallock-Nelson U2 Mk20B), 10m 44.8s; 4, James Stevenson (Mallock Mk20B), 10m 54.3s; 5, Paul Gibson (Mallock-Morgan U2 Mk20), 10m 51.0s; 6, Chris Greville-Smith (Phantom-Swindon P79), 11m 11.5s. **Fastest lap:** Hill, 1m 16.8s, 110.44mph.

ShellSport Martini Ford 2000 Championship Race: (15 laps): 1, Simon Kirkby (Reynard Neil Brown SF79), 20m 42.2s, 102.40mph; 2, Tim Wallwork (Reynard-Titan SF79), 20m 42.9s; 3, Nick Foy (Reynard-Nelson SF79), 20m 51.7s; 4, David Leslie (Reynard-Titan SF79), 20m 51.7s; 5, John Herne Delta Nelson T79), 20m 52.3s; 6, Robert Cooper (Lola-Cooper T580), 20m 52.6s. **Fastest lap:** Leslie, 1m 21.5s, 103.94mph.

DB Motors/Cars and Car Conversions Production Sports Car Championship race (8 laps): overall and class A: 1, Rob Wells (3.5 Morgan Plus 8), 13m 22.0s, 84.60mph; 2, Colin Blower (3.0 TVR) 13m 22.3s; 3, Pat Thomas (1.6 Lotus Europa), 13m 29.6s; 4, John Kent (1.6 Lotus Europa), 13m 35.5s. **Fastest lap:** Blower, 1m 38.7s, 85.93mph. **Class B:** 1, Allison Davis (1.0 Ginetta G15s), 78.28mph; 2, Simon Davey (1.0 Ginetta G15S); 3, Dick Adams (2.0 Triumph TR7). **Fastest lap:** Davis, 1m 47.0s, 79.27mph. **Class C:** 1, Terry Stone (1.3 MG Midget), 77.05mph; 2, Chris Hart (1.3 MG Midget); 3, Bruce Pears (1.3 Austin-Healey Sprite). **Fastest lap:** Stone, 1m 47.7s, 78.75mph.

Formula Ford 1600 Consolation Race (6 laps): 1, Rick Morris (PRS-Minister RH01), 8m 55.9s, 95.12mph; 2, Tommy Byrne (PRS-Minister RH01), 8m 55.2s; 3, Herve Didion (Royale-Minister RP24), 9m 08.7s; 4, Stephen Grigg (Van Diemen-GGS RF79), 9m 10.7s. **Fastest lap:** Byrne, 1m 27.1s, 97.38mph.

Hitachi British Formula Atlantic Championship Race (20 laps): 1, Ray Mallock (Ralt-Swindon RT1), 25m 08.3s, 112.47mph; 2, Alo Lawler (Lola-Alan Smith T760), 25m 24.5s; 3, Andrew Jeffrey (Chevron-Nicholson BDA B49), 25m 32.4s; 4, Rick Gorne (Argo-Steve Harris JM1X), 25m 33.4s; 5, John Stokes (Chevron-Ford B42), 25m 57.4s; 6, Bernard Hunter (Ralt-Swindon RT1), 26m 19.2s. **Fastest lap:** Mallock, 1m 14.4s, 114.00mph.

Esso Formula Ford 1600 Championship Race (8 laps): 1, Jim Walsh (Royale-Titan RP26), 12m 18.00s, 91.94mph; 2, Cameron Binnie (Van Diemen-Minister RF79), 12m 21.6s; 3, Rick Morris (PRS-Minister RH01), 12m 32.9s; 4, Peter Orlando (Van Diemen-GGS RF79), 12m 33.5s; 5, Grahame Tilley (PRS-Ford RH01), 12m 36.6s; 6, Mike Taylor (Royale-Titan 24), 12m 36.7s. **Fastest lap:** Binnie, 1m 27.2s, 97.27mph.

Austin Morris Mini 1000 Challenge Race (8 laps): 1, Paul Gaymer, 14m 56.6s, 75.68mph; 2, Freddie Heaney, 14m 57.3s; 3, Roland Nix, 15m 00.9s; 4, Chris Dobson, 15m 01.4s; 5, David Abbott, 15m 03.2s; 6, Derek May 15m 57.4s. **Fastest lap:** Heaney, 1m 46.9s, 79.34mph.

Equal drivers

Mr Ferguson's conclusion in the March 22 *AUTOSPORT* that "A Grand Prix driver can do a rally driver's job with consummate ease" gave me the best laugh I've had since seeing the latest Allegro TV commercial.

The challenge in driving one practised stage at Donington is obviously about as relevant to the Lombard RAC Rally as a 10-lap race in Fiestas is to the British Grand Prix. Without in any way decrying the ability of the GP brigade, I must point out a few facts Mr Ferguson has chosen to ignore:

1. The Grand Prix men were allowed to practise the Donington stage, the rallymen were not.
2. Scheckter had the fastest stage time on aggregate (well done), but somehow finished next to last in the Fiesta race (?).
3. The race results featured two rally men in the top four — Dawson second and Brookes fourth.
4. In total, rally men scored more points on the 'formula to find a winner' than the racers. And, of course, a rally driver — Andy Dawson — was the outright winner!

As a final public word on the topic of finance, I would like to emphasise that equal pay with even the lowliest GP driver for an equal day's work is a goal towards which many rally drivers are working. It would be naive to expect it tomorrow — it would be stupid not to aim for it at all.

DAVID HARDCASTLE

MARKYATE,
HERTS.

A hard job

Like your correspondent Denis Ferguson I am quite sure that no rally driver could get into an F1 car on the morning of the Long Beach Grand Prix and hope to get anywhere near the Grand Prix drivers.

Equally, I am convinced that no Grand Prix driver could come anywhere near the likes of Mikkola, Waldegaard or Brookes, if he had to step into a full works Escort at 7.00 on a foggy November morning to start five days driving with only two nights sleep, racing over unseen stages with surfaces ranging from tarmac, to loose, to snow and ice, in all sorts of weather (predominantly awful) and running 50 miles from the next service with problems, which might range from a fuel leakage to failed brakes or worse. That is what top international rallying is about, and going a couple of times down a 1½ mile stage in some park or other one nice day is simply light years away from it. Rallysprints are fun, but they're not rallying, and racing fans should remember that. The sport demands qualities in its top drivers that are equal to those in F1 driving, and anyone who has stood in a wet Welsh forest at midnight on the fourth day of the RAC and watched Mikkola come through at top speed knows that he can only be absolutely brilliant.

The sport is fantastic and needs all the support it can get, and I hope that rally drivers win the recognition and the pay they deserve.

S. M. JEAYS

LEICESTER.

Lotus 80

I have just read the article on the new Lotus 80 in *Pit and Paddock* (March 22) in which you say it is bristling with new ideas. The following is a list of the major differences mentioned between the 79 and 80:

1. No front wings and venturi in nose.
2. No rear wing; trim tab only.
3. Venturi profile continued behind rear wheels and enclosed rear suspension.
4. Full length skirting.
5. Option for outboard rear brakes.

Comparing these with the ideas already seen on the Brabham BT48 there is very little new. The Brabham was announced with a similar rear trim tab and now runs without front wings, though it has no nose venturi. The BT48 also has a full length venturi with enclosed upper suspension arms and a clever skirting system mounted on the rear uprights, sealing the venturi past the rear wheels. Outboard brakes are also already used to give more room for the venturi profile.

So what's new? The venturi and skirting — the nose which are interesting but do not exactly make it brist-

ling with ideas. Let's have credit where credit is due. Chapman may have been the first to build a venturi car, but after Murray had his ingenious fan car banned he has again shown his ability for original thought in developing the venturi theme to the same level as Chapman in a much shorter time.

JOHN COTTRELL

EALING, LONDON

Superb display

I feel now is the time to express my feelings towards a sight which must have pleased all English race fans. I refer to the superb display by Stephen South in the International Trophy Formula 2 race. He must now be assured of a regular drive in the ICI March.

I was present at the Friday test session, and I witnessed Stephen going backwards into the armco at Woodcote. Disappointment was all over Stephen's face, and I was pretty sure he felt that he had blown his chances of securing his drive. But in the race, his class showed through, and at the end of the day he had proved to the world that he had really arrived, and deserved his chance with an established team.

D. E. STAFFORD

SHEFFIELD.

Sad day for marshals

May I, through the medium of your very good magazine, express my disappointment that the British Marshal's Racing Motor Club had to cancel its meeting booked for Saturday March 17 at Silverstone due to lack of entries. I and no doubt most of my fellow competitors, received a letter from the BMRMC asking us if we would please support their race meeting at Silverstone on March 17, with the knowledge that the Marshals supported us at every meeting throughout the season.

I only race a 1300cc Special Saloon Mini, but I made a special effort to have it ready for this meeting and no doubt a lot of my fellow competitors did also. I feel ashamed by the fact that there were not enough competitors for the meeting to take place as there cannot be a more deserving bunch of people than the British Motor Racing Marshals, who stand out in all weathers often taking more risks than the drivers themselves take, so recently proved unfortunately.

Most of them would rather be going around with the competitors allways in the sure knowledge that should they become involved in some incident, no matter how trivial or horrific, they have a brave, well trained, courageous, bunch of people, who will not hesitate to dive in, no matter what the personal risk to themselves. They do whatever is necessary, not leaving it to fellow competitors as has happened recently overseas.

Yes, I'm sure I speak for all my fellow competitors, no matter what category they may race in (F1 on downwards), that when we race around an English track, the thought of being involved in an incident never enters our heads, as we know we are in very good expert hands should anything happen.

The British Racing Marshal is the best in the world.

TONY ALLIES

BRAINTREE, ESSEX

Cambrian postponed

May we take space in your correspondence columns to thank everyone who entered or offered their services of help on our Red Garages Cambrian Rally which should have run on Saturday, March 17.

The incredible freak snow-storms which caused the event to be cancelled were unbelievable, and the Great Orme stage was closed due to a snowdrift for the first time in living memory. The event was left until the very last possible moment before we took the horrible decision to cancel — we had a friend from Dolgellau going round the Good-y-Brenin stage late on Friday night and up until the last moment we were hoping to pull something out of the bag. However, the conditions did not let up and so we had to cancel.

Without wishing to single out any particular people, we really felt sorry for the crews from Southampton and Cambridge who had struggled through the conditions to be told to have their breakfast and go home.

Their attitude was typical of all the competitors — "Oh, well, hard luck — let us know when you're running the event and we'll be back". Such an understanding attitude is difficult to express in words and we can only assure everyone that every effort will be made to run this event again, and all competitors will have priority with their entries.

Following the dispersal of everyone from the start we struggled through to Dolgellau — the main roads were slowly being blocked by drifts and we could not believe it when we arrived in Good-y-Brenin — there was no snow on the main road through Ganolwyd! However, although the Mawddach stage was completely snow-free the rest of the forests were completely snowbound and even some of our cars got stuck for some time at some point or other. We were amazed to even find marshals from the Liverpool and Manchester areas and they were still cheerful — such sporting attitudes were unbelievable.

However, we thank everyone for their understanding in the whole affair, and we assure everyone that we will make every effort for a re-run, and promise to keep everyone informed. However, a lot rests with the Forestry allocations, so we'll have to wait and see.

Thank you — everyone who came and competed or marshalled — we are really upset that we could not do something for you.

DAVID THOMAS, MIKE ARMISTEAD,
ALLAN DEAN-LEWIS, PAM WILLIAMS.

Cambrian Rally, North Wales Car Club.
LLANDUDNO JUNCTION, GWYNEDD

Inside every cloud . . .

It would seem that for once the English climate did us all a favour by sparing us from surely the most embarrassing entry for a Race of Champions ever.

Come on FOCA, three potential front-runners in their current World Championship cars is an insult both for British enthusiasts and to Brands Hatch. The entry was little more than a bolstered Aurora card, and that's not intended to be a slight on that potentially promising series.

It seems that gone are the days when a representative entry could be gained for a non-championship race, even if it is for the only good cause the F1 Barons have ever supported with the exception of the GPDA medical unit.

Perhaps it is time for you, *AUTOSPORT*, to be less patronising to the FOCA — we still have enthusiasm in abundance and so on — and try a little 'hard hitting journalism' against the perpetrators of this pathetic charade, for whom racing is 10 per cent of the action and arguing about it 90 per cent.

J. G. WHITEMAN

TUNBRIDGE WELLS

Then as now?

Twenty-five years ago the new Triumph TR2 was rapidly establishing an enviable reputation as a keenly priced sports car; soon after Johnnie Wall-work's debut win on the RAC Rally, *AUTOSPORT* (April 2, 1954) was able to report the magnificent performance of the Gregor Grant/Peter Reece TR2 on the Lyon-Charbonnières Rally. Regarded as the most arduous rally ever organised in France, this 'épreuve des montagnes' set some tough target times, yet the TR2 suffered no penalty marks and finished sixth overall. The little Osca de Laroche/Radix won, and the new 2.3 litre Salmsons were impressive, one of them finishing third in the general classification.

Fine spring weather brought a large crowd to Goodwood for the 15th BARC Members' Meeting, the first outing of the season for many owners. The Sapphire-powered Sphinx driven by Tommy Sopwith was outstanding, the dark blue car showing great promise after its road crash and hurried rebuild. A fine performance also came from Peter Gammon's Lotus-MG, which, with its astonishing acceleration, proved more than a match for John Coombs's new Connaught. Fastest lap of the day was set by Cliff Brown's Cooper-Bristol.

It was a sweltering day at the remote Teretonga racetrack on the southern tip of New Zealand's South Island. All the locals who had turned out to see the showpiece Formula Pacific race were delighted, for Teretonga is usually a more suitable place for Polar bears and penguins than a chattering throng of shirt-sleeved, lager-swilling race fans.

It has won itself the odd reputation as the best circuit in New Zealand in the worst part of the world. And 'tis said that it is so cold sometimes it makes Antarctica look like Tahiti. But the sun that day turned out to be an ill omen for the man many of the crowd had come to watch — New Zealand's hottest tip for the top, Brett Riley.

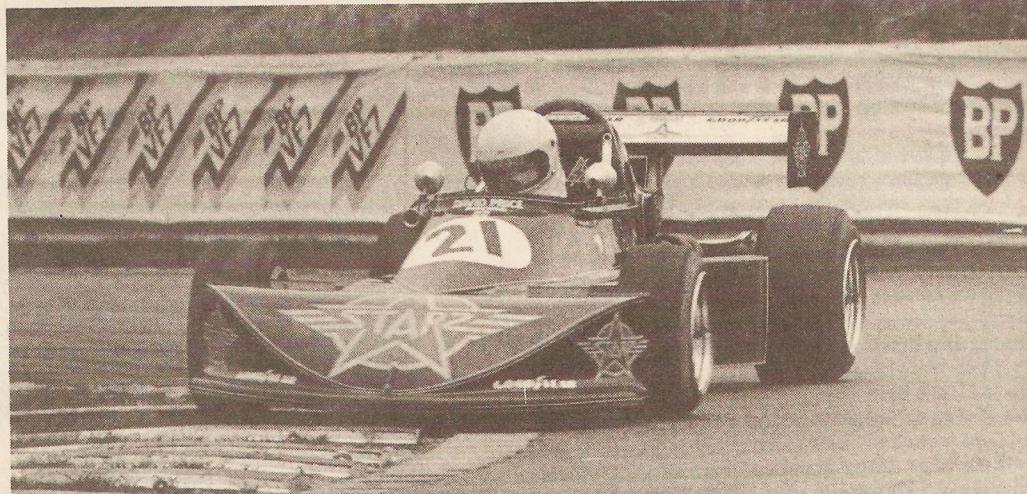
As he pushed his March on to hold off a desperate last-lap challenge by American Danny Sullivan, disaster struck at the end of Teretonga's straight. Brake failure, puncture, whatever the cause, Riley hurtled off the track at 120mph and thudded into an unforgiving earth bank. Sitting in the twisted wreckage, conscious but trapped by the legs, the three minutes it took the marshals to come to his aid seemed like three hours. Riley had time chillingly to reflect that he was still alive only because his car decided not to catch fire.

And at that time — January last year — it looked as if his career, along with his right leg, had been broken in two. For it was obvious that, short of a miracle, he would have to pass up the chance of a works March Formula 3 drive that was in the process of being arranged back in the mother country. Had he secured that drive, and had things turned out for him as they did for Nelson Piquet, Brett Riley may well have been in Formula 1 today. As it is, he is still in the process of trying to make a name for himself, spearheading the Unipart challenge in F3.

Brett Riley: vying with Mike Thackwell to be New Zealand's hottest tip for the top.

Brett Riley

This determined Kiwi still hopes to get into Formula 1. By CHRIS HOCKLEY.



Riley scored his first British win after three years of trying with a convincing performance in his March 773 at Donington's European Formula 3 round in 1977.

But if single-minded determination is anything to go by, he will make it in the end — even though he may be one or two years late. For, although his name sounds like something out of a second-rate Western, the Brett Riley story is more akin to the John Wayne classic, *True Grit*. The plucky Kiwi has sacrificed a lot in his attempt to be the next Hulme or Amon . . . even his marriage.

As he will tell you himself, Riley still has a lot to prove before he begins to attract more than just a passing glance from F1 team managers. And he is taking a big gamble in a crucial year by staying with the Unipart outfit, with that nagging question mark over the team's Triumph Dolomite engines still hovering like a vulture ready to pick up the pieces of failure.

But the risk business is nothing new to Riley, a shy 25-year-old with a trace of Maori blood. He turned his back on the easy life the moment he packed his bags to leave his homeland for Britain. Riley is an established name in New Zealand. Brett's father was a successful saloon and sports car driver, and even mixed it with the visiting international stars of the Tasman Series in the mid-sixties, before the series fell into decay.

For Riley Jr., the Tasman became an annual nomadic pilgrimage, and it was no coincidence that his childhood idols were the men who dominated it — Jimmy Clark, Graham Hill and Jochen Rindt. But though Brett loved watching the dicers, he had absolutely no desire to join 'em, let alone beat 'em. He didn't even get behind the wheel of a road car until he was 17, two years after he was eligible under Kiwi law. He fell into kart racing more or less by accident, and it all happened from there. By the time he left, in 1975, he had won New Zealand's top motor racing award, the Jim Clark Trophy.

So did he see himself treading the same illustrious path as Denny Hulme and Chris Amon?

"No, not exactly. It's a different kettle of fish now. Whereas they came over here and worked their way up from the ground floor, a lot of it now hinges on sponsorship money. Hulme and Amon succeeded on sheer hard work, intelligence and driving ability, whereas today that has become only a certain part of what you need to succeed."

It's very sad, that, when you think about it. But Riley is not bitter and knows his own weaknesses when it comes to wheeling and dealing 1979-style. "Perhaps my personality would have been better suited to the '60s," he says. "I'm not exactly an outgoing sort of person, so I may be missing out a bit. But then I don't have to race if I don't want to, do I?"

Whatever the changes since the heyday of Hulme and Amon, Riley has for many years been her apparent to the Kiwi greats of the past. And it is only this season that a major threat has appeared on the horizon — whizz-kid Mike Thackwell, just turned 18. The two are meeting head on in F3 this year, but Riley flashes his pearly white grin at suggestions that Thackwell's swift arrival has turned up the pressure tap.

"Obviously there are going to be comparisons, although Thackwell is still up and coming and in some



Brett Riley

continued

people's book I'm up and coming and gone. But seriously, yeah, the guy's obviously pretty good and very young to be so good." Riley added: "It's funny, though, Mike Thackwell is totally unknown in New Zealand. He hasn't lived there for some time, whereas I was there until I was 21 and my father was well-known. People don't even know that Mike Thackwell exists, but perhaps when he starts getting results they will want to know who the hell he is and where the hell he comes from. Ask me the question again at the end of the year."

Since his arrival in Britain, Riley has had a tough time, though there have been several high spots amid the hard graft and personal heartache. He scored two second placings with the Chevron B26 he ran himself in Formula Atlantic in 1975; picked up two thirds with an F3 Modus the following year and then really put himself on the map with two superb wins on the 1977 F3 trail — one at Britain's European championship round at Donington and the other gained by outfumbling Derek Warwick at Silverstone.

By that time Brett was in a March 773 run by David Price Racing of Twickenham, the current overseers of the Unipart project for whom the Kiwi has worked as a mechanic/race driver more on than off since the beginning of 1976. But it was not only his speed that was attracting the attention. For his sponsors, the obscure American pop group Starz, had brought heavy rock into F3 via the EMI record company.

"They were reasonably well-known in the States that year," said Riley. "But no one had heard of them over here. Anyway, they chipped in with some money because they liked racing cars. They came to one race meeting over here, at Brands Hatch. Trouble was, my fuel pump failed on the line and I was left stranded on the grid while the rest of the cars rushed off to Paddock. They didn't say a great deal afterwards, and I never saw them again."

It was with the possibility of EMI backing that Brett went after the works March F3 seat for 1978. It all looked very rosy and the buzz went out on racing's grapevine that Riley was the man most likely to land it. But all that changed after the Teretonga crash. Riley stayed in New Zealand until the plaster came off his broken leg and ankle. And by the time he came back, two months later than planned and still needing physiotherapy, the deal had gone off the boil. He was left with nothing but a hope and a prayer for a month. Then he got a call from Dr. Joseph Ehrlich, who offered him his F3 car. Said Riley: "From where I was sitting, staring at the walls of my flat in Wimbledon, a drive was a drive and I was there like a shot."

Although he managed to get the outdated F3 car reasonably high up the grid, it was The Doc's F2 March 762 that was the real tonic. Riley took it along to the Mallory Park Aurora round in July — and promptly won the F2 class, finishing fifth overall. That outing was followed by a stirring dice in another Aurora round at Brands with the far newer F2 cars of Stephen South and Elio de Angelis. In the heat of the moment, Brett boomed and hit the barriers. But he had made his point and when Ian Taylor and Unipart parted company, a Riley-Price reunion seemed the natural thing to do.

