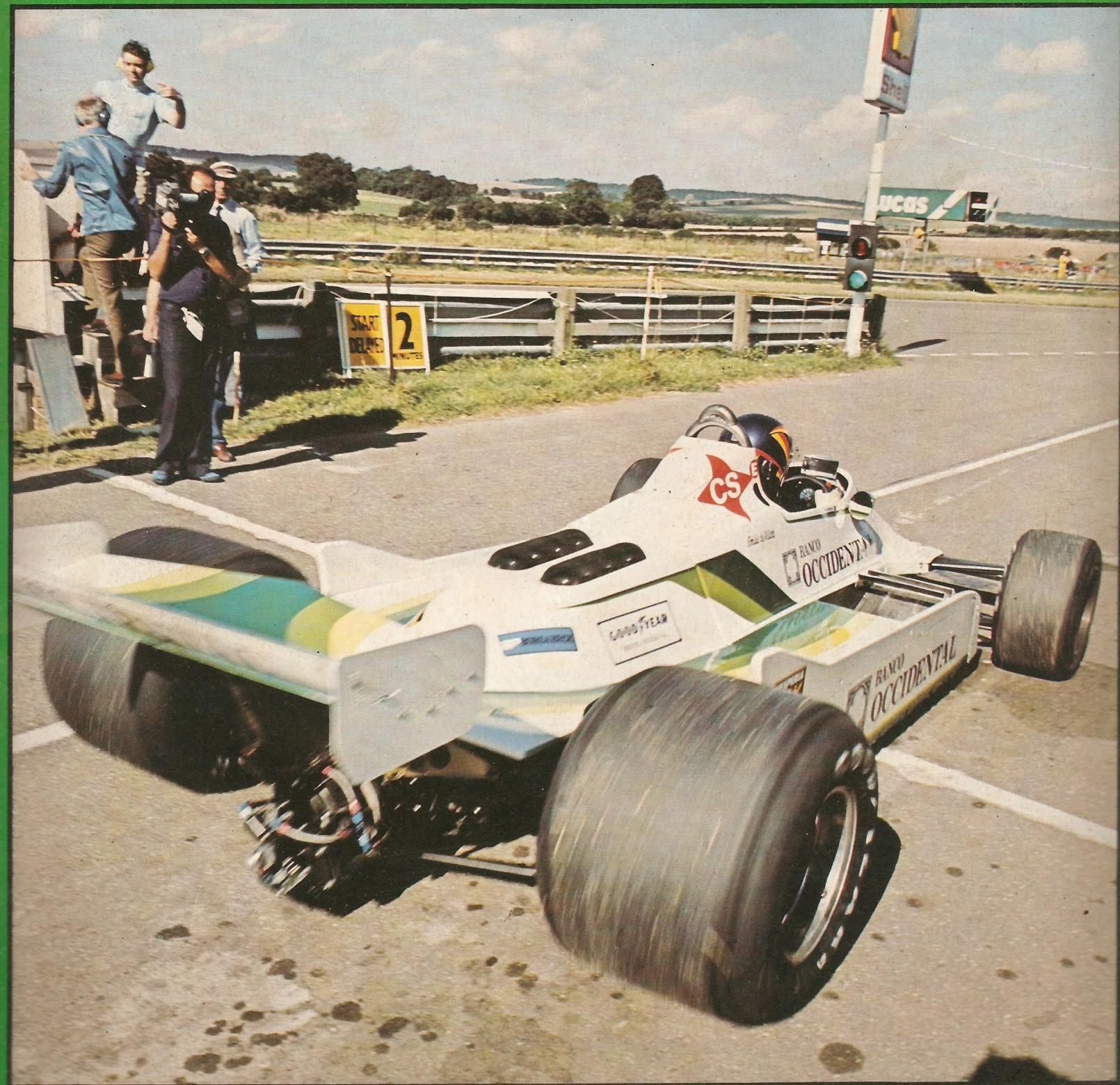


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Thruxton: Villota almost home

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AUTOSPORT

September 11 1980 Vol 80 No 11

FRONT COVER

Emilio de Villota all but clinched the Aurora title with a distant second place behind team-mate Eliseo Salazar at Thruxton on Sunday. But it wasn't a great race by any standards. Report: Page 28. Photo: Jeff Bloxham.

NEXT WEEK

The final European Grand Prix takes place at Imola on the weekend and Nigel Roebuck will report on the action... can Piquet overtake Jones in the race for the title?—In colour: Huub Rothengatter is one of the F2 comingmen. Ian Phillips interviews the Dutchman—Also in colour: The Hannu Mikkola column—We take the wraps off Alfa Romeo's new F1 engine—Full reports of the Silverstone TT and the Manx Rally—Plus our usual up to the minute news stories including more on the FISA/FOCA split, and who goes where... all the latest driver changes for 1981*.

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

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Published every Thursday by: Haymarket Publishing (1980) Ltd. Editorial and Advertisement Departments: 38-42 Hampton Road, Teddington, Middlesex TW11 0JE (telephone: 01-977 8787). Telex: 8952440. Circulation and Subscriptions: 38-42 Hampton Road, Teddington, Middlesex (telephone: 01-977 8787). Back Numbers: 53-55 Frith Street, London W1A 2HG (telephone: 01-439 4242).

Annual Subscriptions: Home: £35. Overseas surface: £35 European Airmail: £40.00. USA/Canada Airmail: US\$160.00. USA/Canada Airspeed: US \$115.00. South America/Mexico Airspeed: US \$140.00. Australia/South Africa £66.00. US Mailing Agent: Expeditors of the Printed Word Ltd, 527 Madison Avenue, Suite 1217, New York, NY 10022. Second Class Postage paid at New York, NY. USPS No: 454 280.

Printed in England by: Harlow Web Offset Ltd, Horsecroft Road, Pinnacles, Harlow, Essex. Colour sections printed by: B.R. Hubbard Ltd, Callywhite Lane, Dronfield, Sheffield. Photosetting by: Quicksat, 184-186 Old Street, London EC1. Registered at the PO as a newspaper.

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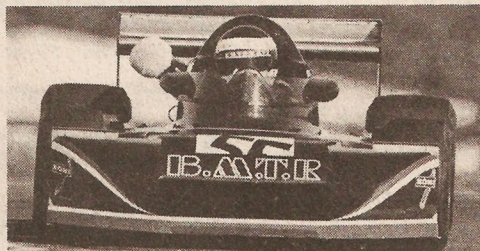
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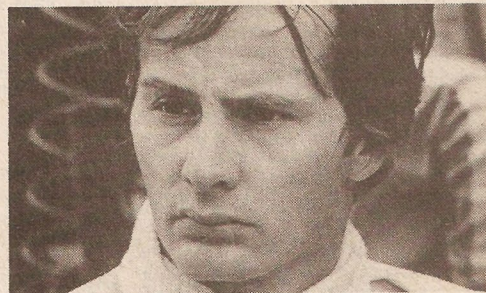
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ABC

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FISA/FOCA: now it's money

Balestre says FISA aims for financial control of Grands Prix

Another — perhaps the most bitter — round of fighting between FISA and FOCA is in prospect. Because this time, the question is not just skirts and tyres and rollcages. It is money.

FISA President Jean-Marie Balestre spelled out details in an interview published after the Dutch Grand Prix in the French sports daily, *L'Equipe*. From now on, according to Balestre, it will be FISA which will receive the starting and prize money from the Grand Prix organisers, instead of FOCA.

FISA will distribute the money to the teams on the same basis as FOCA currently, and the sum to be distributed will be larger overall, because there will be no black (secret) fund, said Balestre. He said that FISA would only keep a very small percentage, one or two per cent for organisational charges (the bulk of FISA's current income comes from homologation fees).

Balestre said FISA will sign contracts for Grands Prix with the organisers with a five-year indexation clause to avoid what he described as excessive rises year to year. FISA officials know that many circuits have continuing contracts with FOCA with which they cannot interfere. But as contracts expire — and a certain number are due for renewal in 1981 — Balestre states that it will be with FISA that tracks will negotiate.

FISA officials say they have the working details of the complex FOCA systems, which allocates money by points scored in the previous and current seasons, and by intermediate and final race positions. But, the officials say, under FISA organisation the current secrecy will be abolished and, for the first time, the public will be allowed to know, as in many other sports, who wins how much of the prize money — their money, in the final analysis.

Teams are believed to have been helped through financial crises, such as

lack of a sponsor, and thus have been able to remain in Formula 1, thanks to what Balestre described as FOCA's secret fund.

A FISA official told us, "FOCA will still exist, if it wishes to, and the teams will be able to contribute to a joint fund if they wish. We will simply be distributing them the money in the first instance."

The system has already been discussed at length in the FISA Organisers Commission, and is due to be formally approved at FISA's October Plenary conference in Paris, officials said.

Balestre claimed that FISA intervened with the Dutch organisers to convince them to agree to pay \$575,000 for their race, in line with the other European races, and not the \$500,000 limit they had set. "That was to prove to the constructors that we don't systematically act against them," Balestre told *L'Equipe*.

Balestre has in the past pointed out that other international sports federations, such as FIFA in football, control their World Championships and draw revenue from them to pay for the organisation of the sport. He has often stated that the World Championship "belongs to the FIA".

A new Formula 1 rulebook, covering three domains — sporting, technical and the whole organisation of Grands Prix — will be made public by FISA at the end of September, and put to the Plenary for approval. Said Balestre, "It is a real restoration of the sporting power, designed to forge a solid instrument. We want to take over full organisation of the World Championship and control the performance of the cars so that they do not exceed human capabilities — in short, to halt uncontrolled development. It is in no way breaking the imagination of the designers, but establishing a framework, setting limits."

Balestre spoke of increased cockpit and frontal protection, so that the

cockpit becomes a real survival capsule; a reduction of the diameter and width of the tyres *en route* to treaded tyres in 1982 (as suggested by Goodyear); another attempt formally to solve the qualification tyre problem; and, later, to introduce a fuel consumption rule in agreement with the constructors. Generally speaking, he said, FISA wants to reduce the costs so that Formula 1 becomes more reasonable.

FISA wishes to limit the season to 16 Grands Prix, with the eventual objective of reducing it to 14 so that only the best can be selected. In rallying, there are 14 candidates for 10 World Championship events.

The crunch in Formula 1 will come well before the start of next season. Balestre said that constructors wishing to take part in the World Championship must fill out an entry application which implies acceptance of all the FISA rules. At Zandvoort, he told *AUTOSPORT* that this *must* be done before December 1.

"You can imagine that we are not going to wait until practice for the first Grand Prix to check if the cars conform with the rules," he told *L'Equipe* when asked what will happen if cars turn up in Argentina with skirts. "It's very simple. We say, these are the rules for the World Formula 1 Championship — all who wish to, come along."

Balestre recalled that 13 national organising bodies have voted (in Paris in June) against "pirate" races; Britain and Canada abstained, and Brazil and Long Beach are, noted Balestre, very close to FOCA. A FISA official commented to *AUTOSPORT*, "Anyone who wants to race in the Guatemala Grand Prix on a Guatemala licence is welcome. But he won't race anywhere else. That will be the choice."

There was a FOCA meeting in London last Saturday, of which details are scant.

We understand, however, that a variety of topics were discussed, including Jean-Marie Balestre's move to put into FISA's hands the paying out of monies from Grand Prix organisers to the teams, and the matter of technical regulations — primarily those concerning the FISA's proposed skirts ban.

When he confirmed the ban, following Michelin's decision not to accept any tyre restrictions, Balestre said he would consider alternative proposals to reduce cornering speeds, provided they were submitted to the FISA before September 30. It seems that a FOCA-appointed "committee" is now to get together to write regulations of their own, aiming at reducing lap times by around five seconds. It is thought, however, that their proposals will *not* include getting rid of skirts. Among those believed to be involved here are Colin Chapman, Patrick Head, Gordon Murray and Teddy Mayer.

The big point at issue, though, is undoubtedly what FOCA has always called "commercial freedom", in other words their right to do their own deals with Grand Prix organisers. Balestre's attempt to usurp their ability to do this suggests a desire to bring his dispute with FOCA to a head, once and for all. The FISA President seems very confident that many of the teams will go with him, and register with FISA before December 1 their intention to participate in the 1981 World Championship, run under strict FISA rule.

From our understanding of what happened at last Saturday's meeting, however, solidarity within FOCA is, if anything, firmer than ever. There appears now to be a general impression among the members that "It's just not worth going on with Balestre any longer." We hear that not a single voice was raised in dissent when that opinion was offered . . .

Ferrari sign Didier Pironi!

Didier Pironi will drive for Ferrari in 1981. The Frenchman signed his contract in Maranello on Monday, and the news will be announced officially by Enzo Ferrari at a press conference next Monday, the day after the Italian Grand Prix.

Pironi's decision ends weeks of speculation about the Italian team's replacement for Jody Scheckter, who Pironi — wooed to Maranello.

announced in July that he would be quitting at the end of the season. Didier's name was mentioned at an early stage, but a lucrative offer from Talbot to remain with Ligier next year seemed to have persuaded him to stay put. At Zandvoort, Gérard Ducarouge told us that terms had been agreed with Pironi, and that he expected him to re-sign shortly.

During this season, there have been some tense moments between Didier and the team management, and this, together with an uncompetitive car these last few weeks, may have contributed to his move to Maranello. With Gilles Villeneuve leading the team, Ferrari now has two of the fastest drivers in the business.