It was at Brands again that Riley slipped the final piece of his 'comeback' jigsaw into place. For 19 $\frac{1}{2}$ out of 20 laps, he looked like giving the Unipart team an enormous boost with a win. But then, he claims, he was first punted off and then baulked by Derek Warwick, and another chance for a bit of glory had slipped away.

Riley's angry scowl over that affair turned to a smile when he was awarded the second Grovewood Award soon afterwards. It was a surprise accolade which meant that although his luck on the track might have gone down the drain, the panel of judges decided that his potential hadn't.

The close season was decision time for a driver who realises that even if his potential has been "officially" recognised, time waits for no man. Only time will tell if the decisions he made were the right ones. First, he decided to spend the winter months racing in the New Zealand international series again rather than search for backing to finance a season in F2. It was important to him to keep on top in the home country — which is



"I guess I went off at the Esses." It was a disappointing outing for Brett Riley at Snetterton last weekend.

what he did, although he had to give best to the flying Italian Teo Fabi in the series — and he wanted to make up for the previous year's debacle. Second, given that he would therefore have to stay in F3, he decided to cast his fate to Unipart once again.

And it may not have been such a bad decision. Riley finished second in a brilliant Unipart one-two in the Vandervell F3 race at the International Trophy meeting at Silverstone, the best result ever for the Dolomite-engined cars and a tremendous morale-booster for the team and its two drivers, Riley and Nigel Mansell.

Of course, he believes that if the Dolomite engines "turn out OK" all season, he can still make it to F1 from F3. But haven't we heard that one before? Aren't the "ifs" and "maybes" by-words when it comes to the Unipart team? "Yes, it's a very big gamble," said Riley. "You could say I am putting all my eggs in one basket, because if it doesn't succeed in the long run I am quite aware it could be the end for me."

"But then again, I am determined that it will succeed because it is my final stand. You can only do F3 for a certain amount of time before you lose your sparkle or enthusiasm. This is a very crucial year. I have faith that it will be OK and that is in no way a political comment. The team manager has not told me to say 'It's a good engine.' We all know that it has not consistently proved to be as good as the Toyota so far."

"But I am not in it just because it is a well-known team or because I got a Triumph TR7 road car with the drive. I am personally putting a lot of time and effort into the team because my head is going to be the first to roll if things don't turn out well — I have to justify my inclusion in the team as a non-Briton. Knowing David Price, he is the same sort of character as me. He doesn't become involved in something purely because it is a good deal. You have to have faith if you are going to get results."

You will by now be aware that, although he is young, Riley has a mature head on his shoulders. More than that, he is a man of principle: "I plan to get into F1, but I want to earn my drive," he says. "I don't want to get it through money. I want to earn it on what I have

done, though my experiences in the past three or four years and through the hardships I have had."

When Riley talks about hardships he says it from the heart. When he stepped fresh-faced off the plane from New Zealand, his wife Pauline stepped off with him. But the frequent burning of the midnight oil that was needed to keep his cars competitive as he tried to establish himself in the early years placed a huge strain on the marriage. And Riley admits it played a big part in the couple's eventual decision to split up.

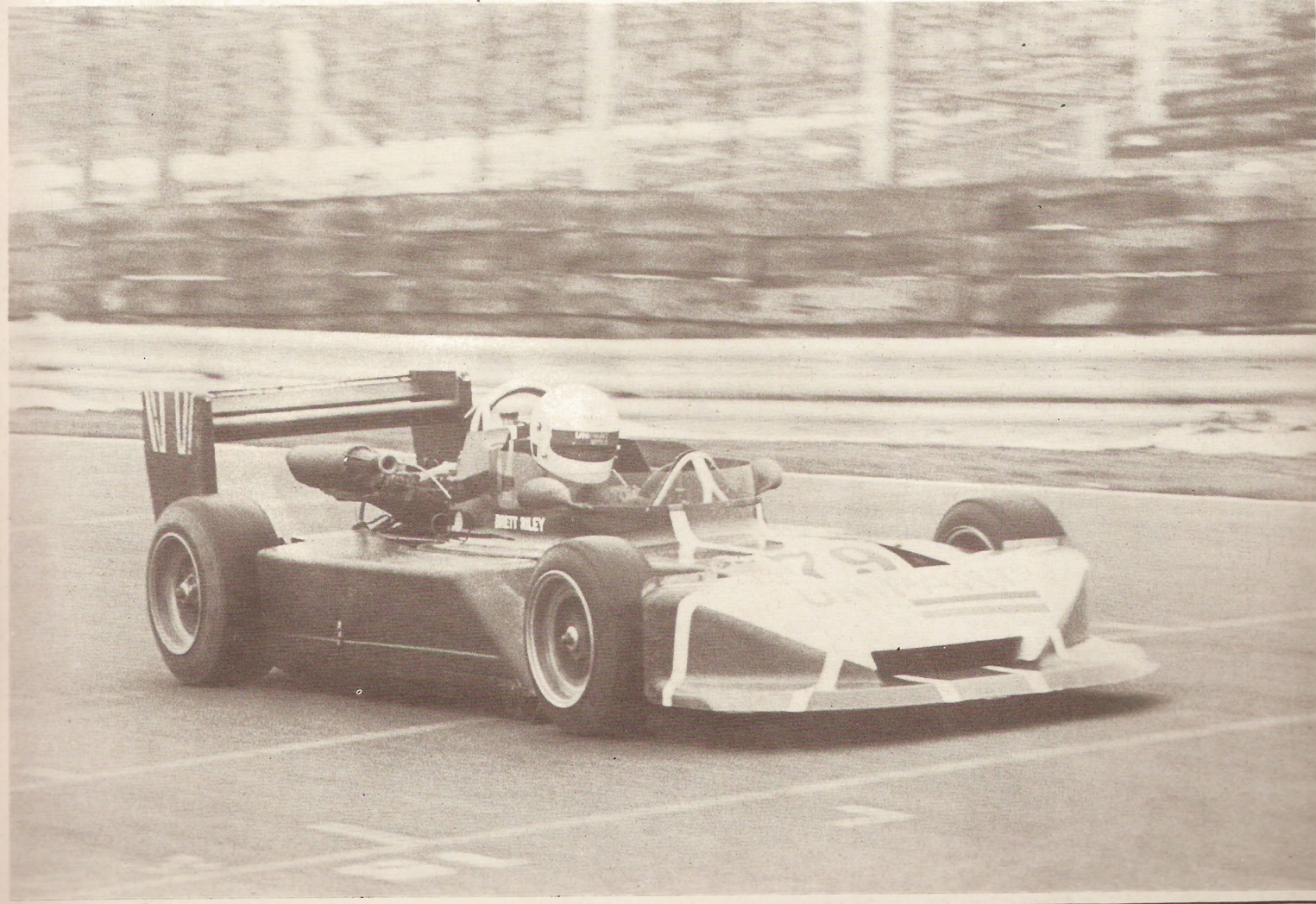
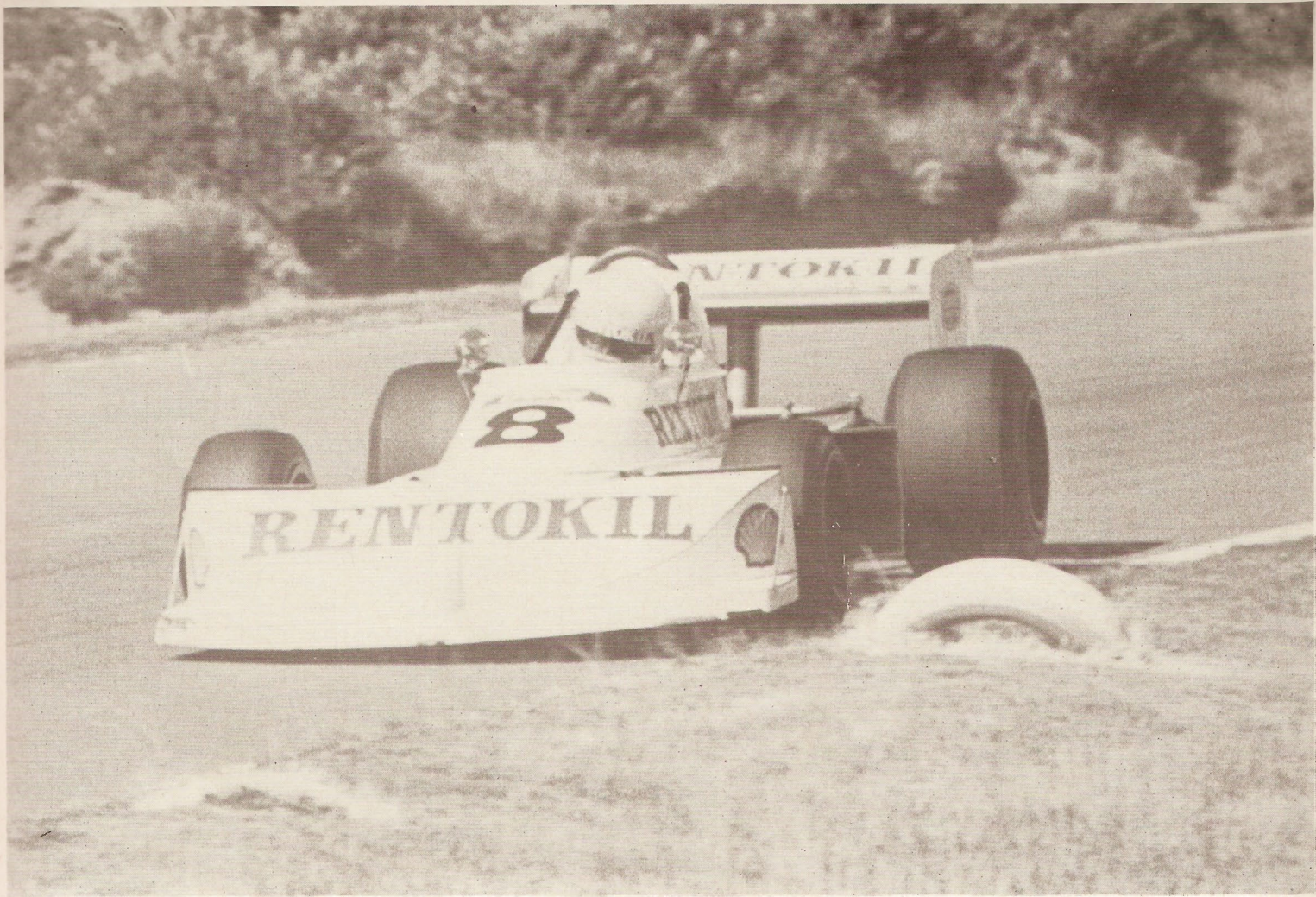
"It was not just a case of turning up at the race track and hopping into a car. I have always been involved in preparation, running and organising, not to mention driving. When I look back on it, marriage was just not suitable for me at that time. Perhaps it would be in the set-up that I've had more recently, where I have been more a race driver and less a mechanic. I see Pauline quite often now, and we're still good friends."

His thoughts turned back to those who slip into F1 through the back door, with money-stuffed pockets and few grass roots qualifications. "It is annoying to some degree because it sometimes makes you think 'What's the point of it all.' When you see drivers walking in with a bag of gold you think somehow it's not playing the game. To me, Grand Prix racing has always been the pinnacle of the sport and you should have to be exceptionally good to take part in it."

Naïve? Old-fashioned? Or an often-forgotten truth that hits the nail on the head? Perhaps the firmest conclusion that can be drawn is that Brett may be in for a few let-downs at the hands of people who are not quite so scrupulous in the cynical seventies. Then again, he has suffered a few blows already, hasn't he? But no one's knocked him out yet — and he's still ahead on points.

FACING PAGE

Top: Brett Riley spent the winter racing in the New Zealand Formula Pacific series, in which he finished second behind Teo Fabi driving this Rentokil-backed March 77B. Bottom: Riley is driving alongside Nigel Mansell for the BL Cars Unipart team of Dolomite-engined March 793s.



BMW County Champions



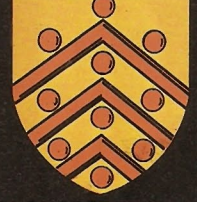
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All's fair in love, war and t

The first three rounds of the BMW County Championship are about to be fought out. Twelve full race, 170bhp BMW 323i's, each representing an English county, will battle for league places. Each car has been identically

Walkinshaw, so that part of the championship is fair. From then on in it's every county for itself. How will your county vie? The field is wide open at the moment. It's going to be a tough, hard championship with a great deal of dramatic.

p



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psychological edge over its rivals.

The drivers are amongst the best. They include Derek Bell, David Hobbs, Dieter Quester, Davinia Galicia, Barrie Williams, Richard Longman, Stuart Graham, Brian Muir, Frank

are: Round 1 at Oulton Park on Good Friday, April 13th; Round 2 at Brands Hatch on Easter Sunday, April 15th; Round 3 at Silverstone on Easter Monday, April 16th.

Your County needs you!







Drone on big Tone

TONY DRON takes over Tony Lanfranchi's Opel Commodore for a day.

Among the untalented hordes who put themselves forward as pupils at motor racing schools, there is about one in every hundred who could make a reasonable career in the sport. Likewise, about one in every hundred is a sexy young lady which is worth mentioning, not just to annoy women's liberationists, but also because it was just such a pupil that Tony Lanfranchi was debriefing with his usual cheerful style in the Brands Hatch control tower when I arrived.

When he had finished, he turned to me and said, "You did a 60.1 which is a good time for that car; and it was a nice smooth drive. You're really coming on well. Bloody good."

That was 1967. Although I have now finished my course as a pupil at Brands, I turned up during a school session there two weeks ago to track test Mr Lanfranchi's Opel Commodore and, as usual, I found him in the control tower debriefing another of those one in a hundred-type 'SYL' pupils. He doesn't seem to have changed much over the years; about the only thing I've noticed is that he's stopped calling me Mr Dron, and just says Drone instead. I wish he wouldn't do that.

Despite his unbelievable age, and Peter Ashcroft's opinion that the senior citizens of motor sport should do the decent thing and stop winning races, Tony persists in finishing first quite regularly with the *Mayfair* magazine Opel Commodore GS/E. This is a

fairly straightforward, large, comfortable, modern high performance saloon car but I was surprised to learn that in showroom condition its straight-six 2.8 litre engine produces 160bhp. Tony's *Mayfair* car prepared by Peter McKay's Southall-based Monorep coachwork concern and the engine has been prepared for production saloon racing by Richard Longman: in this form it produces 190bhp.

The car is a 1977 model, and was one of the first manual transmission cars of its type to have been imported in a batch destined for the caravan rally of that year. It has been raced ever since, receiving a total rebuild this winter to take off 50 kilos of excess weight. Tyres are Michelin XWX, sorted into dry, intermediate, and wet weather covers according to the state of wear. A limited slip differential is a standard fitting and this car has been fitted with Koni competition dampers. The *Mayfair*-Monorep team is also supported by Shell.

On the day of the track test the Brands short circuit was quite damp and greasy, but after a warm-up session Lanfranchi decided to change over to the more worn "dry" tyres, and with that done I was sent out. After driving saloons with proper racing tyres for the past couple of years, I found the Opel incredibly light to handle, though the power steering must have contributed towards this sensation. Yet the Michelin hung on well in the corners despite the greasy surface: had to remember to brake early, even on the drier patches of the track as road tyres, even when they are as good as these Michelins, have nothing like the grip of racing tyres under braking. The brakes felt firm and progressive but, with the soft (by racing standards) suspension, the nose of the car dips right down under heavy braking. As it takes a relatively long time to come back up again after the brakes are released, the car calls for an even earlier braking point than I suspected at first. An attempt to turn the car into a corner with the nose down puts you onto a great deal of opposite lock immediately, and it feels as if the whole chassis is trying to rotate around the outside front wheel.

To go fast in the Opel, therefore, calls for an early braking point, an early and very steady release of pressure on the brake pedal and, because of the road tyres, an early turn-in point. (This is because of the "lazy" response of all road tyres. In reality it is only an apparently early turn-in point.)

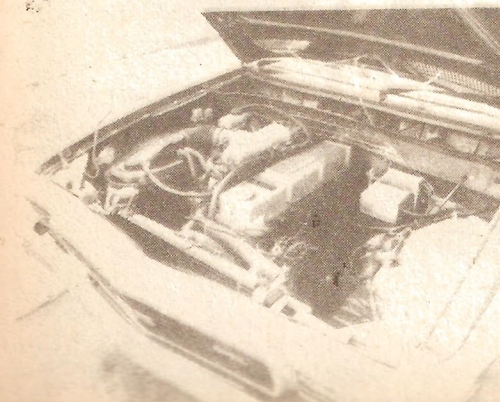
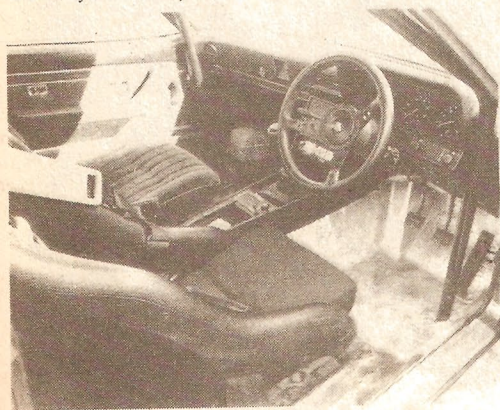
Even so, I still found the car could swing its tail around a little more than it should, though it was very easy to catch and control. I had been warned that the nearside rear tyre had a suspected very slow puncture and after the test we found that the pressure was down a bit. Syd Fox, who did much of the testing on this car for Tony, noticed also that it was wallowing a bit up the top straight, indicating that the dampers were not doing their job properly. I noticed this too, but had put it down to the fact that the *Mayfair* Opel is prepared to production car regulations. The truth of the matter is that there isn't enough room for larger dampers on this car, so the Monorep mechanics just have to remove them frequently.

One outstanding feature of the car is its traction. Even on road tyres in the unhelpful conditions of the test, the Opel put its power down extremely well and left the corners surprisingly quickly. On my third lap I found I was shouting to myself as I left Clearwater under power, always a sure sign that I am enjoying myself! I stopped next time round and was surprised to find that I had done a 60.4s lap. In dry conditions the car is good for times in the mid 58s.

But what is a man who was so nearly a Ferrari Formula 1 driver some years back doing racing production saloons? "I just love motor racing", says Lanfranchi, and grins. I can't help but feel that his talents, and those of Peter McKay and the Monorep team, would be better employed in Tricentral racing along with all the other good old boys. Let's hope they get the backing to do it with *Mayfair* in 1980.



Above: The car is a 1977 model and has been raced all its life. Below left: There's plenty of room inside for arm-twirling. Bottom left: The Longman-prepared 2.8-litre engine produces 190bhp. Below right: The two Tonies, Dron (left) and Lanfranchi.





Pensive Roy Lane during the morning sunshine, unaware that he would win his 40th RAC championship round.

Roy's express

Robin Herd always knew it would work. Roy Lane wasn't quite so sure, but was willing to be persuaded . . . and how right he was. The revolutionary six-wheeled March F1 car was in a class of its own in both wet and dry conditions at the opening round of the RAC British Hillclimb Championship at Wiscombe Park on Sunday. And for Roy, National champion in 1975 and

'76, it was a special pleasure — his 40th RAC Hillclimb championship win. Driving rain, which started on the dot of 1pm — when first runs should have begun — caused the Aston Martin Owners' Club many headaches, but they won the deserved thanks of most competitors for soldiering on through the day to what proved to be a sensational Top Ten Run-off.

The sensational six-wheeler's traction up the hill was a surprise to everyone, particularly as it worked as well in the dry as in the wet.