The new partnership means that René Arnoux, whose name was high on the Ferrari list, will now almost certainly stay with Renault. Jean-Pierre Jarier and Keke Rosberg were also under consideration. Rosberg is now likely to remain with Fittipaldi, while Jarier is still on the Lotus list, following the departure of Mario Andretti to Alfa Romeo.

Or could Jarier now replace Pironi in the Ligier-Talbot team? Almost certainly, the driver will be French, preferably experienced, so Jean-Pierre looks a



Seen at the Monza F2 race last weekend. The Italians really do take motor racing seriously . . .

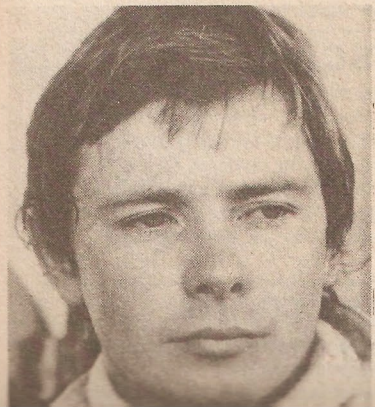
'Things go better with Ferrari?'

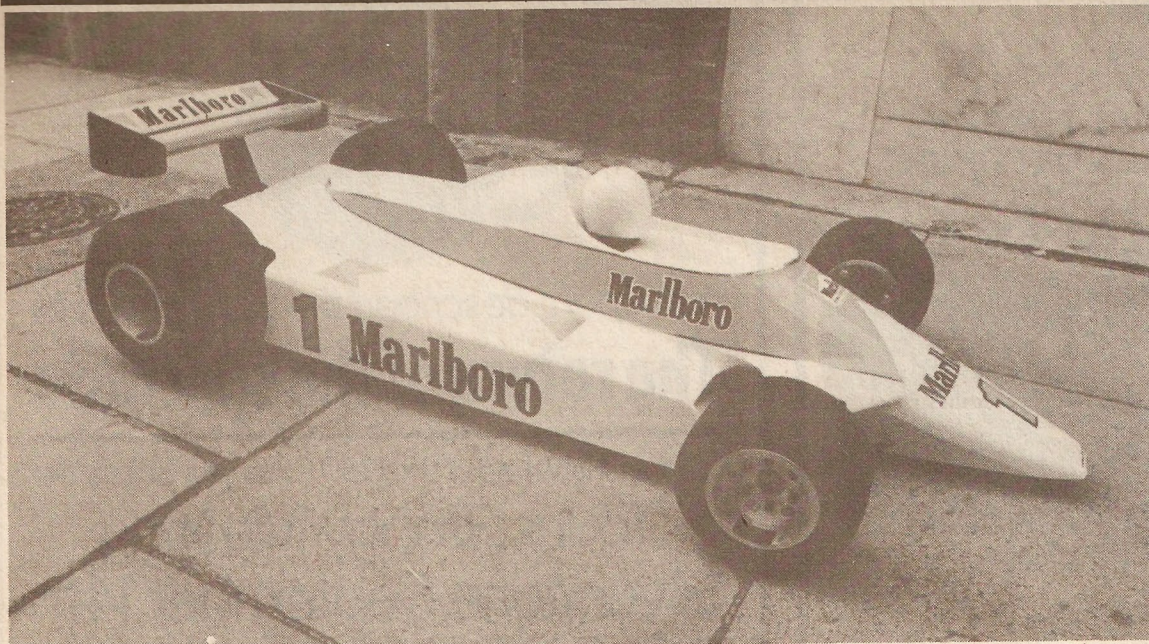
Coca-Cola Team Ferrari? If, like us, you never thought the day would come when Ferrari took on commercial sponsorship, then that rumour — and it is only a rumour — will surprise you more than somewhat.

At present all sorts of weird stories about the future of Ferrari are coming out of Italy. One suggests that Fiat's financial backing of the Ferrari racing programme will cease at the end of this year, and that it has been necessary to find commercial sponsorship as a result

this connection, and it is undeniable that Coke's colour scheme would fit in reasonably happily with Italian Racing Red . . .

Another story is that Enzo Ferrari will finally step down at the end of this year, and that from January 1 1981 Scuderia Ferrari will have new joint managing directors, these being Mauro Forghieri and Piero Lardi (the Commendatore's son). We find the idea of Ferrari's retiring from the business harder to accept than the concept of Coca-Cola



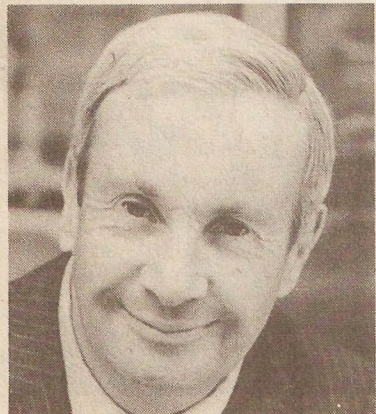


Unveiled last Tuesday, this model of John Barnard's new F1 design suggests a remarkably uncluttered appearance.

McLaren and Project Four join forces in Formula 1

After months of speculation, it was confirmed on Tuesday that McLaren and Project Four will be combining their respective talents to contest next year's Grand Prix season with a two-year sponsorship commitment from Marlboro.

The new team was formed after lengthy discussions which started at the end of last year. Named McLaren International, it is headed by joint managing directors Teddy Mayer and Ron Dennis, and will operate from a new 20,000sq ft factory west of London. The other directors of the new company are Creighton Brown, Tyler Alexander and John Barnard.



Teddy Mayer.

The design and fabrication facility will be headed by Project Four's resident designer John Barnard, who has already drawn the revolutionary carbon-fibre monocoque car which will be tested during November. It is planned to continue development of the new McLaren M30 which made its race debut recently in Holland.

The new team will run two cars in each Grand Prix, and heading the driver line-up will be young Frenchman Alain Prost, who has made such an enormous impression with the Marlboro McLaren team this year.

No decision has yet been made about the second driver. It is possible that an established man will be attracted by the new set-up, but Ron Dennis said that if a young driver were selected, his preference was for Andrea de Cessaris or Derek Warwick, subject to testing. And Teddy

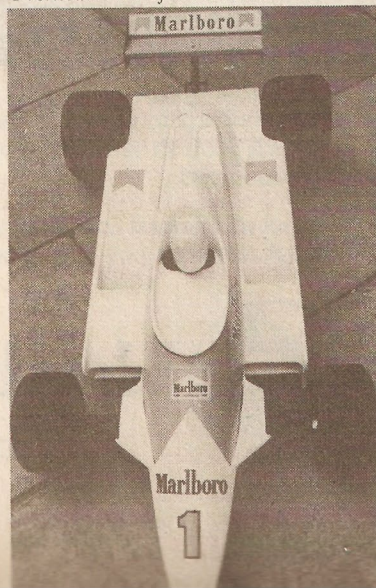
not be discounted from the reckoning."