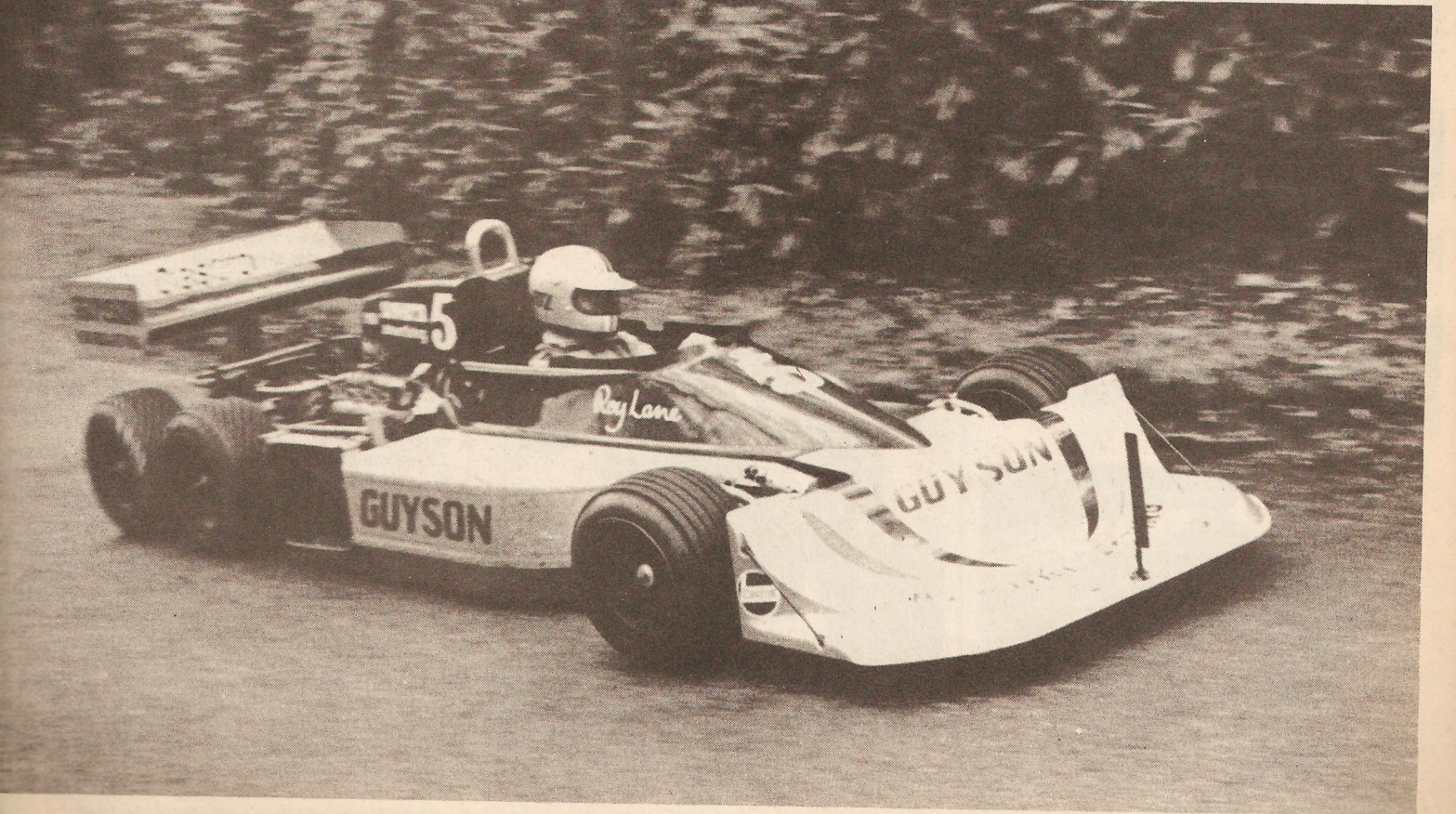
The intermittent heavy showers at the picturesque Devon venue — not entirely living up to its reputation as Glorious Wiscombe! — played havoc with the timed runs, few complete classes running under the same conditions. The big single-seaters, however, did manage to find the track dry for both their runs. All but one of those who qualified for the Top Ten runs for RAC series points were from the big boys class, the exception (as was often the case last season) being the 2-litre Mallock U2 clubmans car of Richard Brown. The slowest of the qualifiers, it fell to Brown to start off the RAC runs, the skies having cleared and the hill — washed clean of oil and rubber by the most recent shower — now drying out. He set a cracking pace at 45.97s.

First of the big racers was Chris Cramer's 2.2-litre March, as yet unliveried but bearing his traditional Grunhalle Lager backing in the form of decals. Cramer chopped 0.2sec off Brown's time, and suddenly, after one of his more troubled days — he had only finished fifth equal in class — he looked like winning the opening round of the RAC Championship. Just as the third runner, Tony Brown in the smart 2-litre Martin BM16, reached the top of the hill, the rains came again . . . driving rain that threatened to end the day's competition.

But, as the rainfall eased, and Tony Brown's 46.65 was announced, Mike MacDowel (Coogar) set off to record 47.04. Despite the rain, last year's champion, David Franklin managed 46.56 in the ex-Bruno Giacomelli F2 championship-winning March, while Ted Williams, who promises to have an excellent season in his 2-litre March got down to 46.30. But still Cramer was ahead . . . how fortunes change! Alan Richards, in the F2 March which Franklin took to RAC Sprint and Hillclimb championship honours last year, recorded 46.29, leaving the day's top three contenders to battle it out.

Martyn Griffiths, who enjoys wet driving, steeled himself and shot off up the hill with the Severn Advertising F2 Pilbeam, to record 44.97, surely an impossible target for Alister Douglas-Osborn and Roy Lane, who were to follow. Impossible for ADO, yes. He could manage only 45.11 in the Waring & Gillow DFV-powered Pilbeam; but not for Lane. The four-wheel-drive March shows no wheel-spin off the line . . . and the traction is just out of this world! He shot up Wis Straight, slithered through the gate (the six-wheeler is 20ins narrower than a conventional car) darted through the trees, powered through Sawbench and Martini to clock . . . 44.46! Surely this must be the winning time, but the 1.2sec advantage he had held after the day's timed runs had suddenly been carved to just 0.5sec by Griffiths.

As the second runs started, the hill was bathed in sunshine and rain simultaneously — now that was a novelty amidst all the other conditions — and Richard



proved little to 45.71, his chance of high placing almost certainly lost, and Tony Brown snatched onto a kerb, resulting in red flags and a slow run of 48.92. MacDowel raised himself in the order with 45.54, 1.5sec better than his first, and Franklin showed a similar improvement to 45.09. Ted Williams climbed up to fourth overall with a very brave 44.62, recorded as the rain almost stopped, to be followed by Richards who finished just behind him with 44.67.

And so, back to the top three. Griffiths, determined not to lose out as he had done at Wiscombe last year, fair rocketed up the 1000yds hill to improve by 0.9sec to a fastest so far on 44.06. ADO shot from the line, twitched round the left-handed Wis Corner. Out of the sight of the large crowd of soaked Paddock spectators, the engine note rising and falling. Yes, he did it. The time fell further to 43.59 and an even greater challenge to Lane.

Determined to prove accurate the comment he had writ large on his commentator's sheet — "This is not a gimmick car" — Roy Lane sat on the line as he was told what he needed to beat. And with style that proved he has lost none of his winning ways, Lane stormed away from the line, the four driven wheels giving the sort of traction that most hillclimb competitors dream about, passed tidily through Wis Corner, and off up towards the gate. Very reminiscent of the railway engine it has been dubbed, the 2-4-0 went on rails through the gate and out of sight. As the DFV was silenced at the top of the hill, the Paddock crowd burst into spontaneous applause — 42.88 seconds, a winning time for the Run-off, and virtually as good as he had achieved in the dry earlier in the day. But still, a full 5secs outside his hill record.

This sensational finale compensated in the minds of most for what had been a very frustrating day. Sponsored by Aston Martin Lagonda Ltd., and new Aston dealers, Clifford Sales Ltd., the opening meeting of the 1979 hillclimb season was a difficult one for virtually everyone. For the organisers, AMOC, it was particularly harrasing, the heavy rain showers causing not only problems of a very wet circuit — vigorous brushing was usually sufficient to clear it between runs — but also of failing timing equipment, flooded by the water, and car parks which turned into impassable muddy bogs. Such was the character of the day, however — after all, it was April Fool's Day — that even the rain was a good thing at some stages. The first major downfall cleared much of the oil and rubber left by Saturday's AMOC Members' Day and the morning's practice while later showers helped clear the mud deposited by earlier competitors. Sir Nick Williamson led a mixed band of helpers washing mud from car wheels before their runs and sweeping the startline area each time the course was cleared.

John Jordan, in his smart Chrysler Imp, was ahead of the 1300 special saloons after the first runs, with a handy 1sec advantage. Given No Time on his second run, Mike Prescott moved into the lead just 0.1sec ahead of Jordan who then overcooked it between Bunny's Leap and the Gate on his re-run to lose the class. John Milford's rapid Oaklands Garage Mini was quickest by 7secs in the over 1300 special saloons, his time of 47.70 almost qualifying him for the Top Ten run-off!

Des Richardson was the sole competitor in the 1600 GT and modsports class in his MG Midget, in stark contrast to the 19 cars which contested the over 1600 section. Victory went to Paul Channon's smart red AC Cobra, his 48.73 nearly 4secs better than nearest rival Nick Lambert's very light Lotus 7. The clubmans and sports racing cars provided an easy win for Martin Bolslover's Mallock from the similar car of Peter Blankstone while the over 1600 section saw Richard Brown in the 2-litre Mallock well ahead of the opposition.

Despite his Chevron being kicked by a horse on the startline (Did someone say something about April Fool's Day again? Well, it really happened) Russ Ward won the 1100 racing car class by nearly 1sec from Chris Pook (Vixen), and Andrew Fraser took the 1600 section in his Brabham BT35. Roy Lane was well ahead of the big boys in both the over 1600 section's class runs, the closest man to him being ADO, just over 1sec behind.

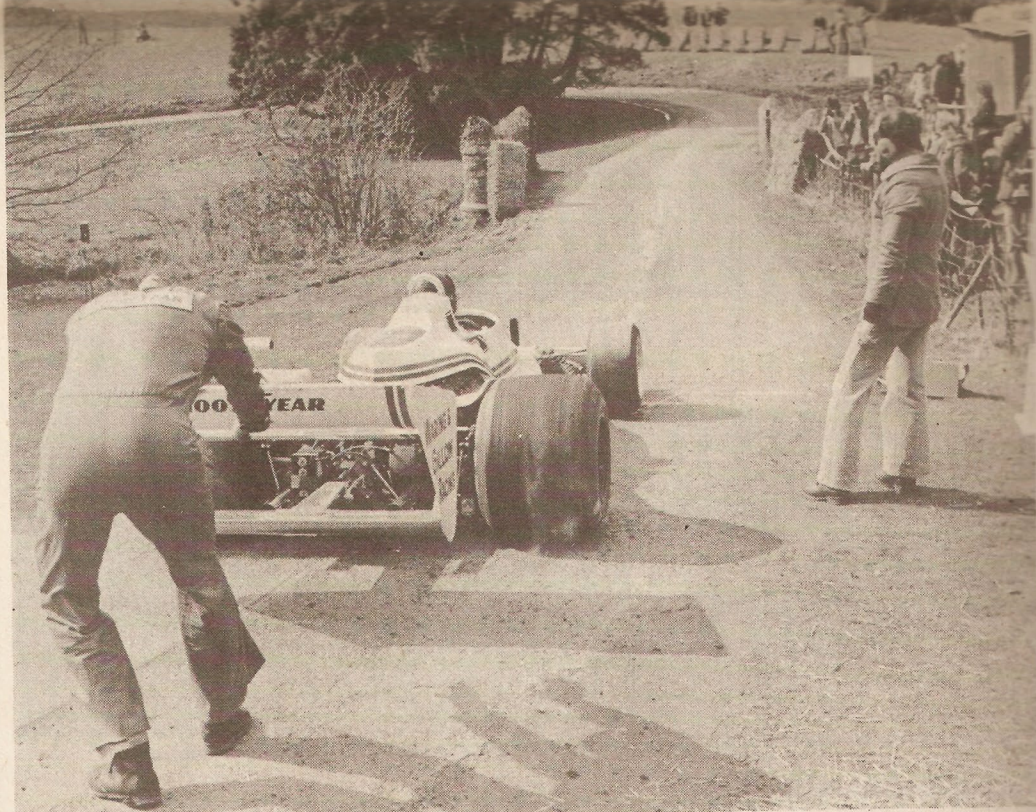
If Sunday's opening meeting is any guide, the 1979 Hillclimb season is going to be a vintage one, the variety provided by the sensational six-wheeler likely to help as much in publicity as it does in heightening the competition.

ROBIN BRADFORD

RAC Hillclimb Championship Top Ten run-off: 1. Roy Lane (3.0 March 771-240), 42.88s; 2. Alister Douglas-Osborn (3.0 Pilbeam MP31), 43.59s; 3. Martyn Griffiths (2.2 Pilbeam MP40), 44.06s; 4. Ted Williams (2.0 March 772/782), 44.62s; 5. Alan Richards (2.0 March 772), 44.67s; 6. Richard Brown (2.0 Mallock U1), 44.96s; 7. David Franklin (2.0 March 782), 45.09s; 8. Mike McDowell (2.0 Coogar), 45.54s; 9. Chris Cramer (2.2 March 782), 45.71s; 10. Tony Brown (2.0 Martin BM16), 46.65s.

BTD: Lane, 42.51s.

Class winners: Mike Prescott (1.3 Austin Mini), 52.63s; John Milford (1.4 Austin Mini Cooper 'S'), 47.70s; Des Richardson (1.4 MG Midget), 56.70s; Paul Channon (4.7 AC Cobra), 48.73s; Martin Bolslover (1.6 Mallock U2), 40.14s; Richard Brown (2.0 Mallock U2), 46.40s; Russ Ward (1.1 Chevron), 48.76s; Andrew Fraser (1.6 Brabham BT35), 48.42s; Lane, 42.51s.



ADO was runner-up to Lane. Wouldn't fancy the mechanic's job of steadying the car on the startline . . .



Above: Nearly in the Top Ten, John Milford's Mini. Below: Oliver Walker's immaculate 'E' comes to the line.



AMOC Members' Day

As is traditional, the Saturday at Wiscombe was set by as an Aston Martin Owners Club Members Day, with more than 60 competitors on the hill. Despite the threat of rain around lunchtime, the weather remained clear all day, and the hillclimb season got under way. As usual, some of the leading competitors for Sunday joined in, and BTD went to Martyn Griffiths in 40.83s, somewhat quicker than the fastest Sunday time, but the condition of the hill was somewhat better.

BTD: Martyn Griffiths (2.2 Pilbeam), 40.83s.

Class winners: Richard Pilkington (3.0 Aston Martin DB3S), 50.7s; Malcolm MacGregor (4.0 AM DB5) and David Ellis (5.3 AMV8), 50.0s; Peter Grant (2.0 Chevron GT), 49.40s; Dave Preece (3.7 AM DB4), 48.4s; Griffiths, 40.83s.



With matt black trim everywhere, this Fiat is obviously intended to resemble the competition machines.

FIAT 131 MIRAFIORI SPORT

Another faster Fiat

The Fiat Mirafiori Sport shares its body shell with the popular 131 range, and also with the very successful rally cars. With matt black trim everywhere, round the windows, along the side mouldings, on the wheel arches, and so on and so forth, it is obviously intended to resemble the competition machines, but in fact it is a practical family car with a sporting image.

If the exterior decoration spells performance to the younger generation, the suspension design follows that of the ordinary production cars, the independent rear end of the rally version being absent. Nevertheless, this is not a sheep in wolf's clothing for the engine is a slightly up-rated version of the 2-litre twin-cam. Its rousing power output of 115bhp, with a torque of 123lb ft at 3600rpm, promises vivid acceleration in conjunction with the five-speed gearbox, though the very boxy shape of the body obviously limits the maximum speed. However, that is of no great interest these days, I suppose.

The body is quite a spacious two-door four-seater and though the dark roof lining and trim are not very cheerful, and a good deal of plastic is employed, the interior treatment is both modern and practical. The

Specification and performance data

Car Tested: Fiat 131 Mirafiori Sport two-door saloon, price £4635.

Engine: Four-cylinders 84 x 90mm (1995cc). Compression ratio 8.9 to 1. 115bhp DIN at 5800rpm. Twin belt-driven overhead camshafts. Twin-choke downdraught Weber carburettor. Electronic ignition.

Transmission: Single dry plate clutch. 5-speed synchromesh gearbox with central remote control, ratios: 0.87, 1.0, 1.357, 2.045, and 3.612 to 1. Hypoid rear axle, ratio 3.9 to 1.

Chassis: Steel integral construction. MacPherson independent front suspension with anti-roll bar. Rack and pinion steering. Live rear axle on four trailing arms, Panhard rod, and coil springs. Servo-assisted dual-circuit disc/drum brakes with rear control valve. Bolt-on steel wheels, fitted Pirelli P6 185/60 SR 14 tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Water temperature and fuel gauges. Clock. Windscreen wipers and washers with intermittent setting. Heating, demisting, and ventilation system. Flashing direction indicators. Reversing lights.

Dimensions: Wheelbase 8ft 2in, track 4ft 6in/4ft 4in. Overall length 14ft. Width 5ft 5in. Weight 1 ton 2.5 cwt.

Performance: Maximum speed 109mph. Speeds in gears: fourth 99mph, third 75mph, second 50mph, first 29mph. Standing quarter-mile 17.5s. Acceleration: 0-30mph 3.2s, 0-50mph 7.2s, 0-60mph 10.4s, 0-80mph 18.5s.

Fuel Consumption: 21 to 26 mpg.

luggage boot is of useful size and the spare wheel is sunk in a well, while the under-bonnet space gives fair accessibility for maintenance purposes. A large area of glass ensures a good all-round view, while all the seats are comfortable, the front ones giving good location and moving well out of the way for the entry of rear passengers. Unfortunately, the driving position tends to favour those with long arms and short legs.

Flexible engine

Though slightly temperamental while warming up, the engine is remarkably flexible thereafter, pulling strongly at low speeds on the higher gears; this is in marked contrast to earlier examples of the twin-cam unit. There is plenty of torque in the middle ranges and the acceleration is vivid. With these virtues, it is all the sadder that the engine is coarse and almost intolerably noisy and though the gearchange is rapid and precise, the lower gears emit a pronounced whine.

It seems likely that the high noise level is due rather to lack of insulation than to an inherently noisy unit. At certain speeds, there is a good deal of booming from the body panels, especially at motorway cruising

The available performance from the 2-litre twin-cam justifies the Sport label.



speeds. The car is much quieter if one changes up early, but naturally that takes the edge off the performance. As the twin-cam engine is far less noisy in the 132, it would appear to be a problem of installation.

The car feels lively and the performance is highly satisfactory. I was not quite able to equal the claimed maximum of 112mph, but rather low gearing has been chosen and this would entail a couple of hundred revs above the power peak in fifth gear. No doubt an even higher speed could be attained by fitting 'longer' gearing, but the car might then be less lively, which is the more important virtue.

The Mirafiori Sport has the great advantage of sitting on Pirelli P6 low profile tyres. These ensure high cornering power and the firm, well-damped suspension, with rack and pinion steering, backs them up. They hang on admirably, whether the roads are wet or dry, and few owners will explore the full handling possibilities on the Queen's highway. As far as handling is concerned, one could almost forget the live rear axle, and though the ride on bumpy surfaces is not up to all-independent standards, it is quite acceptable on better roads. The decision to choose excellent handling and a less luxurious ride is no doubt the right one for this class of car.

Good heating

It is a pleasure to praise this Fiat for a good heating and ventilation system. So many of the Italian cars are years behind the times in this respect, but the 131 has a separate circuit for cool breathing air, which can be regulated individually while the lower torso and feet are bathed in warmth. The headlights are extremely powerful when on main beam, and lay a veritable carpet of light, but on dip the contrast is far too great and the lighting is feeble indeed. Weather conditions prevented me from giving the brakes a really severe workout, but they are both powerful and smooth in action. The hand brake holds the car safely on steep gradients.

The Mirafiori Sport is a car that is particularly easy to drive fast, calling for no special skill. It has sufficient acceleration to escape rapidly from dangerous situations, which is a valuable safety feature, and its roadholding and handling permit one to dodge the other idiot, especially on wet roads. The available performance justifies the Sport label, though the temptation to keep on using full power may cause an unwelcome addition to the fuel bill. However, the average driver can rely on a consumption in the early twenties at least.

This Fiat is well made, with elaborate rust prevention, and the standard of finish is high. To me, the boxy shape and excessive use of matt black external trim do not appeal, but beauty is in the eye of the beholder. No doubt there are many people for whom the looks are exactly right, and there can be no argument about the excellence of the roadholding and handling. As it stands, the car is great fun for short journeys, but the sound level is tiring on a long day's march. For Italians, noise and speed seem to go hand in hand, but a bit more sound-proofing in strategic places would ensure larger sales in the UK.

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On trial for charity

Over the last few weeks the various members of Rent-a-Hill, Geoff Wallis and Brian Stapleton in particular, and the Northampton & DCC have been working themselves to the bone organising the first ever Charity Sporting Trial in aid of the Gunnar Nilsson fund. On the day it was all worthwhile as they were rewarded with a superb entry of 68 drivers comprising both regular drivers and celebrities!

Each entrant carried sponsorship per point gained (the Trial was scored in the opposite way to usual) and when the final scores are totted up the monies raised may even creep up towards the five figure mark. This is quite staggering for a sport which only boasts about 70 regular drivers and it is a great credit to them that they were willing to lend their cars out for the visiting celebrities to drive about the Clipston course.

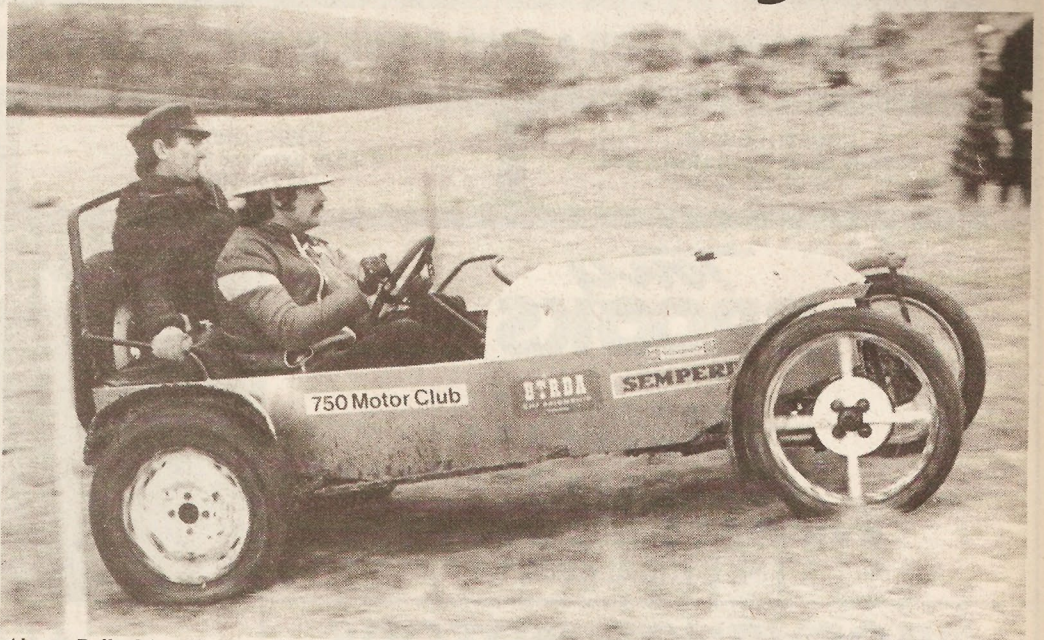
Fifteen hills were laid out and these were tackled twice by all drivers. The first round was made deliberately easy, so as not to frighten anybody, and there were few penalties at lunchtime. In the afternoon the hills were tightened up, so it got a bit more serious, but at the end of the day eight drivers had still to drop points. This was perhaps to be expected in the case of regulars — David Bache, Mike Velasco, Jack Pearce, Peter Dibble, and Gordon Jackson — but it was a most pleasant surprise to see former drivers Geoff Newman and Edward Harrison along with rally driver Graham Elsmore up there. Most were rewarded with trophies, with Graham Elsmore, of course, winning the Celebrities Trophy.