With Barnard heading the design team, long time McLaren designer Gordon Coppuck is moving on to pastures new (rumoured to be with Fittipaldi). Barnard, who was assistant manager at McLaren from 1972-75, is regarded as one of the top designers of the moment following his Chaparral 2K which won this year's Indy 500. The new Marlboro MP4 will be his first complete F1 design.

Although the tie-up between the two individually respected companies may be surprising in some quarters, it is entirely logical, as Dennis explained on Monday: "In some areas this is a fresh approach to Grand Prix racing. The reason why it has come about is very complex. Basically it is a complete and total package, and even though there may have been more to gain in some ways if we had gone on our own, the current economic climate the world over, not just in Britain, makes it very hard to introduce a new sponsor to motor racing, let alone get the right budget.

"There is a colossal amount of expertise at McLaren and the whole package contains a lot of positives for both of us. We are all out to achieve the same objective — winning.

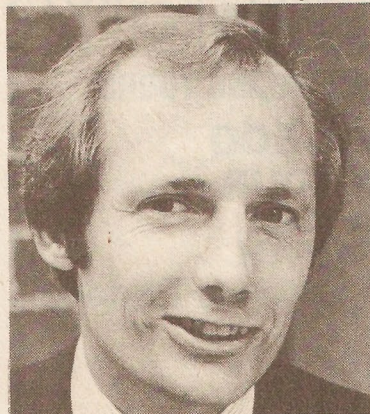
Overhead view of the Marlboro MP4.



"If we had gone on our own, what chance would we have had to find the finance? The days of flag-waving and doing it for the satisfaction of one's personal ego — like calling the car a Dennis or something like that — are gone, to my mind.

"We are going to have a factory employing 55 to 60 people and bloody good facilities, which means we will be able to compete straight away. All the current middle management from both companies will be retained."

Project Four have, of course, made their reputation by running immaculate F2 and F3 teams over the past few years, and Dennis did not discount the possibil-



Ron Dennis.

ity that McLaren International might continue in these areas. "It is too early to say whether or not we will be involved in other fields. It is possible that we might be, and if this is the case they will be handled by McLaren International."

Creighton Brown, Dennis's co-partner in Project Four and a director of the new company, told us on Sunday, "We have really enjoyed Formula 2 this year and there is a good chance that we may compete next year."

One of the areas where it looks possible that the new team will get involved is in Champcar racing in America. McLaren only recently closed their American operation, but with Barnard's proven success as a designer and McLaren's experienced US management all available under one roof, an early return would seem likely — if, and only if, a stable set of regulations is



South — complications.

Stephen South's operation

We were desperately sad to hear that, following complications, surgeons at Trois Rivières have found it necessary to amputate Stephen South's lower left leg.

Stephen was badly injured when his CanAm Spyder went off the road during practice at Trois Rivières. There were many fractures to his left leg and ankle, but a five-hour operation the same night was initially thought a success. Further surgery some days later, to replace a severely damaged artery, proved unsuccessful, leaving the doctors with no alternative but to amputate the left leg from the knee down.

This dreadful accident comes at the end of an already unhappy season for South, who now has many weeks in hospital ahead of him. All racing enthusiasts everywhere will join us in wishing Stephen well, and we hope to see him back in England as soon as possible.

Andretti to lead Alfa team

As we predicted last week, Mario Andretti is to lead the Alfa Romeo team in the 1981 World Championship. The news will be officially announced shortly.

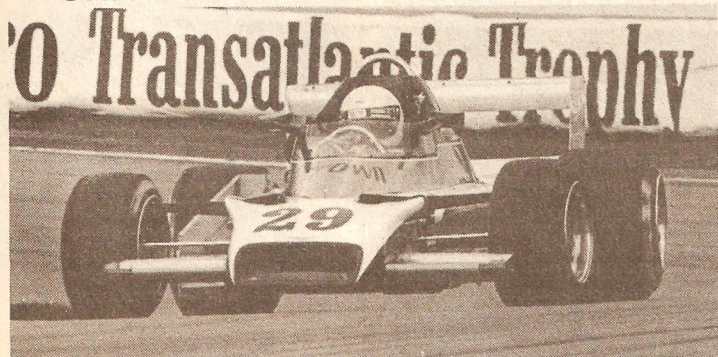
Talks between Andretti, Alfa Romeo and Marlboro first began at the German Grand Prix, and continued at the Osterreichring. By the time of the Dutch Grand Prix, it had become clear that agreement was close.

After five consecutive seasons together, therefore, the legendary alliance between Mario and Colin Chapman's Lotus team is coming to an end. The new partnership will be extremely popular in Italy. In confirming that negotiations were in progress, Carlo Chiti said at Imola last week: "We need an experienced driver, who is both good at testing and very fast in a race. Andretti meets all our requirements, and we sincerely hope he will be joining us."

Chiti said that Bruno Giacomelli would definitely remain with the Alfa team next year, and also spoke of the new car for 1981. It had been designed, he said, to run with or without skirts, and would also accommodate either the 3-litre V12 engine or the company's new

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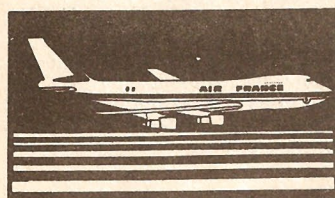
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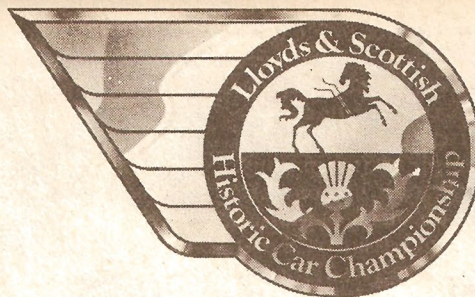
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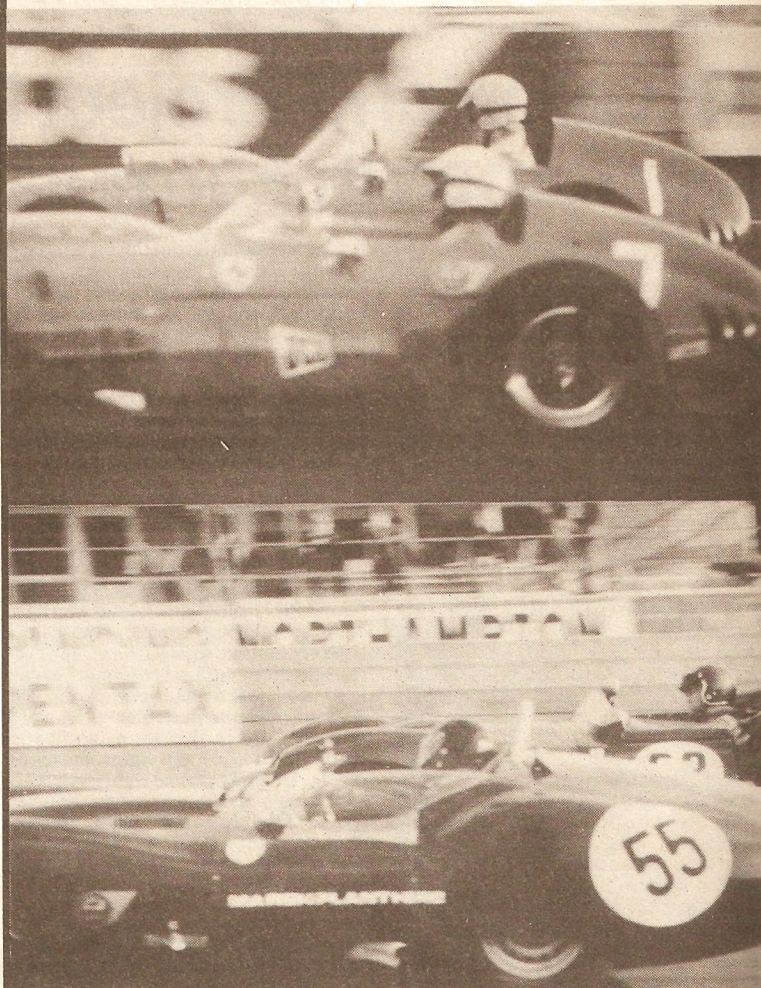


'Autosport' described the 1979 series as
'The return of the spectacle'

See the Final round of the 1980 Championship at the

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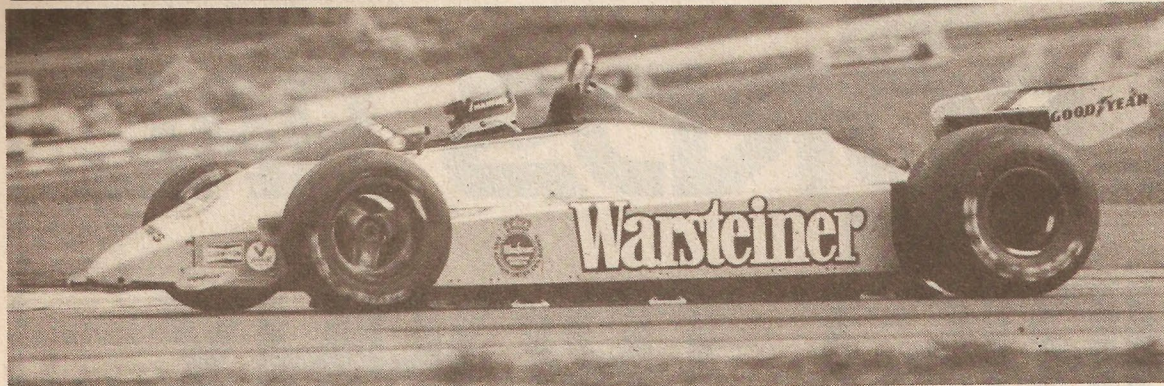
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**The Money
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After a test session at Brands Hatch, Manfred Winkelhock has landed a one-off drive for the Arrows team at Imola.

Winkelhock drives Arrows

Manfred Winkelhock is to drive the second Warsteiner Arrows at Imola this weekend. The 28-year-old German tested the A3 at Brands Hatch last week and will replace the injured Jochen Mass for the Italian GP only. Winkelhock, a former top German saloon and sports exponent, made his return to single-seaters this year with the DVF/ICI March F2 team. He started the season with aggressive drives at Hockenheim and the Nürburgring but an enormous accident at the Ring cooled his verve somewhat,

and it wasn't until the recent races at Enna and Misano that he began to show any sort of form again.

After Winkelhock had tested the car last week, there was a scare that he might not be able to compete at Imola as he didn't have a FISA Superlicence. Brian Henton was contacted as a possible replacement but Arrows boss Jackie Oliver told us on Monday that the licence problem had, in fact, been overcome. The vacancy at Arrows exists because it was discovered after Zandvoort, when

Mass found it too painful to qualify the car, that the German had two cracked vertebrae from his Austrian shunt. Jackie Oliver said on Monday that if Mass remained still and flat on his back for two to three weeks the injury should heal up and allow him to return to the cockpit for Montreal and Watkins Glen. Oliver also confirmed that Mass would be staying with Arrows for a third season in 1981 and that, although details were not finalised, he was hopeful that Riccardo Patrese would also be staying.

Watkins Glen GP will take place

It is now certain that the United States Grand Prix (East) will take place at Watkins Glen on October 5, as originally scheduled. The news was confirmed in a FISA Press release on Monday morning.

The FISA Executive Committee of July 30 gave the President of the FISA Safety Commission, Mr Basil Tye, full powers to carry out an on-the-spot check that the organisers of the US Grand Prix East would do a certain amount of essential work, especially on the track and in the paddock.

The Safety Commission President has just informed the FISA that he considers the inspection reports satisfactory and that the organisers' guarantees are sufficient.

Under these conditions the FISA wishes to inform all the parties involved that US Grand Prix East will count as anticipated among the events counting for the 1980 FIA World Championship for Drivers.

The inspection was actually carried out by Robert Langford, who returned to England at the weekend.

On Monday, an understandably elated Mal Currie told our American Editor that he now had all the money needed to do "the essential work", but said he was unwilling to comment on the investors involved. Part of the money, however, is known to be coming in the form of a loan from the State of New York. This was dependent upon Currie's raising the rest of the necessary finance elsewhere, and this he seems to have done through the good offices of one David Schlosser, an investment councillor from nearby Rochester, who is also a Sports 2000 racer. It is believed that Schlosser has put the deal together, part of the money being his own.

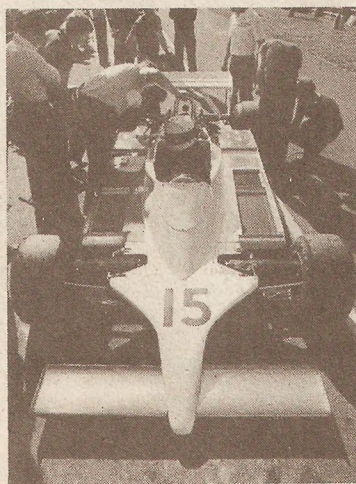
It is thought that a serious attempt will be made to turn Watkins Glen into a leisure complex. There is talk of the building of a convention centre, and the general plan is to upgrade the place.

The race is due to take place in a little over three weeks' time, and there is a tremendous amount of work to be done. The organisers have given a firm undertaking that 10 different areas of the track will be resurfaced, that 5000 tyres will be brought in for use as tyre walls and that certain catch fence locations will be replaced or modified (these two in

showing (!), that the tower buildings (which house the press and official timekeepers etc.) will be extensively modified, that a large amount of asphaltting will be done in the paddock area, that the area between the Kendal Tech Centre (where the cars are housed) and the track will be asphalted, that a lot of gravel will be put down in the paddock and that a minimum of 10 motorhomes and 10 flush toilets will be installed — just for the use of the FOCA. The drivers'

lounge, which will cost \$136,000, will be finished in time for the 1981 race.