There was also a non-motoring celebrity trophy and this was won by Barron Knight, Tony Osmond. Betty Sheldon was thrilled to bits when she won the Ladies Award — it was her first ever trophy in the sport.

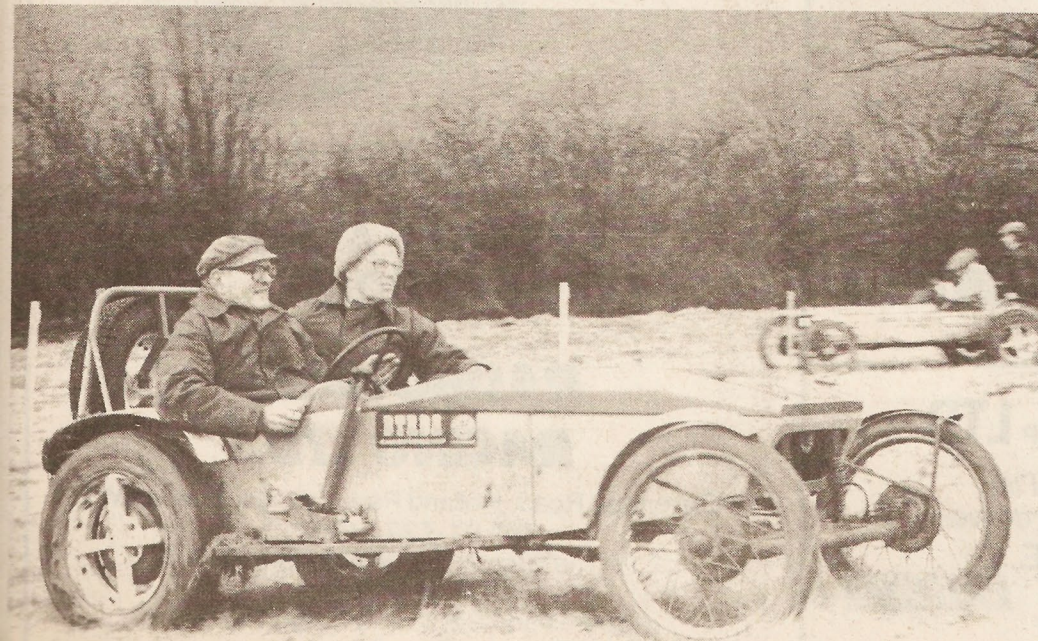
Many were the celebrities — and many the spectators enjoying the spring weather. Raymond Baxter, Murray Walker and disc jockey Peter Powell from the broadcasting world were there twiddling the wheels and pulling the fiddle brakes while the rally world was represented by Brian Culcheth, Terry Thorpe and Roger Clark, as well as Graham Elsmore. The racing world sent Arrows/Chevron designer Tony Southgate and super loon exponent Mick Hill while hillclimbers David Render, Richard Thwaites and Chris Seaman were present. Perhaps the most ludicrous sight was that of shotputter Geoff Capes towering out of John Sheldrick's tiny car. To get him in at all was a triumph of mind over matter and as for getting him out — well the less said the better, but it didn't stop him looking happy all day!

And so, after the awards were made and everybody went home — the last few thanks to Steve Blackham's and Brian Wall's Land-Rover after the heavens opened (yet again!) — the trials world could look back on its finest day and one that will be remembered and talked about as long as people get into little cars and try to persuade them up impossibly muddy hills.

PAUL SHELDON



Above: Rally driver Graham Elsmore won the Celebrities Trophy. Below: Formula 2 rising star Derek Warwick was accompanied by his sponsor BP's Motorsport Manager Les Thacker. Bottom left: Former hillclimber Reg Phillips used Peter Blankstone's Facsimile. Bottom right: Rally driver Roger Clark looks harrassed.



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Scotcircuits invite entries for this year's richest Grp 1 race, to be held at Ingliston (Scotland's premier circuit) on 6th May 1979. Sponsored by PENTAX, all starters to receive grid money ranging from £16 to £300 (total £1,284 grid money payable), prize fund is £800/£500/£250/£150/£100. Only sixteen starters permitted and arrangements to televise the event being pursued.

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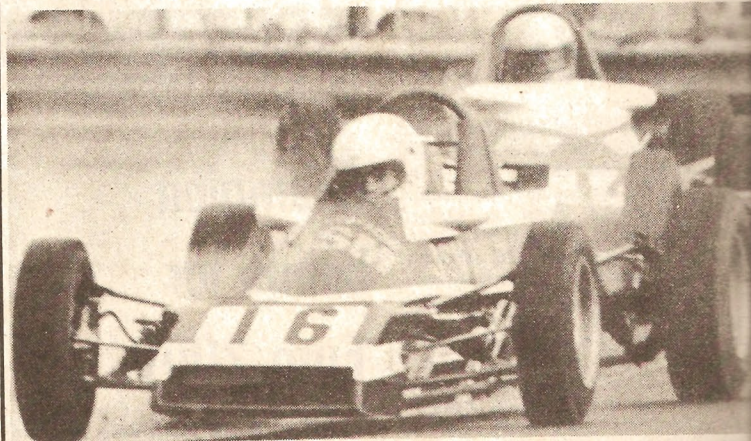
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European FF1600 opener postponed

The organisers of the European Formula Ford 1600 series contacted us at the end of last week to say that an agreement to postpone the opening round at Zolder on April 21/22 has been reached following the difficulty several entrants have had in completing their test programmes due to the adverse weather and industrial troubles. An alternative date will be announced for the Belgian round of this six-race series.

Of special interest to British competitors, great care has been taken to avoid

clashes with Townsend Thoresen or BARC championship rounds, and several teams have therefore indicated their willingness to take part.

Prize money of around £1,250 per race is already guaranteed, with negotiations currently in hand for more backing. Any teams interested in following the series are invited to send in registration forms to Bureau Service International, Gisela Schmidt, U6, 12A, 6800 Mannheim 1, West Germany.

Fletcher's back Green Man

The Green Man Kart Championship, the country's top 100cc series, will once again be sponsored by Paul Fletcher of Fletchers Bakeries, Sheffield. There are seven rounds at seven circuits, competitors counting their best five scores towards their end of season total. Previous winners Mickey Allen, Terry Fullerton, Terry Edgar and Fletcher

himself are again expected to be among the front runners, which should also include Paul Jackson, Martin Smart, Dave Coyne, Ricky Gice and former junior champions Dave Evans and Jackie Brown.

Apr 1, Rye House; Apr 22, Fulbeck; May 13, Wombwell; Jun 10, Clay Pigeon; Jul 8, Rowrah; Sep 16, Shennington; Oct 7, Little Rissington.

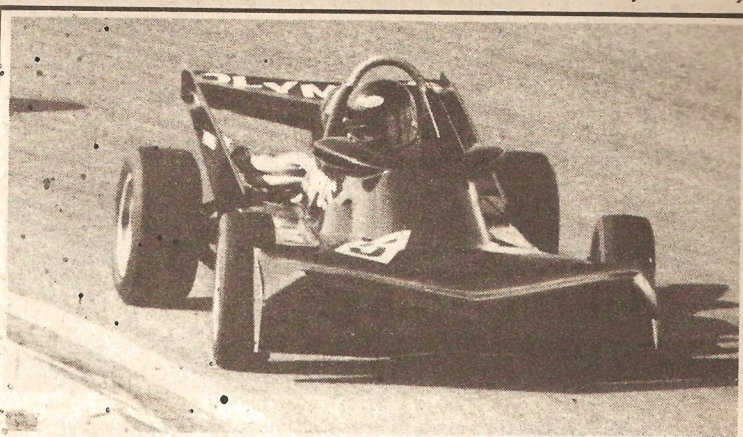
AP market new racing silencers

Automotive Products advise us that they successfully tested a total of three different silencers on Formula 1300, Monoposto and Formula 750 cars over the weekend at Silverstone and are now prepared to market a unit (part number: CP2637-2) at a cost of £15.50, plus VAT, plus post and packing. The silencer measures 12in in length, is 3ins in diameter and is for use on tail-pipes of 2in diameter. For Formula 750 competitors, many of whom use smaller pipes than this, a new silencer is currently being evaluated and further details will be available from either John Moore or John Holroyd at Automotive Products, Leamington Spa (phone: 0926-27000).

Champion bonus for Euro 2000

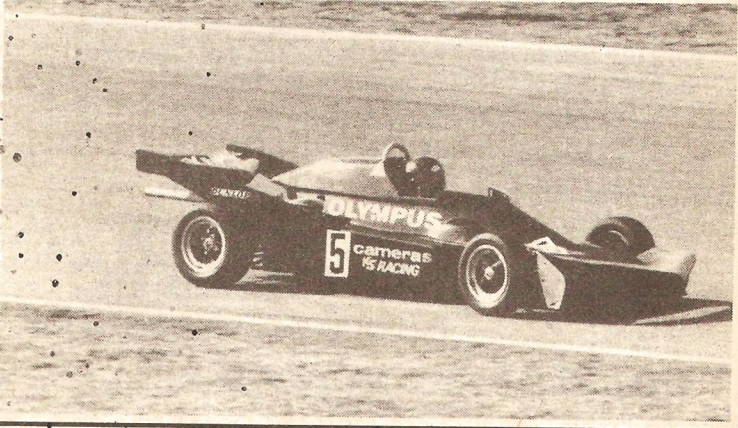
Champion Spark Plugs have agreed to offer 'performance contracts' to all contestants in the European Formula Ford 2000 Championship, which takes the total prize fund to nearly £1500 for each of the seven-race series with possible additional sponsorship still being sought.

The organisers advise us that there will now be two rounds in Germany, a race at Mainz-Finthen on August 4/5 replacing the cancelled Austrian race and supplementing the race at the Nürburgring on July 7/8. These two German races will mark the debut of the formula in that country and where it is hoped to establish a new championship in 1980.



Good start for KSR

The new Dutch-built KSR, which features special aerodynamic bodywork, finished sixth at Zandvoort on March 25 driven by Hans Kitz, who, together with Ge'ard Sollman, designed the car. With sponsorship from Olympus Cameras, Kitz hopes to do most rounds of the Benelux Championship.



More bad luck for Argetsinger

American Formula Ford driver Peter Argetsinger is running a little short on good-fortune at the moment. His new Hawke Mk21 car is not yet ready but Peter has been going quite quickly in his updated Mk20B and was at Snetterton last Thursday hoping to get in some testing prior to Sunday's Townsend Thoresen Championship race at the Norfolk venue. Unfortunately, Peter spun off at Riches, and bent a corner of his

Hawke but worse was to come. As he crossed the track to inform race control so that his car could be brought back to the paddock for repair, Mike Blanchet spun his F3 Lola at the same place and cannoned into the American's car causing a great deal of damage. With no spare cars in the offing at the moment and a general lack of funds, it seems that the rapid Argetsinger will be out of action for a few weeks.

Dragging at Lydden



Seen for the first time at the Astra MC's meeting at Lydden last Sunday was a display of drag racing. Here a Mustang gets the drop on a Daytona Charger, the strip being laid out on the starting straight.



April Fool's Reynards

It was a real April Fool's Day for Adrian Reynard's works Formula Ford 2000 team last weekend. On the way to the Thruxton race on Sunday, the team's transporter broke down in Oxford stranding both cars. Their third car was practiced by Thomas Bertschinger, having been towed to the circuit on a separate trailer and the trailer was then despatched with all speed to ferry the other two cars to the track. David Leslie's car arrived, so that car was used by both David and Mike O'Brien (above) to qualify out of session but O'Brien's car was further delayed when a wheel fell off the trailer!

The National Girobank car arrived just in time for the race so both O'Brien and Leslie started from the back row with a 10secs penalty. The Cumbrian driver then proceeded to storm through the field to fourth place, while O'Brien lost several seconds with a spin and so finished much lower down. With Simon Kirkby winning the race, Leslie now lies one point behind the Lincolnshire driver in the ShellSport Martini Championship after two rounds. Leslie, however, is a clear leader in the BARC series and will be looking for another victory at Brands Hatch this Sunday.

Briefly . . .



Arif: beaming.

● A relieved Wil Arif beamed after his heat and final win in Sunday's Marchant & Cox Formula Ford Super Round at Lydden. It seems at last that he has shaken off the misfortune which dogged him all last season. The Douglas Print team were particularly pleased as it was their first success. The white and green livery on the Crosslé will now be supplemented by the team's signwriting signwriting — strangely absent of late due to superstition!

● The 750 MC recently announced that the most promising lady driver this year in one of the 750MC run formulae (F4, F1300 or F750) will earn herself in one of the 750MC run formulae (F4, F1300 or F750) will earn herself a very nice prize. The MCD 750MC Ladies Award offers a first prize of £400 together with a course at the Brands Hatch Racing School, so all budding Desiré Wilsons had better start talking nicely to their husbands or boyfriends!

● The 750MC 40th Anniversary will be at the Crystal Palace National Sports Centre on Sunday, June 10 where the usual concours, driving tests, and auto-jumbles will be organised. Entry forms are available from 41 Borne Vale, Bromley, Kent.

● Chippenham Fiat and Scimitar dealers, Ross & Haines, will be sponsoring the 1979 Formula Ford Championship run at Castle Combe by the BRSCC's South Western Centre. The five-round series is in its 10th year.

● Paul Smith hopes to have his Atlantic March 782B rebuilt in time for the Easter weekend Hitachi round at Brands Hatch after his accident in the opening Mallory round in which the car was severely damaged.

● Entries for the Tynemouth & Dist Motor sport Club's Newcastle Centre Hotel, Albermarle Sprint on April 29 are flowing in but there are still some places left. Regs are available from Jon Thompson, 3 St Davids Court, Whitley Bay, Tyne and Wear, NE26 1JA; tel: Whitley Bay 526249.

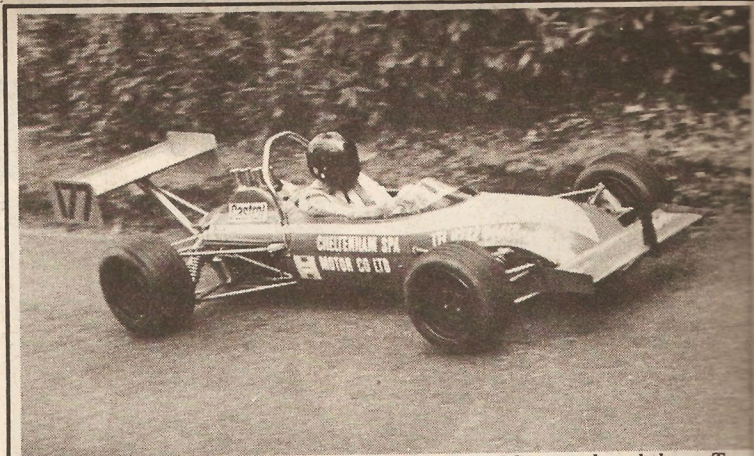
● The Marcos CC is promoting another Marcos and Kit Car International Rally at Donington Park on Sunday, June 10. The combination of *concours* and driving tests will be held on The Loop with a barbecue on Saturday evening for those intending to stay for the weekend.

● Rapid Derbyshire Imp driver Geoff Farmer has found some sponsorship for his efforts this season and his Adelphi Imp will now be adorned in the black, red and white colours of Mills Marketing Services Ltd, suppliers of CNC Machine Tools.

● Radio Bristol intend to devote more time to motor sport coverage for a trial period and anyone with news, views or forthcoming events information is asked to contact Paul Houlden, 34 Dunster Gardens, Nailsea, Avon BS19 2JY.

● Quality Milk Producers, under their brand name Gold Top Milk, will sponsor special saloon events at Castle Combe this season in addition to supporting Andy Holloway's two-car team of Chrysler Imps.

● Ulsterman Barclay Bingham intends to campaign a Formula Atlantic Lotus 69 in the Northern Irish Hill-climb Championship this season sponsored by McAdam Brothers Plant Hire Contractors of Portadown, County Antrim.



Former RAC hillclimb leaders' champion Russ Ward has purchased the ex-Tom Hart Chevron which he will use in RAC championship rounds this year. Russ is publicising his Cheltenham Spa Motor Company concern on the car.

● Regulations are now available for Wallasey MC's Dereliot Sprint, to be held at Kings Parade, New Brighton, on Saturday, June 2. Sponsored by Dereliot Conversions Ltd, it is a round of the Dutton Forshaw Longton Sprint and Hillclimb and the WAMC Speed series. Anyone requiring regs should send an sae to Mr A. Nederlof, 26 Regents Way, Bebington, Merseyside.

● Berwick & Dist MC's April 15 auto cross at Holborn Grange Farm, Hettou Steads Estate, Lowick, is the first round of the *Journal*/National ANECCC series. Regs are available from Mrs M. R. Blythe, 6 Grindon Cottage, Norham, Berwick upon Tweed. Tel: Coldstream 2820 (work), Berwick 7255.

● BL dealers, Hartwells of Bath, will provide additional sponsorship for all rounds of the Austin Morris Mini Challenge at Castle Combe this year. So popular was the category at the circuit last season that the BRSCC's South Western Centre have arranged for a round at each of their five meetings this season.

● Graham Temple has been appointed Competitions Representative at Castrol. He has been with Michelin for several years and became the company's motorcycle co-ordinator, handling the commercial aspects of racing. Graham's responsibilities at Castrol will cover the motorcycle sport involvement and rallycross.

● The Jaguar Drivers Club has formed an XJ Register for owners of all XJ6, XJ12 and XJS models. The Register plans three or four social events a year, the first of which will be an XJ weekend based on a Cheltenham Hotel on May 5/6. Full details from the JDC at the Norfolk Hotel, South Kensington, London SW7.

● The resurfacing of part of the track at Lydden caused an abundance of problems for drivers at Saturday's testing session and during Sunday's main. The surface does not seem to have set around the tricky fast right hander Pit's Bend, or the sweeping right curve at Chesson's Drift. Practically everyone revolved at least once on Saturday and many leading runners suffered the same fate on Sunday. The track was religiously swept after each race of loose to surface, but it rather looks as if further maintenance is required.



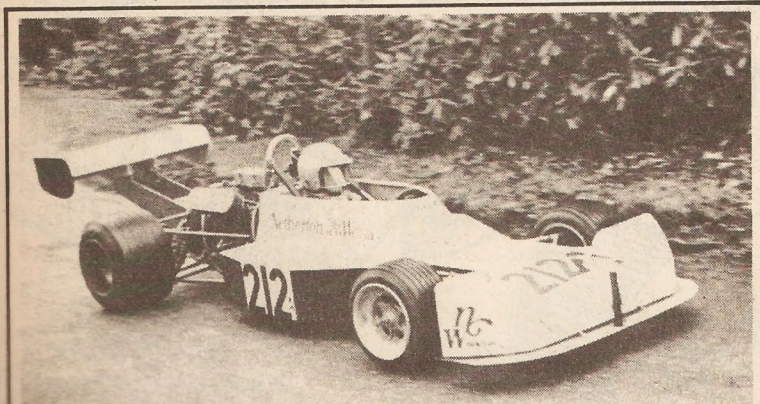
Howard Strawford (right), Managing Director of Castle Combe, recently received a cheque from Mr and Mrs Jack Winter, parents of the late special saloon ace Phil, who was killed in the Isle of Man two years ago. The money, from the Phil Winter Memorial Fund, has paid for an automatic flashing red light race-stopping system for the Wiltshire circuit, which will be in use for the first time this season.

● Brands Hatch Racing School pupil of the year in 1978, Dave Rackham will be contesting the full BARC Formula Ford 1600 series this season in one of the Rushen Green Royale RP26s. 29-year old Dave showed excellent form towards the end of last year, especially in the ex-Mike Thackwell Van Diemen, and since the Donington race on March 18 was cancelled, his first outing will be at Silverstone this Sunday.

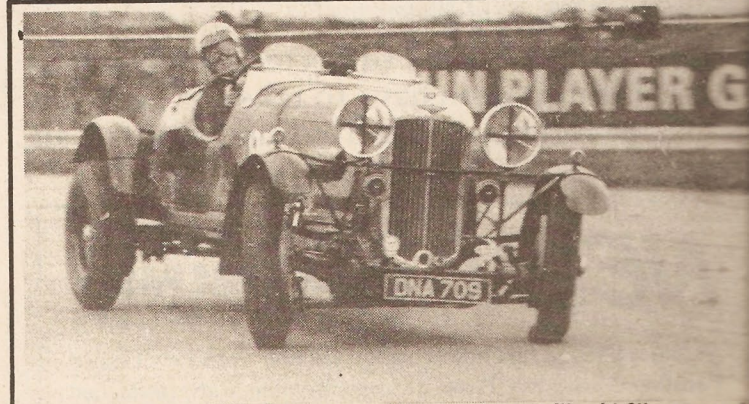
● The following dates for Euro series FF1600 and FF2000 events are now confirmed:

FF1600: Jun 23, Zeltweg, Austria; Jul 7/8, Nurburgring, Germany; Sep 16, Zandvoort, Holland; Oct 28, Donington Park; rounds are also planned in Denmark and Belgium.