For the first time a serious attempt will be made to promote and publicise the event in New York City. Some of the cars (spares, we assume) will be on display at the World Trade Centre on September 29 (the day after the Canadian Grand Prix!), and on the Tuesday there are moves afoot for a parade of some of them through the streets of Manhattan. That we have to see . . .



Musetti's Fittipaldi

Colin Bennett and his team took both of Val Musetti's Formula 1 Fittipaldi's to Thruxton over the weekend, the stuntman deciding to concentrate on the heavily revised F5B (formerly F5A/3) rather than F5A/2 which was held in reserve.

The revamped chassis was due to make its debut at Brands Hatch, but was damaged en route to the circuit when the trailer carrying it swiped a bridge parapet. The impact took everything forward of the front bulkhead off which left the team plenty of work although the trailer was written off. Bennett received a £400 bill last week for repairs to the bridge, would you believe.

Testing commenced at Donington last Wednesday, where it was found that

Procar climax at Imola

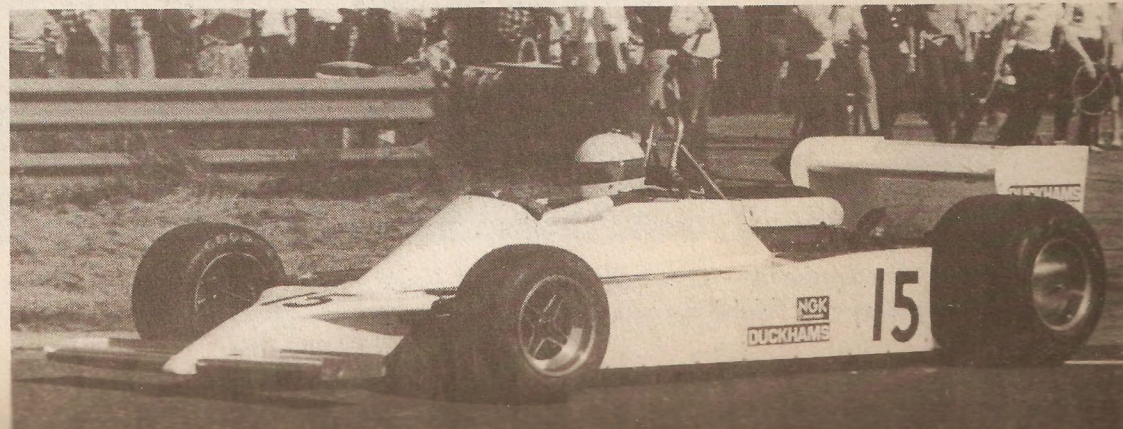
FOCA's Procar Series will reach its final round at Imola next Saturday with the championship still undecided. The points table after the seven previous rounds could not be closer, with Hans Stuck leading with 71 points to the 70 of Nelson Piquet and the 69 of Jan Lammers. Both Alan Jones (62) and Carlos Reutemann (60) can also overhaul series leader Stuck.

Of the five in contention, Piquet and the two Williams drivers will have to qualify to drive the FOCA entered, BS Fabrications prepared BMW M1s as usual, according to their performances in the first official qualifying session for the Grand Prix. Stuck, who recently switched over to the GS team from Project Four (the 1979 title winners with Niki Lauda), and Lammers, who has a regular Procar drive with BMW Nederland as well as the F1 Ensign, have no such problem to consider.

Stuck has won two Procar events this season, and Piquet, Lammers and Reutemann one apiece, while Jones has yet to score a first.

March plan three in F2

March are currently making plans to run a three car works Formula 2 programme next year. There are no firm plans at this stage, but one favourite is Corrado Fabi whose sponsor, it appears, is willing to support him in F2. The 1981 F2 car will simply be a development of this year's car, retaining the same monocoque but with a different suspension set-up.





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The organisers/promoters reserve the right to alter or cancel the programme without notice.

Pit & Paddock

Jabouille quickest in Imola testing

Several teams were at Imola last week for testing in preparation for the Italian Grand Prix, although the only British car present was Nelson Piquet's Brabham.

The Dutch Grand Prix winner wound up with the second fastest time over the two days, getting round in 1m 35.68s, compared with the 1m 35.37s of Jean-Pierre Jabouille's Renault. Then came Bruno Giacomelli's Alfa (1m 36.29s), Gilles Villeneuve's Ferrari T5 (1m 36.89s), Rene Arnoux's Renault (1m 37.17s), Jody Scheckter's Ferrari T5 (1m 37.85s), Eddie Cheever's Osella (1m 38.67s), Villeneuve in the Ferrari 126C turbo (1m 38.93s) and Vittorio Brambilla's Alfa Romeo (1m 39.66s).

The Ferrari turbo was, as you will notice, significantly off the pace, but Mauro Forghieri said he was happy enough with the test, it being the first time the car has run at a circuit other than Fiorano. Villeneuve was delighted with the car's straightline speed — it went

through the speed trap at 293kph (182mph), exactly the same speed as the Renault — but was very disappointed with the throttle lag, which made the car slow and difficult through the tight sections of the track. It is also reported that engine failure was close on a couple of occasions . . . However, the team, watched last Friday by Enzo Ferrari himself, will definitely take the car to Imola this weekend, although it will probably run in practice only. Villeneuve proved significantly quicker in the T5, and it is thought that he has already decided to race the older car.

Due to production problems, the new Alfa was not seen at the track last week, and we now learn that it will not appear before the Canadian Grand Prix.

● The Italians love their motor racing. At Imola last Saturday there were 15,000 spectators on hand to watch half a dozen cars testing . . .

Minardi's F2 plans

The Formula 2 season may not be over yet, but the Minardi team are currently working flat out for next season. The inclusion of Guido Pardini in the team at Monza was part of a plan to test a number of young Italian drivers. The Minardi team would like to run Bruno Corradi as they have at various times this year, plus another driver. Johnny Cecotto is one possible for the team while Monaco F3 winner Mauro Baldi was due to test a Minardi at Misano on Tuesday. Corrado Fabi, Teo's younger brother, is also under consideration.

Meanwhile, the team are about to start work on their 1981 car. It will be a development of the 1980 car, using Pirelli tyres and BMW/Mader engines. However, Fly Studio have designed a narrower monocoque to accommodate new aerodynamics, and the suspension geometry has been slightly altered. Because of this work, the team may miss the final F2 round at Hockenheim, later this month.

Stohr plans

Siegfried Stohr is a young man determined to go places. Despite two incomplete seasons of Formula 2, the former European Formula 3 champion is already looking to Formula 1. "I'm tired of F2," he told us at Monza. "it's time I moved up. I'm ready for F1 now." He's already spoken to Tyrrell and another established GP team he preferred not to name, and is trying for Toleman's yet-to-be-financed F1 team.