FF2000: May 5/6, Zandvoort, Holland; Jun 2/3, Jyllandsnngen, Denmark; Jul 7/8, Nurburgring, Germany; Aug 4/5, Mainz-Finthen, Germany; Aug 11, Nivelles, Belgium; Oct 28, Donington Park; a further round in Luxembourg on May 19/20 is planned.

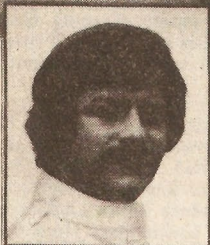
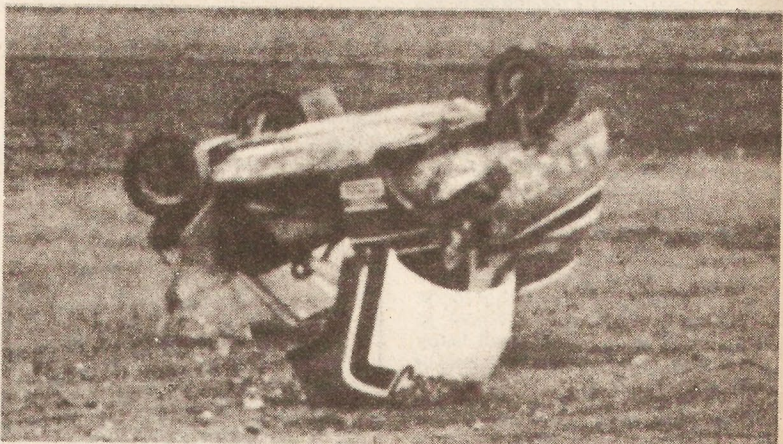
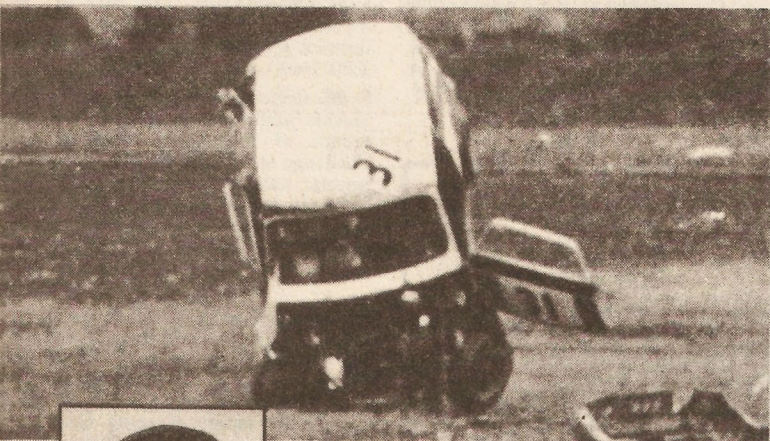


After a brief outing at the end of last season, Peter Kendall will compete in the RAC hillclimb championship with Brian Lewis's original Boxer chassis. Max Harvey of Netherton & Worth, the car's sponsor, will share the driving.



In answer to the question "Have you ever seen understeer like this?", on page 15 of the March 22 edition of *AUTOSPORT*, reader Terence Brettell says "Yes!" The photograph illustrates his answer perfectly.

Could any body filler stand up to this?



“Yes” says rally cross driver Bruce Male, **“Plastic Padding type Elastic does”**

Bruce Male regularly drives his Mini in rally cross competitions. *‘I hardly ever leave a circuit without the car having a dent or two. And I always repair body damage with Plastic Padding type Elastic.’*

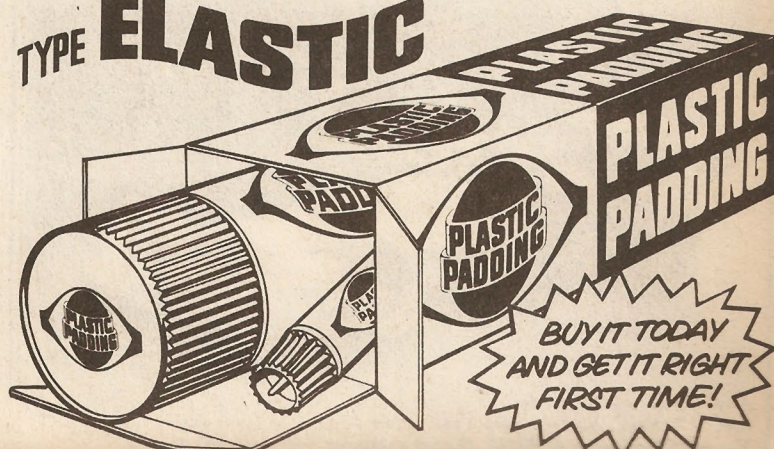
‘When I was competing at Snetterton recently and chasing the leader, I spun and somersaulted into mid-air. The car was very badly damaged and I was lucky to get out of it unhurt. When I examined the car, I discovered to my amazement that those parts of the body-work which had previously been repaired with Plastic Padding type Elastic were still intact! I didn’t know any body filler could stand up to this sort of hammering.’

Your car may not be subjected to this sort of treatment. But it does have to take the everyday shocks and vibrations caused by bumps in the road, slamming of doors, bonnet, bootlid, etc.

If the filler you use for car body repairs has no ‘give’, it may crack or even fall out. But Plastic Padding type Elastic has the flexibility and the adhesive power to withstand these stresses and strains... and more!

**EASY TO USE • GREAT ADHESION
FLEXIBLE • SUPERFINE • LASTING**

**PLASTIC PADDING
TYPE ELASTIC**

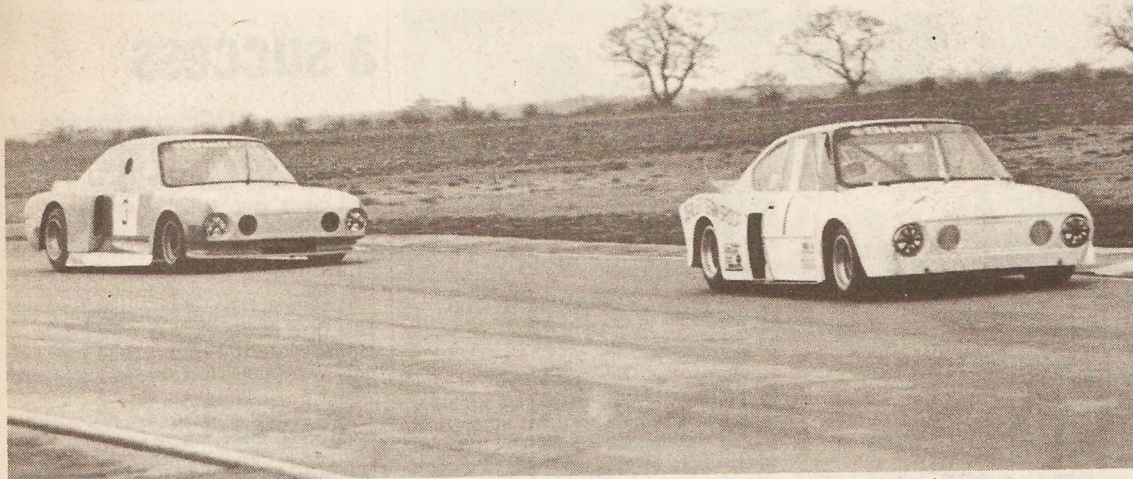


NEW!

**PLASTIC PADDING
GLASS FIBRE PASTE**
‘a glass fibre kit in a tube’

When repairing rust holes, bridge the hole with new Plastic Padding Glass Fibre Paste, a strong, flexible, waterproof, fast setting glass fibre reinforced filler with maximum adhesion.

Snetterton Skoda domination

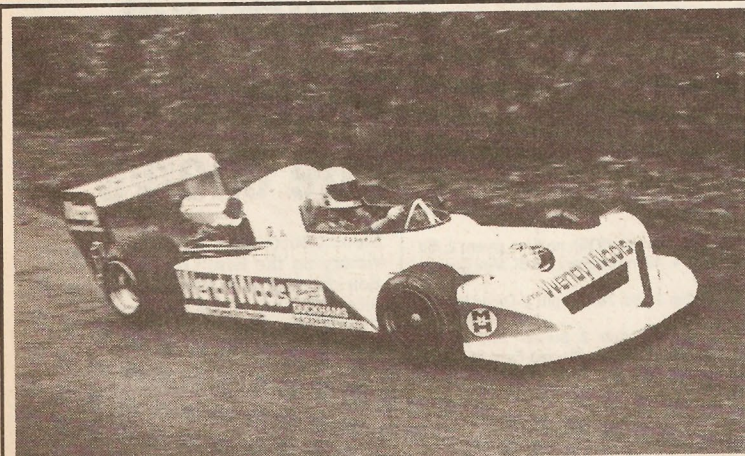


The Wendy Woods 1000+ special saloon event at Snetterton was a two-horse race, Tony Sugden's BDX-powered Skoda (behind) coming through to defeat Tony Dickinson's Hart-engined device when the latter suffered overheating problems. Sugden's car, based on a Chevron B23, thus won its debut race.

● After racing at Silverstone on March 4, Brian Lennox found an unknown toolbox among his belongings. If you lost a toolbox at that meeting and can describe it to Brian on Dublin 515451 (work) or Dublin 906828 (home), then he will return it.

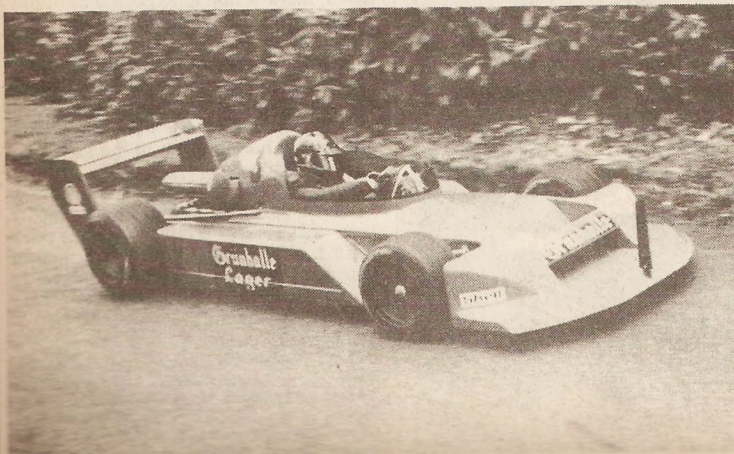
● Ian Scott of Haggerston Smithy, Haggerston, Beal, Berwick upon Tweed, is the new Secretary of the Berwick & Dist MC; he can be contacted on Beal 81243 (Home), or Wooler 94316. The new Chairman is Alan Dawson and the new Competitions Secretary, Neil Wilson of Akeld Farm Cottages, Wooler, Northumberland.

● Following the death in a road accident last December of Deryk Turkington, Chairman of the Cookstown and District Motor Enthusiast Club, the family wished donations to be made to the Gunnar Nilsson Cancer Treatment Campaign in lieu of flowers. A total of £1,675 was donated and this was handed over to the Fund this week. Deryk Turkington organised many popular activities for the Cookstown DMEC including trips to English race meetings, in particular last year, to support the progress of the home town's protégé, Kenneth Acheson.

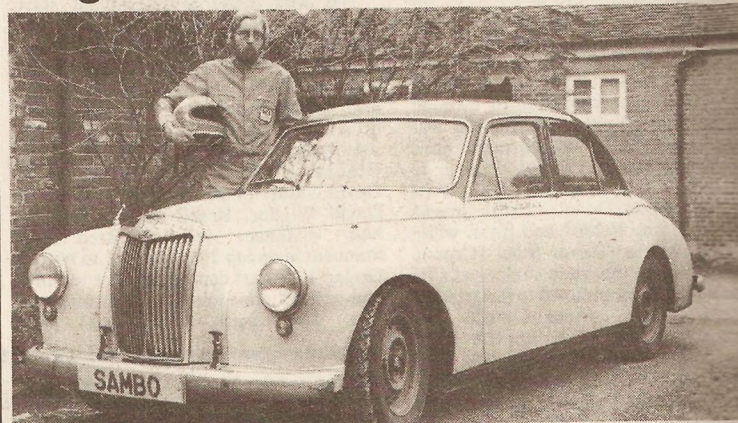


Wiscombe Marches

Several of last year's March 782 chassis appeared at Wiscombe over the weekend although David Franklin (above) could only finish seventh, two places ahead of Chris Cramer in one of Godfrey Crompton's machines.



Magnette for Colman



RAC timekeeper Tim Colman plans to contest as many races as possible this year with an Andreason-prepared MG Magnette.

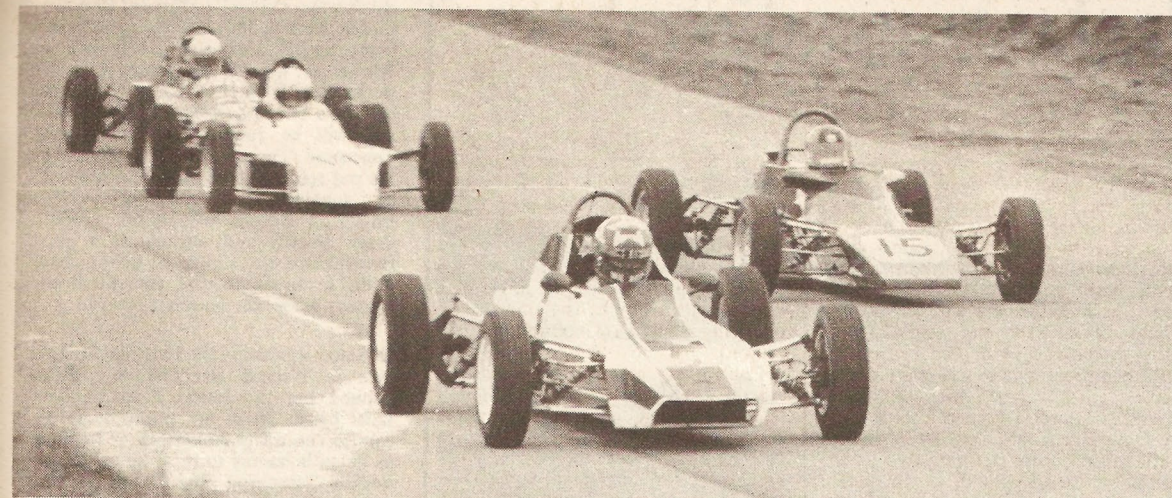
● The Chandler Hargreaves series for Formula Junior cars gets under way at Silverstone on Sunday, 17 cars being entered. As well as the more usual marques, Lola, Lotus, Elva Gemini and Cooper, there is a North Star FJ listed for Martin Cowell.

● Bob Davis, who was so impressive in F4 last season with his own Davis chassis, and Bobby Laughton who now has the ex-Patric Capon Ensign, have both secured backing from Continental Transmissions Limited for the 1977 AMHEC F4 championship.

No traction worries!



One of Wiscombe Park's Directors, Major Richard Chichester — himself a regular competitor at the hill with an HWM-Jaguar — spent most of Sunday towing stranded cars out of the muddy car parks with his ancient tractor.



Heat and final winner Wil Arif leads David Stuart, Alan Revell and Graham Fuller.

Marchant and Cox Super round to Arif

Lydden staged its first road circuit meeting on Sunday with another Festival of Motor Sport under the auspices of the Astra MC. Unfortunately, recent resurfacing of the notorious Pits Bend and Chessons Drift has not 'taken', and these two bends became decidedly tricky, causing numerous spins through the afternoon. Highlight of the day was the Marchant and Cox Formula Ford Trophy with two 10 lap heats and a 20 lap Super Round final. Wil Arif (Stephen Eldred/Douglas Print Crosslé 32F) won both his heat and final, while first heat winner Trevor Stiles (Crosslé 32F) lost out to the loose surface at Pits in the final and spun down to last place.

Farmer Stiles, whose Crosslé now bears a 'caution' sign at the rear, stormed into the lead of the first heat from Alan Revell, now Royale RP24-mounted. Revell gradually slipped back but kept comfortably ahead of the two dicing Davids, Wigdor (Image FF3) and Turrell (Jomo). Tony Howard (Crosslé 32/35) had made a slow start and was forced to retire at the end of the first lap after contact from Chris Springham (Royale RP21). Steve Brown (Van Diemen RF77) and Paul Weavers (Royale RP21) disputed fifth and sixth place a little way ahead of Paul Rowsell (Royale RP21), the last final qualifier.

Wil Arif dominated the second heat but had to withstand some strong pressure from David Stuart (Van Diemen RF77) before taking a long awaited victory. Graham Fuller had been caught napping in his Esab Crosslé 32F when the flag dropped, but worked his way up to third ahead of Tim Barry (Wimhurst) while the promising 17-year-old Glenn Bosch was forced into retirement very early on when the smart McGregor came into contact with John Ayres's Royale RP24. Tim Garland (Van Diemen RF77), Mini exponent John Oxborrow (Rostron CT8) and race-sponsor Len Marchant (Brabham BT21/28) enjoyed a race-long scrap and all qualified for the final.

A full grid of special saloons promised much as Stephen Minton's 1850BDE Ford Anglia screamed away from Ed Punt's rebuilt 2.0 Ford Escort and Brian Davis's 1300 Sunbeam Imp. Tony Dawson (1.3 Mini), whose throttle seemed to stick open, rammed the Pits Bend banking hard on the opening lap, rolling several times before coming to rest. The race continued under yellow flags for another four laps, but poor Dawson could not be extricated from his wrecked car and finally it was decided to stop the race. Dawson was removed to hospital with injuries to chest and legs.

Regrettably the saloons were not given another chance.

Wil Arif made a determined start from pole position in the Marchant and Cox Final; equally determined but less lucky was Trevor Stiles, who was forced wide onto the treacherous surface at Pits and revolved several times, remaining intact, though well and truly last. Wil soon built up a commanding lead, while Graham Fuller headed Allen Revell, David Stuart (Van Diemen RF77) and David Wigdor. Revell spun at Pits at half distance and repeated the manoeuvre on lap 12, dropping to ninth. On lap 14 Stuart demoted Fuller to third and with Wigdor joining the spinners at Pits Tim Barry (Wimhurst) was

promoted to fourth, ahead of the recovering Revell, Wigdor, and Stiles who had put his Crosslé at all sorts of angles throughout the 20 laps to climb back up to seventh spot ahead of Len Marchant's ageing Brabham BT21/28.

One of Lydden's favourites is Melvyn Coon and he took his remarkable Dino Four to another win in the *Libre* race. Stewart Phillips, having only his second outing with the Sparton SuperFord SF2/79 pushed Coon all the way, and, despite gear selection problems, was alongside Coon at least once a lap before having to settle for second best. Behind this duo Trevor Stiles and Wil Arif dived amicably for Formula Ford honours until Stiles found the dreaded loose patch at Pits again, and retired on lap 10. Arif took third but was nearly caught on the line by David Stuart. Next up was Tim Barry's Wimhurst while Graham Fuller and Allen Revell slotted into sixth and seventh after earlier spins at Pits had dropped them from the leading pack.

PAUL HARMER

results

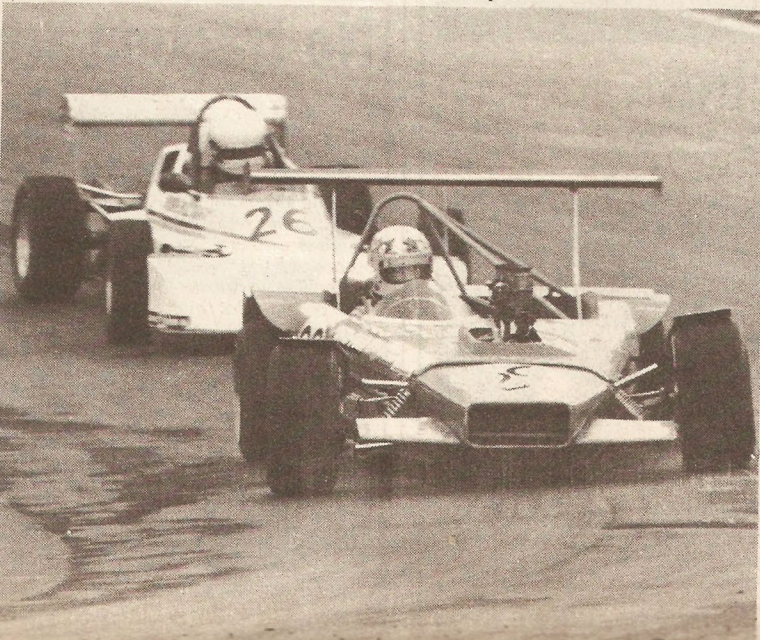
Marchant and Cox Trophy Formula Ford, Heat 1 (10 laps): 1. Trevor Stiles (Crosslé-Rowland 32F) 7m 55.0s, 75.79mph; 2. Allen Revell (Royale-Scholar RP24); 3. David Wigdor (Image-Scholar FF3); 4. Dave Turrell (Jomo-Ford); 5. Steve Brown (Van Diemen-Minister RF77); 6. Paul Weavers (Royale Scholar RP21).
Marchant and Cox Trophy Formula Ford, Heat 2 (10 laps): 1. Wil Arif (Crosslé-Rowland 35F) 7m 54.0s, 75.95mph; 2. David Stuart (Van Diemen-Minister RF77); 3. Graham Fuller (Crosslé-Minister 32F); 4. Tim Barry (Wimhurst-Ford LP1); 5. Tim Garland (Van Diemen-Minister RF77); 6. John Oxborrow (Rostron-Minister CT8).

Special Saloons (Race stopped at 5 laps): 1. Stephen Minton (1.8 Ford Anglia BDE), no time given; 2. Ed Punt (2.0 Ford Escort BDG); 3. Brian Davis (1.3 Sunbeam Imp-Ford); 4. Allan Brooker (1.3 BL Mini Cooper S); 5. Bev Comber (1.0 BL Mini); 6. John Dewing (1.0 Hillman Imp).

Marchant and Cox Trophy Formula Ford Final (20 laps): 1. Wil Arif, 15m 13.6s, 78.81mph; 2. David Stuart; 3. Graham Fuller; 4. Tim Barry; 5. Allen Revell; 6. David Wigdor.

Formule Libre (12 laps): 1. Melvyn Coon (1.6 Dino Four) 9m 26.6s, 76.24mph; 2. Stewart Phillips (2.0 Sparton-Ford SF2/79); 3. Wil Arif (1.6 Crosslé-Ford 35F); 4. David Stuart (1.6 Van Diemen-Ford RF77); 5. Tim Barry (1.6 Wimhurst Ford LP1); 6. Graham Fuller (1.6 Crosslé-Ford 32F).

Melvyn Coon in his venerable Dino leads Stewart Phillips.



Rowan: new mount still a success

Ray Rowan, the Midlander who got a lot of stick last season in the sprinting world for appearing with what appeared to be nothing more than a souped-up kart, and doing very well, has switched to a conventional single seater for this year and last Sunday he took FTD at the first of the Nottingham SCC sprints at Curborough.

Despite the lack of opposition and the fact that the track was damp Rowan nipped round in 34.72s to head a field of only 40 by more than 1sec in his March 762.

Best action was in the over 1-litre modsports class where Arthur Nash (Turner), just pipped the much-modified Vauxhall Chevette of Alan Jones. The Chevette, space framed, and featuring a 2.3 lump and fuel injection to boot, was half a second down on the Turner. Tony Bridgen and Granville Martin, first timers to Curborough, were only 0.07sec apart in a shared Morgan 4/4 which did respectable runs in the 43secs bracket.

BTD: Ray Rowan (March 762), 34.72s.

Class winners: Dave Whitehead (Escort RS 2000), 42.53s; Tony Bridgen (Morgan 4/4), 43.62s; Mike Brown (Lotus 7), 39.33s; David Fuller (1275 GT), 43.10s; Chris Milner (Capri), 40.26s; Bill Hollins (Mini), 39.62s; Arthur Nash (Turner), 40.43s; John Chilton (Beagle), 35.96s.

Courts not stopped by late charge

Steve Courts took his Skoda saloon to victory on the Esso Grand Cup production car trial near Dorking last Sunday, second round of the RAC and BTRDA Production Car Trial Championship. Having established a handsome 21 mark lead at the mid-way point in the Mid-Surrey AC event, he looked uncatchable. Mike Stephens, however, charged round in grand style to have the best of the afternoon's action and he closed to within six marks after dropping only 27 on 20 sections in his Opel Kadett.

The battle of the standard saloons was won by Barry Score's Fiat 127 with Bob Needham and Phil Shaw, VW Golf and Subaru, being equal second, 12 marks down. Shaw would have been second but clobbered a 12 marker on the last section.

Richard Acres always had the next class sewn up in his Cooper, beating George Harrison by 15 marks while Courts and Stephens were head and shoulders above the rest in the 12 strong conventional saloon class.

Mike Hinde debuted the Panther Lima to beat Jim Loveday's Midget by nine marks and Colin Valentine and John Ludford skirmished briefly before Valentine went away with his Stiletto to a comfortable 16 mark victory in the rear engined rwd class.

Overall: Steve Courts (Skoda), 82 marks lost.
Class winners: Barry Score (Fiat 127), 156 marks; Richard Acres (Cooper), 100 marks; Mike Stephens (Opel Kadett), 88 marks; Mike Hinde (Panther Lima), 86 marks; Colin Valentine (Sunbeam Stiletto), 82 marks; Brian Cope (Dellow), 88 marks; Martin Halliday (Sprite), 102 marks.

Problems at first event of new sprint season

The 1979 BARC Sprint Championship got off to a controversial start at Goodwood on March 24. The meeting was originally scheduled to be held at Lydden but, as the track was still being re-surfaced, the change was made to Goodwood with literally a few days to spare — leaving some unfortunate single-seater drivers without a drive (single-seaters not being allowed at Goodwood for some reason).

Controversy arose in the production classes when the organisers decided to stick to the rules and require competitors to provide proof of the eligibility of their cars — this some were unable to do and so the results of certain classes will have to remain provisional until verification has been produced. Everyone was lucky to have a dry day's racing — though the blustery conditions made things fast and exciting through Fordwater and into St. Mary's, but a bit slow down the Lavant Straight.

As usual matters started with production saloons and in the small class Wally Pratt (Fiat Abarth 850 TC) provisionally took victory. In the 1000-1600 cc class Graham Wilmott in his Team Cemian Cooper 'S' just pipped Tony Clark's VW Golf GTI. Keith Jarman (RS 2000) took the next class while the over 2500cc class was another to have the results marked provisional with Steve Pattinson (Capri RS 3100) closely beating Jack Astley's SAAB 900 Turbo (doubtless a low mileage demonstrator!). The modified saloon classes had no such eligibility problems with wins going to Ron Lowles (Mini), Steve Thomas (Escort), 1977 BARC Champion Colin Spence (Dolomite Sprint) and the evergreen Dave Bray (Ford "Escover" — an Escort with a Rover V8 engine).

Production sports cars saw more controversy with Paul Edwards's Porsche Carrera being transferred to the modified class, where he won anyway but with a slower time than Barry Robinson (also in a Carrera) who put in a very polished 1m 41.8s to win the production class! Wins in the smaller prod sports classes went to Mark Smith (who

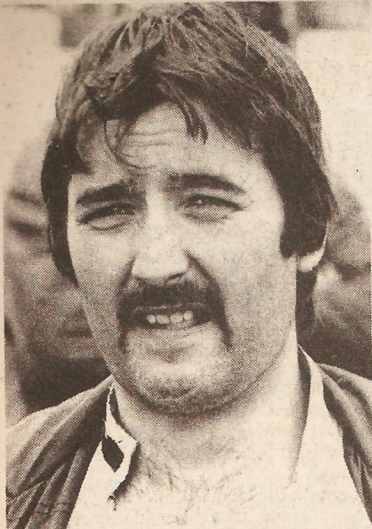
borrowed Andy Wooley's Ginetta G15S and then beat him with it!), John Wellard (Elan) and Peter Williams (Ginetta G21). The modsports classes were a bit thin on the ground with wins going to (the other) Roger Clark (Midget) Dave West (Caterham Super Seven) and (provisionally of course) Paul Edwards (Porsche).

The clubmans car boys had fun as usual with Tony Pouyanne blowing up a brand new engine in the Silver Phantom while his brother Nigel knocked the nose cone off his Gryphon. However Malcolm Greening put in a handy 1:30.0 to take the award for BTD by a member of the organising BARC (London and Home Counties Centre). Very close behind came Tim Moores (Marler Hale Gryphon C4A) who took the class award. Nick Atkins took the small sports racing class in his 'Historic' Lotus 47 while BTD overall came from the large sports racing class in the shape of the genial Ernie Farncombe in the Tiga SC77 with 1700cc BDA engine — which left the class to reigning BARC champion Bob Linwood in his Chevron B8 BMW who also took the award for fastest Historic Sports Car. The newly instituted classes for rally cars were poorly supported but this should not detract from Hales Vaughan's win in his RS 2000.

CLIVE SAYER

BTD: Ernie Farncombe (Tiga SC77), 1m 29.1s
BTD (BARC/L&HC): Malcolm Greening (Mallock Mk 16/18), 1m 30.0s.

Class Winners: Wally Pratt (Fiat Abarth 850 TC) 2m 07.9s (Prov); Graham Wilmott (Mini Cooper) 1m 56.7s; Keith Jarman (RS 2000), 1m 54.1s; Steve Pattinson (Capri), 1m 55.3s (Prov); Ron Lowles (BLMC Mini), 1m 55.8s; Steve Thomas (Escort Mexico), 1m 49.7s; Colin Spence (Dolomite Sprint), 1m 45.7s; Dave Bray (Ford Escover), 1m 40.3s; Mark Smith (Ginetta G15S), 1m 57.5s; John Wellard (Lotus Elan), 1m 50.2s; Peter Williams (Ginetta G21), 2m 05.0s; Barry Robinson (Porsche Carrera), 1m 41.8s (Prov); Roger Clark (MG Midget), 2m 16.0s; David West (Caterham Super 7), 1m 41.8s; Paul Edwards (Porsche Carrera), 1m 46.4s (Prov); Tim Moores (Gryphon C4A M/F), 1m 31.5s; Nick Atkins (Lotus 47), 1m 1m 49.2s; Bob Linwood (Chevron B8 BMW), 1m 39.5s; Hales Vaughan (RS 2000), 2m 01.6s.



Stuart Jackson — fabulous race

White beats conditions

Despite the appalling conditions, Bob White drove a scorching race to take the final in the first meeting of the season at Birmingham Hednesford Hills Raceway on Sunday. White's only real competition came from Midland ace Stuart Jackson who drove a fabulous race despite the fact that a blown valve from another meeting had forced him to bolt on a spare and unmodified head just prior to the race.

The first event of the afternoon was the opening round in the Adams and Bland Match Race series, which was won by Jon Brookes from Gordon Bland. Although Bland made every effort in the pelting sleet, Brookes just held him off for the five lap race.

Heat One of the afternoon went to Trevor Shaw, continuing his previous seasons good form. Coming from eighth place Shaw quickly came up on John Edwards and Stuart Jackson who were battling for the front. Jackson slowed — eventually to retire — allowing Shaw into second and then, as the sun suddenly burst out, into first. The other heat was a convincing win for Gordon Bland, who took the lead halfway through the race with Brookes on his tail, then proceeded to stay there till the end.

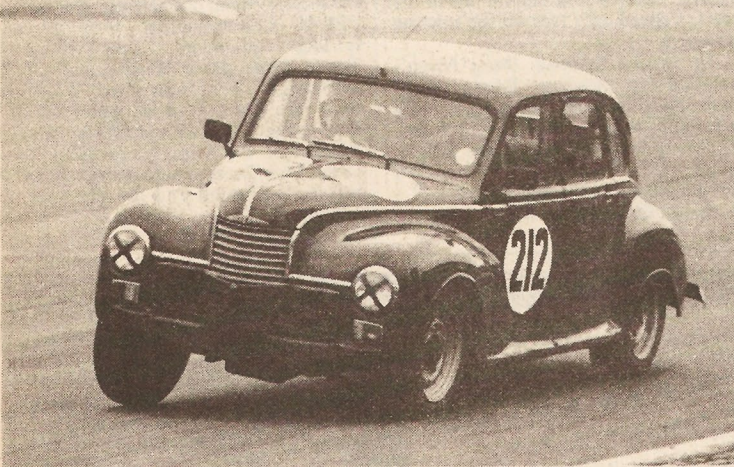
The 25-lap final was led from the line by Dave Stack who looked in control until a bad corner put him up over the starter's rostrum and took him out of contention. Barry Owens took over the lead, then fell quickly to Bob White who streaked round on his outside. Further back John Edwards and Stuart Jackson had struggled through, some magnificent driving putting them into second and third. With a quarter of a lap clear Edwards, Jackson and Peter Grimer tussled for second, but it was Jackson who made it and started to close on White. White, however, was too far ahead and took the chequered flag.

DICK TAMMADGE

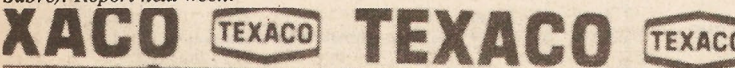
Heat One: 1, Trevor Shaw; 2, John Edwards; 3, Peter Grimer; 4, Cyril Wilcox. **Heat Two:** 1, Gordon Bland; 2, Jon Brookes; 3, Paul Grimer; 4, Mick Phillips.

Final: 1, Bob White; 2, Stuart Jackson; 3, John Edwards; 4, Peter Grimer; 5, Trevor Shaw; 6, Cyril Wilcox.

8 Clubs at Silverstone



Above: Jeffrey McCauley's Jowett Javelin corners hard at Woodcote during the 8 Clubs meeting at Silverstone last Saturday. Below: Variety is always a mark of these meetings as the handicap race below indicates — Michael Billingham's AC Ace leads Jeff Winter (Dolomite Sprint) and Christopher Browning (Reliant Sabre). Report next week.



Squire back on form at Morecambe

Dick Squire sprang back to form to win the second round of the BTRDA Autotest championship when he beat a meagre field of 25 to win the Kirkby Lonsdale MC's round on the municipal car park at Morecambe last Sunday.

Squire (Sprite) blew off the previous week's winner Mike Sones by 1min, returning 497.7s for the 10 tests, but the Walsall driver retains the overall lead in the championship in the continued absence of Steve Stringer (1978 winner) is scheduled to appear for the first time at the Bolton event this week end.

Two drivers put on really good performances. Dave Everett made the long haul up from Chelmsford to win his class in his Mini and finish fifth overall while from Hartlepool Brian Kaffall showed he has got to grips with his Escort RS 1600 to good purpose to finish third overall. Unlucky Richard Yapp had the sports car class sewn up when his Sprite's gearbox gave up two tests from the finish.

BTD: Dick Squire (Sprite), 497.7s.
Class winners: Dave Everett (Mini), 603.5s; Mike Sones (1275GT), 557.8s; Brian Kaffall (Escort RS 1600), 598.9s; Harry White (Midget), 621.1s.



Another to Walsh

Jim Walsh further consolidated his lead in the Esso Formula Ford 1600 Championship with a 3secs win over Cameron Binnie at Thruxton on Sunday.

DONINGTON PARK

Leaders equal in Vandervell

The Vandervell British Formula 3 Championship moves to the Midlands on Sunday, when the fifth round of this hotly contested series is the feature event of a six-race BARC-organised programme, originally scheduled as a two-day meeting but now reduced to one.

Chico Serra — winner at Snetterton last Sunday — and Andrea de Cesaris now jointly lead the championship, so some fireworks can be expected on Sunday. Brett Riley (profiled on page 31 of this week's magazine) has been known to go well at Donington — his victory in the European qualifier in 1977 still sticks in the memory — and, if the change in fortunes of the Unipart team continue, he must be considered an outside bet.

Stefan Johansson and Bernard Devaney got it together in their part of Derek McMahon Chevrons last weekend, finishing third and fourth at Snetterton and they, too, cannot be discounted at the picturesque Derbyshire circuit.

The programme also include the first European Group 1 race to be seen in Britain this year, a round of the Trans Europe Touring Car Championship. If the Gordon Spice team's one-two-three result in the Belgian national championship round last weekend is anything to go by, it looks as though European G1 could well be dominated by British teams.

Also on the programme are rounds of the RAC British Formula Ford 1600 championship and the Austin Morris Mini 1275GT Challenge. Non-championship race for Sports 2000 and FF1600 complete the list, racing starting at 2.30pm, following practice from 9.10am.

SILVERSTONE

The BARC are also in charge at Silverstone on Sunday, the seven-race programme topped by the third round of the Hitachi British Formula Atlantic

Championship. Alo Lawler (Mallory) and Ray Mallock (Thrupton) have each won one round of the series, but entry lists so far have been rather disappointing. There are 17 cars listed for Silverstone but, of those, Paul Smith will certainly not be present — he is still rebuilding his BMTR March after a nasty shunt at the opening round.

The BARC FF1600 series, now with welcome sponsorship from P & O Normandy Ferries, has attracted an entry of 35-plus, among them David Sears, Dave Rackham, Jonathan Palmer — who managed his first-ever major championship win at Snetterton last weekend — David McClelland and Marc Smith. Formula 4 and Formula Junior races complete the single-seater section of the day's racing.

For saloon fans, there are three races, two for modified saloons contesting the Wendy Woools series and the opening round of the ShellSport Derwent production saloon championship. Taking the special saloons first, Tony Dickinson, Tony Sugden, Jim Price and Derek Walker line up in Skoda against the Escort of Graham Goode, the 2-litre Sunbeam Stiletto of Rob Mason and the rapid Anglia of Dale Minton in the upper capacity race with Bill McGovern, David Enderby and Brian Cutting (making a welcome comeback with a 1-litre Imp) in the small race.

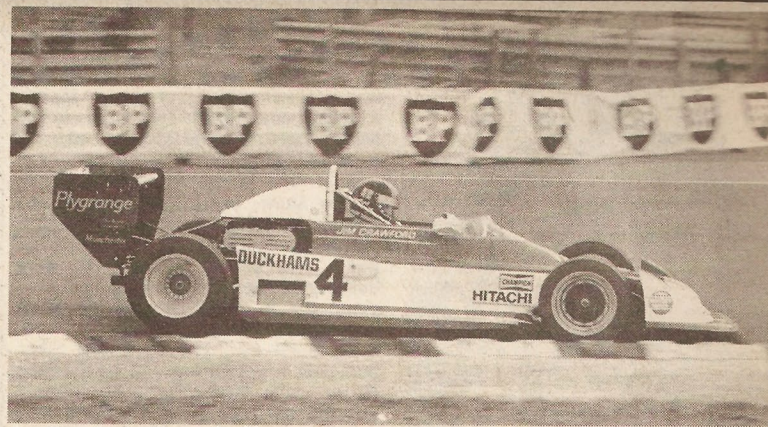
The prodsaloon entry is similar for that in the Demon Tweaks series, a few additions including Neil McGrath, debuting the brand new Renault 5 Gordini, Paul Everett with the ex-Pete Hall Opel Commodore and Martin Carroll in the Malcolm Prior Capri.

Racing starts at 3.00pm with practice from 11.50am.

BRANDS HATCH

Yet again, it is the BARC in charge — how do they do it? — at the Kent venue, with a round of the BARC FF2000 championship topping the bill. David Leslie, who has dominated the category so far this season, will obviously be looking to extend his championship lead, but such as Peter Morgan, Simon Kirkby — who won at Thrupton last Sunday — Nick Foy and Mike O'Brien will be doing their best to stop him.

Esso FF1600 championship contenders Cameron Binnie, Jim Walsh, Tom Wood, Thierry Tassin and Richard



Jim Crawford will run the Plygrange supported Atlantic Chevron at Silverstone.

Trott will find themselves up against local aces Wil Arif and Ashley Ward. Classic sports cars come to Brands for the first time this year — the nostalgic among you looking out for Divas, Lotus Elites, Marcoses and Cobras, while more modern sports cars feature in a round of the STP modsports series.

Also on the eight-race programme are rounds of the BARC Clubmans Sports Car Championship, the Wild Rose Caravan Park Historic Special GT series and the Pre-1957 Saloon Car Championship. Practice is from 10.30am with the first race at 2.30pm.

INGLITON

The 1979 racing season in Scotland starts at Ingliston on Sunday with the Shulman Carpets Trophy meeting, an eight-race programme organised by the SMRC, which sees the prospect of a monumental battle between the Formula 1 Ensign of Robin Smith and the new Formula 2 March 792 of reigning Scottish Libre Champion, Norman Dickson. Adding additional spice to the occasion, Midlothian Insurance Brokers have re-issued their £1,000 Speed Challenge for the first 85mph lap at the circuit, a speed only 1sec off the existing lap record.

In Special Saloons, Doug Niven's Championship Chevy Beetle again crosses swords with John Kirk, now racing one of Nick Whiting's 3.4 litre Escorts, while Walter Robertson is fielding a DFV powered Volkswagen Variant, and Jimmy Robertson a 3.4 litre Skoda Coupe. First of the eight race

card is at 2.10pm, and there are races for Libre and Formula Atlantic cars, FF1600, Sports and Clubmans Cars, Special Saloons and Modified Sports Cars. Sponsorship is from Shulman Carpets (incorporating Victoria Carpets and Crossley Carpets), Landmark Warehouses, Robertsons of Cardenden, Chrysler and Mogil Motors.

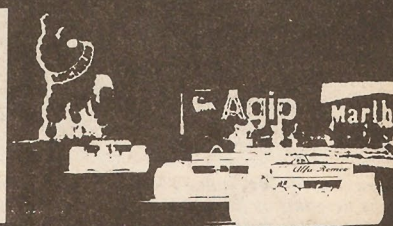
April 8 at Ingliston also sees the start of an exciting new break through in inter-circuit co-operation. For the first time in the North two of the independent circuits (Ingliston and Donington) have combined to promote a racing Championship, to further encourage the developing interest in Clubmans Cars in the area and to strengthen the ties between the privately owned race tracks. The Championship, sponsored by the Dinwoodie Lodge Hotel, will have six rounds at Ingliston and four rounds at Donington.

LYDDEN

The Thames Estuary Automobile Club is at Lydden Circuit this Sunday with an eight even programme of motor racing. There are full grids of Formula Fords for the second round of the Marchant & Cox FF1600 Championship, with all the leading contenders, Tony Howard, Trevor Stiles, Dave Wigdor and a new innovation — a 'Low Cost' Formula Ford race (for cars of five years old and over). Also featured are Championship Rounds of the Mini 7 and Mini 1000 series, and plenty of saloon cars. Practising starts at noon and the first race at 2.30pm.