Fearnall's promotion

Former AUTOSPORT deputy editor Robert Fearnall has replaced Peter Gaydon as Managing Director of Donington Park. Fearnall has earned enormous respect from all quarters as Press and Promotions manager of Silverstone and latterly Donington, where he also runs the successful Donington Racing Club. He took up his new position last week following the hasty departure of Gaydon after a disagreement with circuit owner Tom Wheatcroft.

Parnelli's ChampCar

It seems certain that Parnelli Jones and Vel Miletich will be making a full-scale return to Championship racing next season with a factory team. A likely sponsor is STP, and the rumoured driver is Tom Sneva, whose Sugariprune Prune Team is likely to quit at season's end.

Significantly, George Bignotti will probably act as crew chief for the team. Bignotti acted in this capacity for Vel and Parnelli during their heyday years of 1970 and 1971 when they won the Indy 500 twice with Al Unser.

Vittorio's Alfa

As we went to press, Alfa Romeo confirmed that Vittorio Brambilla, and not Andrea de Cesaris, would be driving their second car in the Italian Grand Prix at Imola this weekend. Andrea was originally due to test the car last week, but this was postponed until Tuesday of this week, and he will probably race the car in North America.

On Monday Morris Nunn told us that he would be running two Ensigns in Italy, with Geoff Lees again partnering Jan Lammers.

USAC to run Indy

It was announced at Ontario last weekend that next year's Indy 500 would be sanctioned by USAC. Nobody is quite certain what happens now, as USAC no longer have a series "and even if they invent one, nobody will take it" says our US Editor. However, the race entries will be on an invitation basis and automatic entries will go to the top 35 finishers in the USAC series, which finished at Mid-Ohio on July 13. This list actually contains all the relevant names and, apparently, others will be accepted provided that they have "proved themselves to be competitive."



Howdy Holmes hopes that Robin Herd (right) will give him another works F2 drive.

Another abortive F2 outing for Howdy

Howdy Holmes' second Formula 2 race came to naught at Monza last weekend. The American, who has previously raced F2 at Enna in 1976, and F3 at Monaco in 1978, arrived in Italy very sore from his massive shunt at Ontario. Holmes had used various ruses to escape from hospital in order to get to Europe, including swearing he was an orphan and had no relatives. He left hospital so quickly that he didn't really find out what his injuries were.

But once in the March at Monza, he was still suffering. Every G-force move-

ment rammed his bruised ribs against the belts. After the first timed session, having set 21st quickest time, the American decided not to drive. "It's hard to say 'I can't do it'. But I'm in no physical shape to drive. It's important for me to go well here, and I'm way off the pace. My ribs will heal, but racing when I'm 4secs off the pace could damage my whole career." Holmes was clearly in trouble from his ribs, and frequently stopped talking as he felt the pain. His place was taken by Jo Gartner, but Holmes hopes to have another chance another day.

Southgate quits Arrows

Tony Southgate, one of the original directors of Arrows, left the team last week. Team owner Jackie Oliver confirmed on Monday that "Tony and I have parted company." Southgate's association with Oliver goes back to the days when he designed the BRM P153, which Oliver drove with great verve in 1971. The two then teamed up again at Shadow where they stayed (apart from Southgate's brief Lotus sabbatical) until the controversial forming of Arrows at the end of 1977.

Southgate's original Arrows FA1, which was ultimately banned by the courts, was the most successful of his

designs for the company. The A1 was hurriedly produced to succeed the FA1 and was followed by the disastrous bullet-nosed A2. The team then produced this year's A3, which looked very promising in the early stages of the season, but latterly has been in the lower half of the grid.

Dave Wass, another of the original founders of Arrows, takes over as chief designer, and Gustav Brunner, the talented German who designed this year's Maurer F2 and ATS D4, is tipped to be joining the Milton Keynes based outfit, having quit ATS after a disagreement with Gunther Schmidt.

Foyt tries the dirt

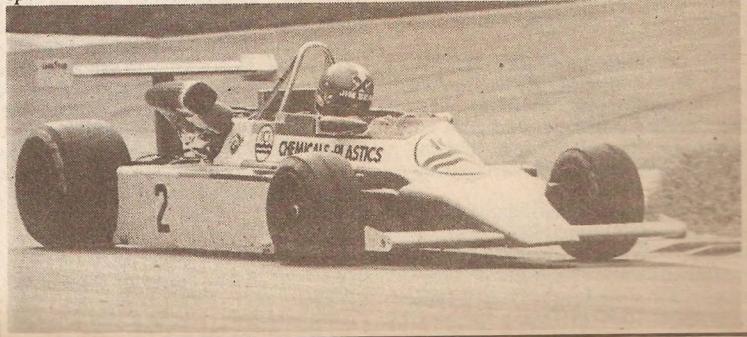
Let no one say that A. J. Foyt is predictable. Just a few days after the announcement that he would be severely restricting his future racing activities (concentrating on Indy and the Daytona 500), The Man showed up at the Indiana State Fairgrounds at the weekend to drive a Championship Dirt car in the Hoosier 100!

Foyt has not raced on the dirt for some years, but has recently spoken wistfully of his early days "when racing was fun",

and this latest move looks like an attempt to get back to his roots.

Foyt is considered by many to be the greatest dirt driver ever (although Mario Andretti would dispute that!), and he proved last weekend that his touch, at 45, is as sure as ever. He qualified fourth for the Hoosier 100 — an event he has won six times — and was running second in the race when his engine blew up. At the time his King-Chevy was running ahead of Gary Bettenhausen's sister car, and Gary eventually won.

Howdy Holmes's place in the works March F2 team at Monza last week was taken by Dr Helmut Marko's latest protegee, the Austrian Jo Gartner. 'Seppi' Gartner has campaigned a privately-run March 782 to date this year, showing a good turn of speed on several occasions.



Hodgetts returns to Tricentrol G1 series

Chris Hodgetts was back in action on Sunday at Thruxton after the RAC upheld his appeal against a 'conviction' for reckless driving.

Hodgetts, who drives the Group 1 Toyota Celica for Hughes of Beaconsfield, was fined and had his licence suspended for 30 days following an accident in the Tricentrol G1 round at Mallory Park on August 17.

In that race he and the Akai Audi 80 of Richard Lloyd touched and Lloyd went off, vaulting a safety barrier. Stewards of the meeting heard the evidence and decided to ban Hodgetts.