International events

Date	Venue	Event
Apr 4/7	Italy	Rallye Costa Smeralda — European Rally Championship
Apr 6/8	Germany	Saarland Rallye — European Rally Championship
Apr 7/9	Bulgaria	Rallye Zlatni-Piassatzki — European Rally Championship
Apr 8	Long Beach, USA	USA GP (West) — World Championship of Drivers (F1), round 4
Apr 8	Hockenheim, Germany	European F2 Championship
Apr 8	Donington Park, England	Trans-Europe Trophy (G1+), round 1; F3, FF1600, Sports 2000, Mini 1275GT
Apr 8	Darlington, USA	Rebel 500 — Winston Cup Grand National Championship (NASCAR)
Apr 8	Gainsville, USA	IMSA Winston Cup GT Championship



British events

Date	Venue	Event	Status	Club	Start	Details
Apr 7	Bus Station Car Park, Newtown (MR136/107916)	Rally	R	Knutsford & DMC	10.00	Esso Plains Rally — Esso/BTRDA Championship
Apr 7	Post House Hotel, Teesside	Rally	N	York MC	08.30	York National Rally — Castrol/AUTOSPORT National Rally Championship
Apr 7/8	Donington Park, nr Castle Donington, Derby	Race Meeting	I/R	BARC	14.30	Trans-Europe Trophy (G1+), F3, FF1600, Sports 2000, Mini 1275
Apr 7/8	Prescott, nr Cheltenham, Glos	Speed Hillclimb	R	Bugatti OC	12.00	Guyson/BARC Hillclimb Championship
Apr 7/8	Taunton Services M5 (S), (MR193/197203)	Rally	R	Tavern MC	23.00	Moonraker Rally
Apr 8	Snetterton, nr Thetford, Norfolk	Race Meeting	R	W Suffolk MC/SCCN	—	British Rallycross Championship
Apr 8	Silverstone, nr Towcester, Northants	Race Meeting	R	BARC	15.00	Special Saloons, F Atlantic, F4 & F Junior, FF1600, Prod Saloons
Apr 8	Brands Hatch, nr Fawkham, Kent	Race Meeting	R	BARC	14.15	FF2000, FF1600, Clubmans, Modsports, Classics & Historics
Apr 8	Ingliston, nr Edinburgh, Scotland	Race Meeting	R	SMRC	14.00	F Libre, Modsports, FF1600, Special Saloons, Sports & GTs
Apr 8	Lydden Hill, nr Canterbury, Kent	Race Meeting	R	TEAC	14.45	F Libre, FF1600, Low Cost FF1600 Special Saloons, F750/Minis
Apr 8	Burtonwood Services M62 (W), Lorry Park, Warrington	Autotest	C	Triumph Sporting OC	11.00	—
Apr 8	Dawes Street Car Park, Bolton (MR109/717087)	Autotest	R	Bolton-le-Moors CC	10.30	—

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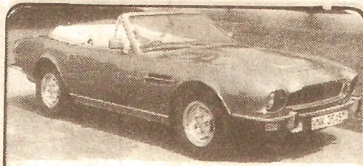
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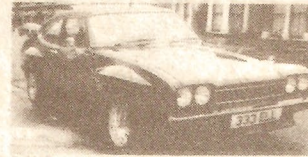
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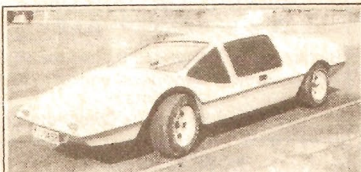
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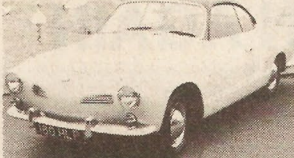
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 TRIUMPH TR7, in brown, sunroof, undersealed, supplied by us in April '77, R reg **£3,095**
 TRIUMPH TR7, in yellow, undersealed, 7,000 miles, supplied by us in Feb '78, S reg. **£3,895**
 MG MIDGET, yellow, 9,000 miles, supplied by us in Feb '78, S reg **£2,375**
 MG MIDGET, red, 12,000 miles, supplied by us in March '77, R reg **£2,195**
 MGB GT, in green, sunroof, supplied by us in March '78, S reg **£3,775**
 NEW DATSUN CHERRY, F11 Coupé, in red, Oct '77, S reg **£2,245**

also
 New Midgets, Spitfires MGBs and TR7s
 For immediate delivery.
 HP/P/exchange available.

NEW LAND-ROVER 4 cyl. petrol tilt canvas
NEW LAND-ROVER 6 cyl. petrol hardtop
NEW LAND-ROVER 6 cyl. petrol 12 seater
NEW MERCEDES 350 SE Brown, electric sunroof, tints
NEW VOLVO 265 GLE injection, manual o/d, extras

L REG ROLLS-ROYCE SILVER SHADOW. Excellent, our own MD's car

"R" REG. RANGE ROVER. Full option pack, PAS
"R" REG. RANGE ROVER. As above, available soon
"S" REG. PORSCHE CARRERA. LHD, manufactured 1973.
ESCORT. RS2000 Mk 2. Black
"L" REG. MEXICO. Red, full history, wife's car
NEW ESCORT VAN. 1300 Custom arriving soon

We also sell all types of earth moving equipment.

PAUL MCERLAIN
 Tel: Chesterfield (0246) 451167
 P.S. I think Scheckter will win the title but Jarrier will shine for Tyrrell

Unbeatable deals on RS 2000

At Stormont you'll get the best deal in the South East on both new and low mileage demonstration models — Great part exchange prices, easy finance or tailor made leasing plans offered. Here are some of our demonstration cars:

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IMMEDIATE DELIVERY ON ALL NEW RS MODELS.
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SPORTS AND PERFORMANCE CARS

Colin Grant West One

PORSCHE

911 LUX COUPE '74. Guards red, check cloth trim, E/roof, tints, rear wiper . . . £7,950
CARRERA 2.7 TARGA, late '74. Met. Blue cloth inserts, tints, rear spoiler, 37,000 miles. History . . . £9,750
 911 COUPE '75. White, Martini decals, E/roof, aerial, tinted e/windows, Auto-reverse radio cassette . . . £8,950
 911S COUPE '75. Chocolate brown, beige trim, tints, E/roof & windows, rear wiper, radio/stereo, new tyres, 47,000 miles, 2 owners . . . £9,750
 911S COUPE 2.7 litre, 74. LHD. Silver met, e/roof. History . . . £6,950
 911 COUPE '77. Met bronze, pinstripe trim, e/mirror, continental specs, 1 owner. £10,950
FERRARI
 308 GTB 77(Nov) (S), yellow, black leather, air cond., wide wheels, Blaupunkt Bamberg. Service history . . . £13,950
 308 GTB ROSSO CHIARI. cream leather, air cond., radio 108 SR, 29,000 miles. £13,250
 308 GT4 2+2 76. (Nov). Met. blue, cream leather, wide wheels, radio cassette. Full history . . . £10,950

136/142 Finchley Rd, NW3. 01-794 0039/30

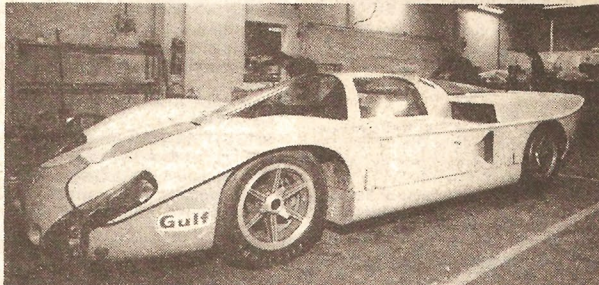
ROLLS PORSCHE BMW MERCEDES FERRARI

MERCEDES

280 SL, 69. Gold, brown, roof and trim, 2 owners. All bills available . . . £6,950
 450 SE 76 Reg. Sandy beige, cloth inserts, air cond. E/roof . . . £12,650
AUSTIN 1275 GT, black, Minilite wheels, radio cassette, 12,000 miles on 1360 cc rebuilt engine, Weber carbs. Host of extras . . . £1,250
DATSUN TURBO 280Z '77. Met. red, ivory trim, Bilstein struts, radio/cassette, 15,000 miles, 1 owner. "Mind blowing" . . . £4,950
JAGUAR V12 E ROADSTER 73 (M). Auto. Heater, black trim, hard/soft tops, chrome wheels. Superb order . . . £7,950
JAGUAR XJS '77. Pillarbox red, black trim, air conditioning, radio/cassette, 16,000 miles, 1 owner . . . £11,950
FORD MUSTANG MACH 1, 351 Ram-air, white/oatmeal, rear seats, s/roof, Wolfrace wheels, radio/stereo . . . £2,950
LAMBORGHINI MUIRA S, red, (K reg). RHD, air cond., 28,000 miles, 2 owners. Owned by Rod Stewart. Pristine condition . . . £17,500
MASERATI MERAK SS '76 (July) Rabino Rosso, grey velour, air cond., e/tinted windows, radio cassette 16,000 miles only. Full history . . . £10,950

RACING & COMPETITION CARS

GULF MIRAGE



Chassis No. 002 ex Ickx/Oliver car, in original J. W., Gulf livery. £22,500 ono.

Tel: Bucklow Hill 830423

RS1800

Two-litre Group 4 Rally Car, 1978, S registered. Two-litre alloy all steel dry sumped engine, triple plate clutch, quick release ZF five-speed gearbox with steel selectors etc. Four link Atlas axle with Panhard rod 14 point roll cage, 24 volt starting with charging to both batteries, fitted Minilites with choice of wheel and tyre equipment. The car has covered only 700 miles since new and was professionally built from all new parts. Bills available and is not the usual bits of car build. For full details telephone below and ask for Bill Griffen.

£9,300

(Export can be arranged)

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Telephone: (0793) 770964 day
 (0793) 770056 evenings



Tel: Eye (037987) 777

JADE

Quality Cars. SUFFOLK

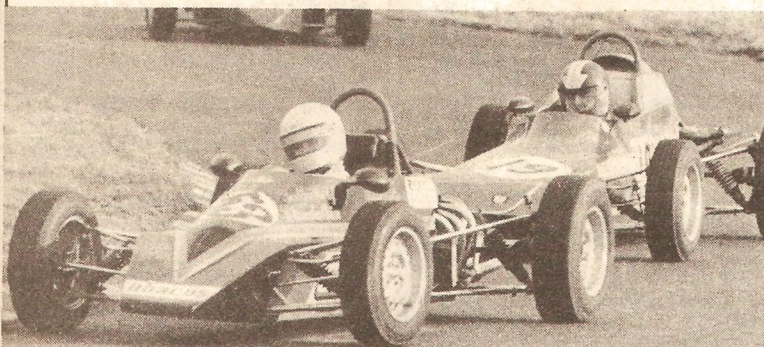
1978 (S) Ferrari 308 GT 4 2+2, 10,000 miles . . . £14,250
 1977 (R) Daimler Coupé 4.2 . . . £7,500
 1974 (M) Porsche 911S Targa. Service history . . . £8,250
 1974 (N) Porsche 911S Coupé. Metallic copper. Service history . . . £7,995
 1975 Mercedes-Benz 350 SE. Icon gold, electric roof, central locking. . . £9,995

1976 (R) Jaguar XJ6 4.2, signal red, black vinyl roof, e/windows, 24,000 miles . . . £5,575
 1976 Datsun Cherry, 2 dr . . . £1,295
 1976 (R) Alfasud TI, white, 5 speed box, 24,000 miles . . . £1,995
 1975 (P) MG Midget, red, 39,000 miles . . . £1,465
 1974 (N) Escort 1300 Sport, 35,000 miles only, aubergine . . . £1,275

12,000 MILES/12 MONTHS AUTOGUARD GUARANTEE. LEASING FACILITIES AVAILABLE.
 Tel: EYE 777 (037987)

RACING & COMPETITION CARS

ABACUS WIN AGAIN



Congratulations to Dave Griffin for his splendid win at Mondello Feb. 25th in his ABACUS supported PRS.

We have one PRS of similar specification for sale absolutely as new having done only 6 races and never been damaged. We also have a Crosslé 32F rebuilt as new.

We have new cars for hire in England, Ireland and Europe on race to race or full season basis.

If you already own your car and have no time or facilities we can prepare it and transport it to circuits for races or testing. We can even organise your race entries. Rebuilds, accident repairs and setting up a speciality.

BE LIKE DAVE GRIFFIN — WIN WITH ABACUS

Contact Mike Taylor, Abacus Racing,
 Hollywood Works, Cinderford, Glos.

Telephone: 0594 22477 or 22442

JOHN GIBSON LIFTING GEAR

offers for sale

- 1 Chevron B40 Formula 2 400 gearbox £5,000 ono
- 1 Hart 420R Engine. Only 2 hours running from complete rebuild at Harts. £4,500 ono
- 1 set of Goodyear Wets on Speedline rims, 1 race only £550
- 1 set of Gear Radios £450
- 1 Toyota starter motor. £150
- 1 Wing Assembly £150

Price negotiable for complete outfit

Contact Paul Gibson

Tel: Middlesbrough 249828 at work
 Maltby (Middlesbrough) 591577 at home

RACING AND COMPETITION CARS

DUE TO THE SPECIALISED NATURE OF THESE ADVERTISEMENTS IT IS ABSOLUTELY ESSENTIAL TO SUBMIT TYPEWRITTEN COPY (OR LEGIBLE CAPITAL LETTERING) ONE ADVERTISEMENT ONLY ON EACH COUPON OR NOTEPAPER, USING ONE SIDE OF THE PAPER ONLY.

CLUBMANS

RICHARD MORGANS Mallock 18BW, fitted with side-pods, rebuilt Nelson engine, spares and trailer, £3,250 complete and ready to race. Tel: Richard, Leeds 853049. (14)

YOUR MALLOCK BUILT, rebuilt set-up or contract preparation by our full-time race mechanic who produced our race winning form last season. Kirby Racing have the workshop facilities at Brands Hatch to offer you. Also we will be pleased to provide a complete racing service to the serious competitor for this season to run alongside our new "A" car or as a separate "B" project either to the highest standards obtainable but at reasonable cost. Tel: 01-852 1586 days or 047-485 2926 evenings. (TC)

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ELDEN MK 10 1974 Scholar engine, Mk 8 gearbox, good competition car, must be a winner in the low-cost formula. £1,475 or part exchange 5TS. Tel: Woking 68411. (14)

DEREK WARWICK'S European championship winning Hawke DL15. Bought from works. Aeroquipped. Never bent. Very competitive (ask Derek) with wins everywhere. All good offers considered. Tel: 0444 413494. (14)

CROSSLE 32F. Absolutely immaculate, new engine, four races old, freshly rebuilt. Some spares, can offer garage space at Brands for a few races plus full setting up facilities. Offers around £3,500. Tel: 0892 28531. (15)

HAWKE DL 12/15 rolling chassis complete with Varley extinguisher, spare wheels and tyres, etc. Good clean car in excellent condition. £925. Tel: Ingrebourne 48186 (Romford). (14)

HAWKE DL11 Rowland engine with recent rebuild, ready to race with new tyres. Numerous spares which include nose cone, 4 shock absorbers and radiator, £1,450. Also one set of FF tyres, £100. Tel: 062-086 263. (14)

HAWKE DL19 ex-James Weaver, one race since total rebuilt Scholar, Mk 9 Hewland. Immaculate condition, Varley, aeroquipped, spare nose cone, some spares, £2,900 ono, less engine £2,500. Tel: Ken, 01-542 3320. (15)

HAWKE DL11, unraced since engine overhaul. Hewland Mk8, aeroquipped, spare wheels, ratios, very good condition throughout. Willing to split, £1,400 ono. Tel: Bramdean (Hants) 513 evenings, Southampton 775500 day. (14)

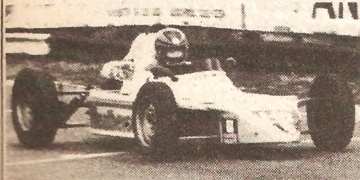
DULON MP21. Factory development chassis, new 1978, Nelson engine, chronometric rev counter, plumbed Fire-eater. This car has only raced 14 times from new, and has been set-up by the factory. Complete ready to race, £3,250 ono. Tel: Hugo, Shipley 0635 42566 (day), 0635 65782 (eve). (16)

CROSSLE 32F/35F MINSTER fully rebuilt from ground up, nearly everything. Brand new rack etc, all bills. Special exhaust system, brand new tyres, rims etc. Spares include rack, wishbones, bodywork, exhaust system, oil tank, 10 ratios. Have also spare engine just rebuilt (bills) and brand new RAC silencer. All this plus help with setting up etc. £3,555 ono. Selling due to change of Formula. Tel: 01-398 6702. (14)

TITAN MK5 FF engine rebuilt, run once. Complete car minus bodywork, gas shocks, superb handling, £899. Will break for sensible offers, ie engine complete with oil pump, carb and exhaust, £400. Wilson, 115 Staindale Road, Scunthorpe, Humberside, Tel: 0724 69498. (14)

RICK WHYMAN

OFFERS FOR SALE
WEATHERSEAL ROYALE RP24



Complete with Scholar engine, Mk9 box. Ready to race. £3,500 inc VAT

Hawthorpe, Uppermill, Nr Oldham
Tel: Saddleworth 2332

FORMULA FORD

1978 ELDEN. 5 races only, plus ratios, set of wets, spare shocks, springs, radius rods and slicks. Ready to race, very competitive, £2,900 ono. Tel: Wentworth (09904) 2625. (12)

ROSTRON CT 4. 7 races from new, £1,750, or will split. Rolling chassis, £950. Tel: Ray Howard, Rye, Sussex 2012 or Beckley, nr Rye 267.

MERLYN 11A/20 rolling chassis with spare suspension bits and bodywork. Ex-championship car. Offers. Tel: Terry Kavanagh, Churchdown 855351 (Glos.), evenings, w. ends. (14)

IMAGE FF2B. Two races since complete rebuild. Excellent condition. Rolling chassis, £1,000. Chassis with gearbox, £1,350. Complete car ready to race, £1,650. Tel: Woking 61082. (17)

WANTED, HAWKE DL15 SPARES, nose cones, suspension parts. Any spares appertaining to this model considered. Tel: Wolston 2395 (days) or Coventry 69810, evenings. (14)

UPDATED HAWKE DL20 to designers specification, completely competitive, 10 months old, rolling chassis optional, Mk 9 gearbox. For sale due to works drive. £1,850 ono. Tel: 061-969 5853. (16)

VAN DIEMEN RF78

Scholar engine, 10 races from new, ready to race
£3,700
Trailer available
041-641 2553

1975 NIKE MK10B, rebuilt, and updated, new bodywork, seatbelts, Gravinor, complete, less engine and gearbox, spare bodywork, tyres, £485 or plex superkart. Tel: Tamworth 51032, after 6.30pm. (14)

CHEAP FF 1974. Palliser much modified rolling chassis. Pictured Autosport page 38 13-7-78. Always fastest car over 2 years old on northern circuits in 1978. With trailer. Offers. Tel: Shildon 3603. (14)

ROYALE RP21, 1976, immaculate condition. Mk 9 box. Aeroquipped, h/r rack, spares include nose cone, Varley, ratios, exhaust, wheels and tyres. Four tyres unused. Trailer with tyre rack. £2,900. Tel: Weston-Super-Mare 32134. (14)

1977 IMAGE FF3 for sale again due to time wasters. Scholar engine. Gearbox, spare tyre, spare parts. Immac/car for quick sale. £1,650 ono. Tel: Duncan, 01-589 9195. (14)

EX DAVE MANNERS 1978 championship winning semi-works Hawke DL19. Wins, poles, fastest laps too numerous to mention. Complete with rebuilt engine and ready to win again. £2,950 for quick sale or personal loan at £150 per month. Tel: 0602-813477 or 411703. (15)

FORMULA FORD

Nomad, 1978. Rolling chassis, currently being rebuilt, will supply with new bodywork to customers colour choice.
£1,200

Also Davron engine £400. Numerous new and used spares available.

Tel: Towcester 51146 (evening) or Aylesbury 24596 (days)

TIME WASTERS force resale of Cliff Webb's successful and immaculate Image FF2B. Complete car less engine, recently set up by works, £1,350. Tel: 0243 527040. (17)

RP21. Quick Scholar chassis, just rebuilt. Spares including nose cones, ready to race, £2,100. Tel: Formby (07048) 72354. (14)

COMPLETE FF1600 EQUIPE

Hawke DL12 complete. Ex-Jim Walsh brush fusegear championship winner. Ex-Ian Shaw J.A.K. Products **£1,495** or complete with Bedford CF 2.3 litre transporter, MOT, winch, ramps, etc, whole Equipe **£1,895**

Roger Cowman Cars
64 London Road
Derby
Tel: 0332 32792

FORMULA FORD 2000

REYNARD 77, FF2000 updated to 1978, complete and ready to race, as new, £3,600, offers. Tel: 0622 871250, day, 871049, evening. (14)

FORMULA 750

CHRIS HAGUE has for sale a Formula 750 rolling chassis, might sell complete with race winning/lap record holding engine. My cars currently hold 10 lap records, the most competitive available. Tel: Bournemouth 0202 733697. (14)

FORMULA VEE

DOLLING SWEDISH BUILT car unused since 1977, complete minus battery and exhaust, new front tyres. Parts for close ratio gearbox, £650 ono. Tel: (0632) 621613 evenings. (14)

HILLCLIMB CARS

ALEXIS CHASSIS. Ford 1098 dry sump, Hewland box, Konis, spare body panels, all parts new, one event only since rebuild, ideal hillclimb, sprints, £2,200 ono. Tel: Inkberrow 792523. (14)

MALLOCK MK 16 spec. Holbay full race engine just rebuilt. Wet and dry sets, wheels and tyres. Two diffs. Good competitive car at reasonable price, £1,250. Trailer available. Tel: 0742-304236. (15)

HISTORIC RACING CARS

HISTORIC SINGLE SEATER. The Shannon built and raced as F1 1966 converted, raced International F3 until 1970, unused since except five outings 1974. Monocoque chassis, Holbay steel downdraft, Hewland c/w spare ratios, 8s and 10s, some engine and chassis spares, Varley Centaur trailer. Little work needed to ready for track or hill, £1,400. Tel: 0285 2272 daytime 0285 75343 evenings. Gloucestershire. (14)

WANTED: LOTUS ELEVEN. Series Two preferred or similar Group One car. Must be in good condition. Tel: Alex Seldon, Guildford 70295 day, Frensham 2261 evenings. (15)

WANTED: Cooper/Knight gearbox and any spares or parts for F1/F2 Cooper. Also any Climax engine spares. Tel: Sid Hoole, Bedford 57626. (15)

KARTS

100 NATIONAL/INTERNATIONAL OUTFIT. '79 Lane chassis, latest spec, only 4 meetings old, new German Goodyears. 4 mounted wets. Parilla SS20TT, very quick, trophy winner. Spares for complete season, wheels, tyres, carbs, tools. Custom built trailer. Ready to race. Going Superkart 250. £665 ovno. Tel: Andy, 01-771 2012, evenings only. (14)

START RACING FOR £300!



That will purchase my 12 race old Remrod chassis plus two McCulloch engines in full race tune. Tough, dependable chassis similar to winner of European Enduro Championship. Two ultra-reliable American McCulloch engines - not to be confused with more fragile highly-stressed Italian Kart engines. Race in Economy Class for very little cost. Advice and help offered to beginner.

Contact 01-458 3343 work or Northwood (Middx) 24796

MODSPORTS

TVR TUSCAN V8 SE SWB 1967, maroon, recent engine and gearbox rebuild, LSD full FIA roll cage, 10 x 15 rears, 8 x 15 fronts - slicks, full set 8 x 15 wets, very rapid and rare car. Offered with all spares including 5-72 spoke w/wheels at £3,300 or best offer. Tel: Peter Tipton, Teesdale 38353. (14)

PRODSPORTS

HAWKE DL12 complete with Auriga engine and Hewland Mk8. New bodywork, immaculate condition and ready to race. Must sell, hence £1,495 ono. Tel: Brian Oliver, 01-889 6666 (daytime). (TC)

RACING CARS

CROSSLE 19F F2 rolling chassis, Mk6, 5-speed, spare ratios unused since rebuild and restoving, fitted '79 Reynard bodywork, 10" & 14" s on slicks, spare intermediates, rear wing, 2 sets bodywork, £850, P/X FF + cash. Dave Cox, Tel: Tonbridge 355622 or Hurst Green 058 00622. (14)

RACING SALOONS

MINI 850 SPECIAL SALOON sprint race or hillclimb. Suitable beginners car, full specification on request. Proven car. £750 ono. Tel: Worthing 67735. (14)

SPORTS 2000

LOLA T490/492 for sale as rolling chassis, most successful sports 2000 ever, £3,900. Lola T492, perfect condition, ready to race, £5,250. Lola spares at reduced prices including wheels and suspension. Contact John Trevelyan, 0608 61138. (16)

SUPER VEE

MUST BE SOLD due to change of Formula. Very quick Lola based Supervee, UK Supervee monoposto, hillclimb etc. Numerous spares, wets & Minilites. Act now and ring Ronnie Grant on 01-27 3772 before its too late. Complete, ready to race, real bargain. No sensible offer refused.

Ringles Cross Garage

offer

1972 Escort Mexico. Our own fully prepared road and stage rally car. Specification too full to list but includes professional built 1660 crossflow engine with Bilton head and cam, Bilstein rear suspension and Schreider front, LSD, Safety Devices cage etc. Not the usual big winged boy racer rubbish so offered at the sensible price of **£1850**

Tel: Uckfield 5522

LOOK!!

Special Saloon/Super Saloon, complying to Group 2 spec. 1300 BDA Escort. Ex Graham Goode. The above car was meticulously built by ex-broadspeed engineer Graham Goode to full broadspeed specification. Winner of several Championships and lap record holder. In the 1-300 class. This is one of the best developed Escorts available.

1. Ready to race with Swindon rebuilt 19.0 bhp 1300 BDA. **£4,600**. With diff and spares, wet wheels and tyres.
2. As rolling chassis with ZF 5 speed gearbox. Diff and spares, wet wheels and tyres. **£2,250**.
3. As rolling chassis requiring engine and gearbox installation only. With diff and spares, wet wheels and tyres. **£1,850**.

This is a most genuine car, and is in an immaculately prepared condition for the seriously minded competitor.

For further details. Tel: **Nottingham (0602) 246920** or **Lowdham 3206**.

AMCO

MOTOR RACING SERVICES

March 742 R/C FT 200 . . . **£2,500**
March 73B Atlantic R/C FT 200 . . . **£2,000**

Chevron B17 F3 R/C **£1,000**
Mallock U2 R/C less engine **£1,000**

Brabham BT35 body, chassis, corners etc
Escort Full Race R/C **£850**

ENGINE/SPARES

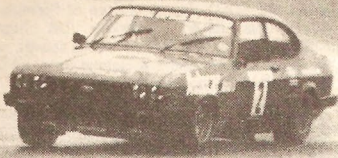
DFV F1 fully rebuilt, ready to race.
B.D.A. 1840cc, all steel, rebuilt . . . **£1,500**
B.D.A. 1750cc, big valve, rebuilt . . . **£1,000**

B.D.A. Cosworth head, new. **£250**
B.D.A. big valve head. **£200**
B.D.A. new cranks 63mm and 80.5mm **£300** each
FVA Cosworth head, new . . . **£35**
FVA flywheel, new **£56**
FT200 inboard No. 986 **£750**
MK8 5 speed LSD **£450**
FT ratios and clutch rings . . . **£10**
Set F13 mags G45 wets 4" PCD. . . **£300**
Set F13 mags B33 slicks 4" PCD. . **£200**

March rims 8", 10", 11", 17", 19" tyres for F3/F2/F1/Atlantic.
Chevron spares, new and used.
Racing cars and spares wanted for cash.

MOSS LANE, ALDERLEY EDGE, CHESHIRE
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RACING AND COMPETITION CARS



GROUP ONE CAPRI

(Similar to above)

Three races only since new. Now completely overhauled by us and set up to our latest specification. In nice new white paint.

Tel: Peter Clarke 0751-31867

CC RACING DEVELOPMENTS
RACE & RALLY PREPARATION
WEST END, KIRBYMOORSIDE, YORK.

CHEVRON B43/TOYOTA

Chassis — one race since rebuild.

Engine — 380 miles since rebuild. Complete with 12 wheels and tyres and vast amount of spares. Car is in immaculate condition and ready to race.

£7,000

Consider splitting or exchange

Telephone: Lye (038482) 2244 or 6953 during office hours.

MARLBORO MARCH 782B

Rolling chassis, BDA installation excellent condition, many spares available, ideal Hitachi/Aurora series contact

Project 4 Racing
on Woking 69067 or 20203.

Ex IAIN McCLAREN CHEVRON B 40

Five Races from new and immaculate, comes with Kit of new parts to update to 1978 spec and Hart 420.R. Spares: nose cone, extra wing, set of wets, extra set of slicks and some tyres.

Ready to Race. Ideal Aurora or for Atlantic. We would like £10,500 plus VAT, but space needed.

For quick sale the nearest serious offer accepted.

Alternatively, secured delayed payment proposals considered.

Contact: G. Hopwood, Dinorban Arms, Bodfari 309, Clwyd, N. Wales.



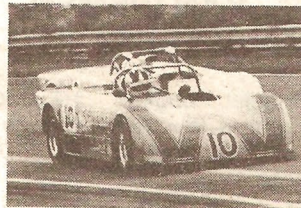
ESCORT SPECIAL SALOON

Immaculately prepared car offered for sale absolutely complete less engine and bell-housing. Specification includes Atlas Axle with spare CWP, five speed ZF gearbox, Compomotive split rims and Revolutions, Fireater extinguisher system and Corbeau seating. Ready to race with any Ford engine.

£2,500

Further details from
John B. Jones
Coleshill 63361 day
021-308 0706 evenings
Telex 337967

WAYNE WAINWRIGHT'S WINNING LOLA T492



Fully prepared for the 79 season with new Neil Brown engine, modified braking system. Excellent orange body work, car complete with many spares and ready to go. Complete with new Trailer

Any sensible offer considered.

Phone 021 474 4837

FOR SALE

Ex-Pere Nogues immaculate March 783 with Toyota Novamotor. One race since rebuild. Set of spare wheels with new tyres plus several gear ratios.

Ralt RTI, '78. Fitted with very quick Toyota Novamotor. Set of wheels with tyres, 2 spare nose-cones and several gear ratios.

For further details
please Telephone
Attleborough (0953) 454211

CHEVRON B42 F2 CAR

Ex Briggs '78 car 420R Hart ('78) as new condition

£13,000

Grange Service Station
Portrack Lane, Stockton
0642-64386

TOLEMAN GROUP

have for sale the following

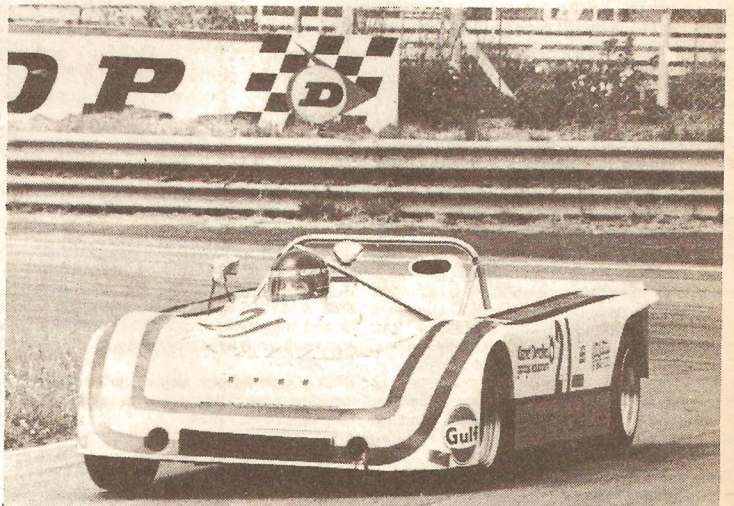


MARCH 782

Updated to works Argentina spec. Choice of 782 or 79B bodywork. Hart or BMW engine installation. Various spares, some bodywork and a large selection of used F2 tyres.

3 BMW F2 engines — 2 ex Rosche — 1 Euroracing new in August, 700 miles total
1 FT 200 gearbox

Please telephone: Roger Silman 08675 2557



LOLA T490 SPORTS 2000

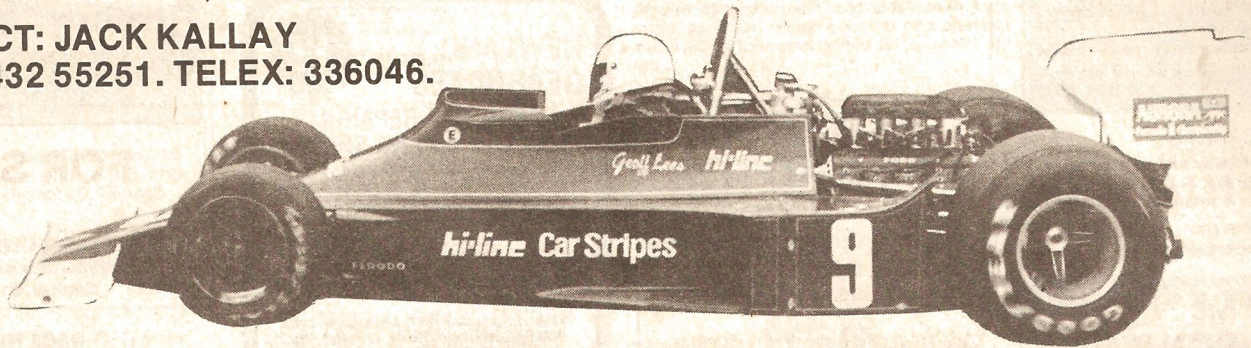
Rebuilt by works mechanics. Complete with engine (unused since rebuild). Some spares. 14 wheels and tyres.

RACING AND COMPETITION CARS

FOR SALE THE HI-LINE ENSIGN MNO4

WINNER OF 2 AURORA ROUNDS LAST YEAR
PRICED AT £19,500 INCLUDING REBUILT DFV.

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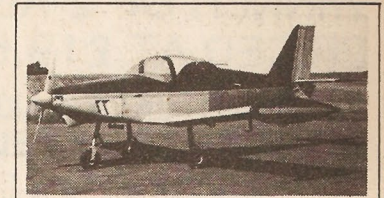
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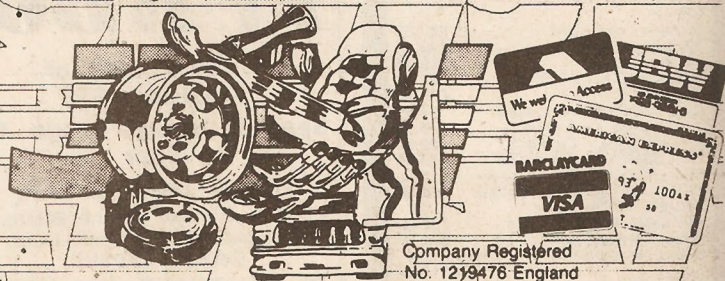
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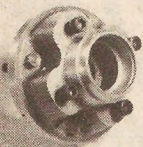
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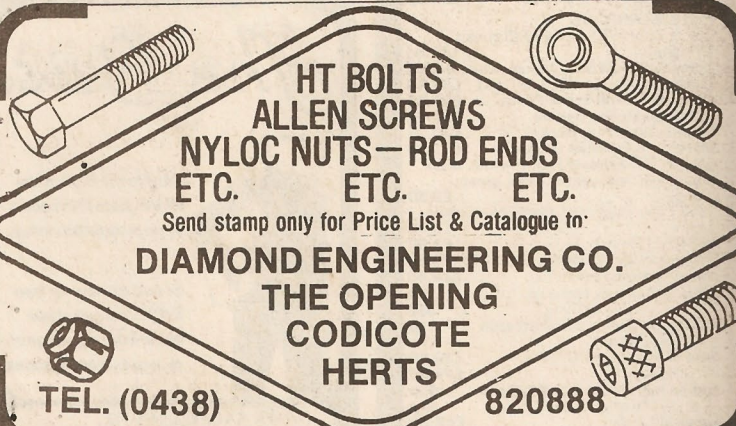
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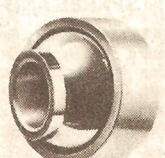
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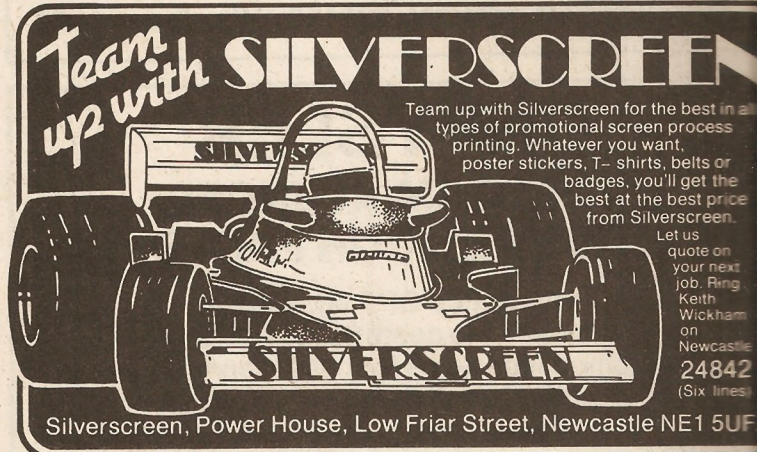
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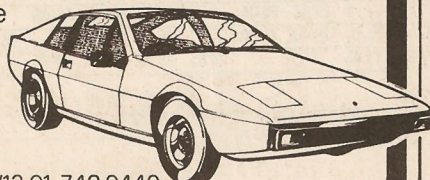
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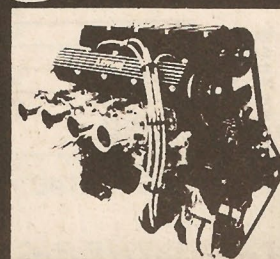
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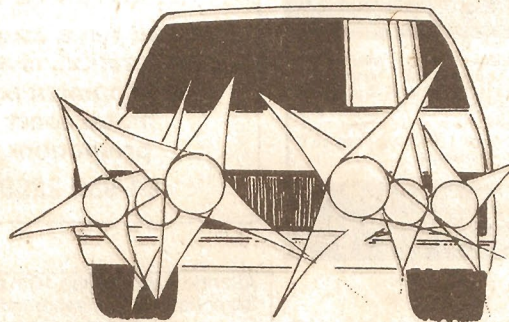
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REVOLUTION	16.80	18.90	21.00	23.10	25.20	29.40	40.30		25.20	33.60		33.60	37.80	42.00		8.95
100+ OCTAVO	14.70		19.60	21.90	23.45			24.85	25.85	28.85	27.95					
100+ EAGLE																
INTERSTATE I-II				28.00				30.10	31.25	34.40	34.00		37.25		50.20	
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Alpina BMW. Sport parts and conversions. Alpina Automotive Limited, Pershore Trading Estate, Pershore, Worcs. WR10 2DD—Pershore (03865) 2167 & 4513
Apollo Race and Rally Wear, 10-12 Barwick Street, Birmingham 3, 021 236 4000
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Auriga Racing Engines, Brise Yard, Rowhill Road, Wilmington, Kent DA2 7QQ—Swanley 60152
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Autosprint, 214 Livery Street, Birmingham—021-236-5133

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Burton Performance Centre, 621-631 Eastern Avenue, Ilford Essex. IG2 6PN 01 554 2281
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Campagnolo Wheels—See Magard
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CTG Racing Developments Fabrication Services, 8 Telford Road, Ferndown Industrial Estate, Wimborne, Dorset—Ferndown (STD 0202) 871102

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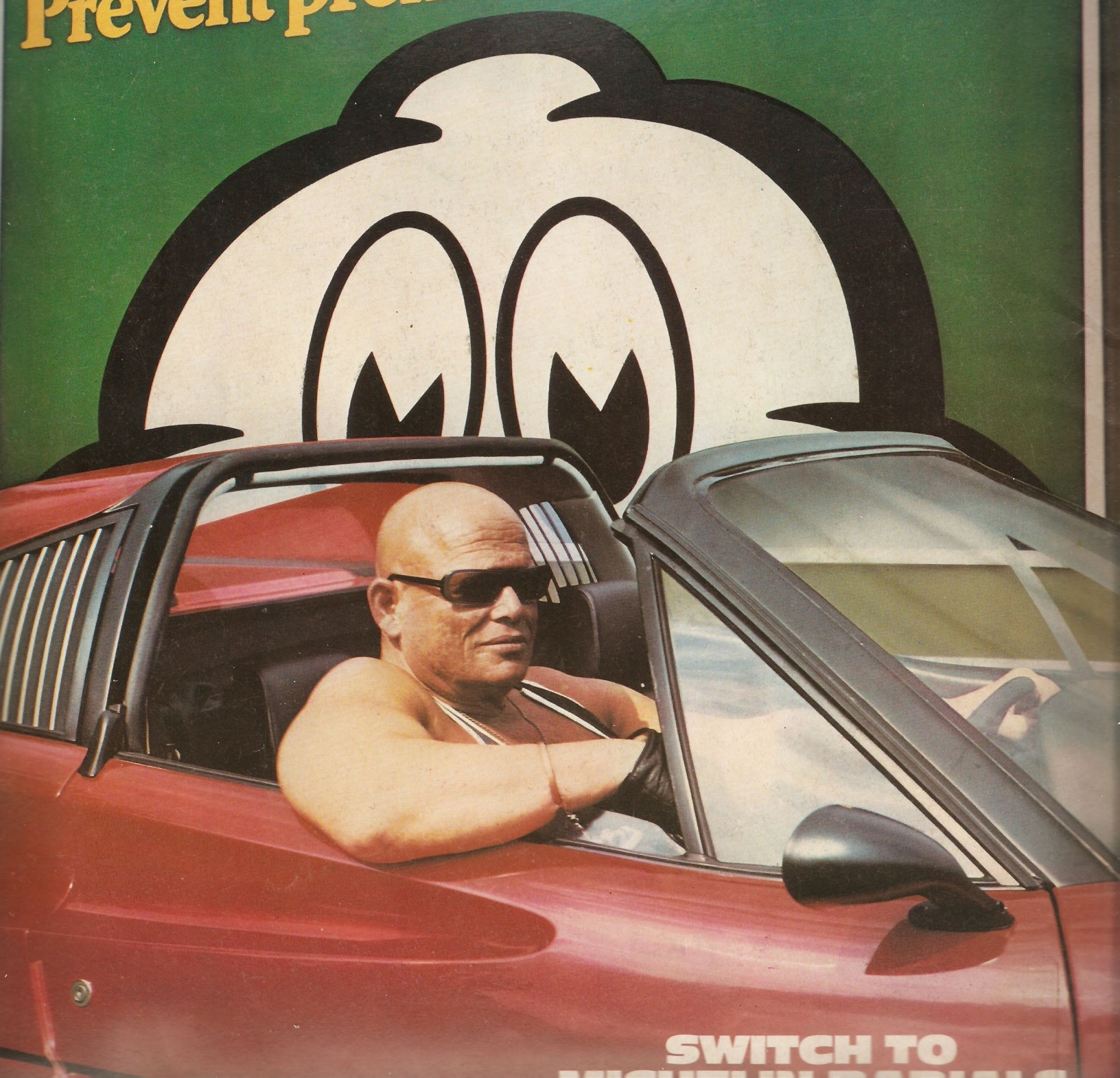
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