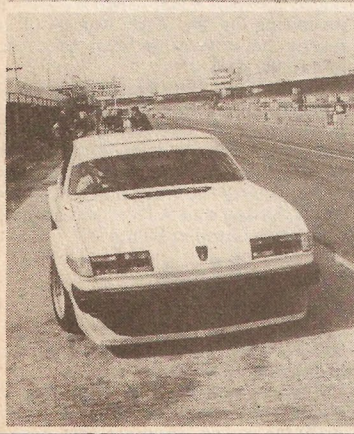
However when his appeal was heard last week by the RAC, the decision of the Stewards was overturned and his licence reinstated. The RAC Tribunal decided that the Steward's decision . . . "was probably right, but the Tribunal considers that the organising club did not give the Appellant (Hodgetts) sufficient time to gather witnesses."

The Hughes team were able to supply the Tribunal with photographs taken by a spectator with a motor drive camera that told the whole story of the shunt.

However Hodgetts was found guilty of trying to overtake Lloyd! Under rule Q57 Lloyd, being the leading car, had the right to chose his line into the following bend (Gerards) and the Tribunal decided Hodgetts did not take the normal approach to the corner in the light of the rule. The 14 days suspension for that offence was already over by the time the Tribunal met.

Hodgetts said: "Temps have cooled now and when the Tribunal was over Richard (Lloyd) and I shook hands. I am happy that this has been lifted from my shoulders and just want to get on and race."

Alas things did not go too well for him at Thruxton, the Toyota retiring and Lloyd claiming maximum class points to move two points clear of Hodgetts with one race remaining.



The new Dave Price prepared Group 2 Rover was put through its paces at Silverstone last week by regular Rover G1 pilot Jeff Allam. The new car, to be raced at this weekend's Silverstone TT in Unipart colours, will be driven by Allam and Tiff Needell, the latter having already raced under Unipart colours this year in the F1 Ensign in the Belgian Grand Prix. Aside from the body modifications allowed under G2 rules — the huge spoiler and arches would be frowned upon in Tricentrol circles — virtually all modifications over the G1 car are confined to the engine, in particular the valve gear. A second Rover — one of the G1 Esso/Triplex/Motor cars — will be driven by Rex Greenslade and Roger Clark.

Attacking Imola . . .

A week before the Italian Grand Prix at Imola, the 20,000 strong Associazione Sportive Aimiici dell'Autodromo (the Monza 'Friends of the circuit') issued a blistering attack on not only the Imola race, but also Enzo Ferrari's apparent involvement in the Dino Ferrari track and the event.

The statement claims the decision to move the GP from Monza was the result of "back-scratching" between Ferrari and Bernie Ecclestone, and goes on to mourn the loss of the race drawing a parallel with the loss of Nürburgring to GP racing.

The statement quoted Mario Andretti from a recent interview in *Gazzetta dello Sport*. . . "What do you think of holding the Italian Grand Prix at Imola?" he was asked. "I'm sorry for the Imola people," he replied, "but the Italian Grand Prix will never be the same again."

Third works Toleman

Toleman will be running a third TG280 F2 car in the final round of the European F2 championship at Hockenheim on September 28. It was originally thought that the team, who have already secured first and second places in the championship with Brian Henton and Derek Warwick, would not go to the race. However, with a view to selling cars for 1981, three have been entered for the race. At least one of the cars will feature a number of 1981 modifications which Rory Byrne has recently drawn up and with which Brian Henton has set some scorching times round Silverstone recently.

No driver has been selected for the third car as yet although a number of British and Irish drivers are under consideration. Applications on post-cards only please.

Briefly . . .

● During testing on the Brands Hatch club circuit last week, Alan Jones took the Williams round in 37.5s, the fastest time yet.

● Racing-fans come in various shapes and sizes, sometimes very unpleasant ones. This is proved by an incident suffered by Riccardo Paletti while testing at Monza. The Italian came across some breeze blocks on the track, dropped there by local kids. He hit them at high speed, but fortunately, they simply shattered and only damaged the March's nosecone and bodywork. It could have been a lot worse.

● Rumours still persist that Brian Henton will drive a third Formula 1 Brabham in North America in order to assist Nelson Piquet's championship bid. On the other hand, he has tested for Frank Williams this year and could be employed by them to do the same job for Alan Jones . . .

● Eliseo Salazar is rumoured to be going F1 properly next year and switching his attentions to Grand Prix racing, possibly in a RAM Racing-run second 'works' March.

● On the management front at Ferrari, Marco Piccinini has been contemplating retirement from the team, but we understand that Enzo Ferrari has now persuaded him to stay.

● German F3 driver Mike Korten is tipped to drive a works March Formula 2 car at Hockenheim if Mike Thackwell goes to Canada with Tyrrell.

● Disproving the theory that the March 803 is not the car to have in F3 this year, regular British competitor Mike White took pole position and outright honours at Silverstone last Sunday and regular European competitor Corrado Fabi easily took fastest lap in both parts.

● "Something broke at the front and the car just steered off the track" was Mike Blanchet's answer for a badly crumpled Lola T770/2 at Silverstone at the weekend. Hi team quickly had the car back at the factory and by working all Friday night, bringing fabricators in and working miracles with a hammer, the car was back and ready to go for the second official practice. Mike immediately carving his way to 10th best time, which unfortunately meant a row 9 grid position. In the race, the Lola suffered a head gasket failure in heat one, and a collision with Brett Riley's March in heat two . . .

● Next Sunday sees the opening of a new Ferrari super-dealership in Houston, Texas to be run by a consortium of businessmen which includes Giuseppe Risi, until last season Team Manager for Aurora AFX champion-elect Emilio de Villota's Banco Iberico, Iberia, Centro Asegurador and Madom F1 teams.

● RAM Racing's John MacDonald was fined a total of £100 with £100 costs by an RAC Tribunal, convened on September 2 to consider the charge of "conduct prejudicial to the interest of the Council and Motor Sport generally." The matter referred to the heated arguments over Aurora AFX skirts, during the Thruxton meeting in May. The other party involved in the incident was Ray Mallock. The Tribunal found MacDonald guilty of a breach of conduct "but in view of his frank evidence and his obvious regret in retrospect of his action" did not suspend him from participating in motor sport.

● Michele Alboreto is rumoured to be one of the drivers for next year's Toleman F2 team, with Pirelli picking up the tab . . .

● There is a strong possibility that a former World Champion with Ferrari will be driving a third JCB Ferrari 246 Dino in the final Lloyds & Scottish round at Silverstone this Sunday. The driver? John Surtees . . .

● The BMW M1 is due to be homologated on December 1. Strangely enough, a car built by Project Four and sold to Japan won the 'production car' championship after winning the first six races, but has since mysteriously disappeared.

● Desiré Wilson is expected to compete in the final two Aurora races at Oulton Park and Silverstone in Colin Bennett's Lotus 78 sponsored by Aurora International.

● David Purley had yet another hair raising escape last week when a fuel line reportedly broke on his Cessna light aeroplane over the English Channel. After sending out a May Day distress signal he was able to coax the plane back and land on the nearest piece of English soil he could find.

● Former Aurora F2 champion Mike Wilds will be making his return to the series in the final round at Silverstone on October 5, driving the unique F1 Chevron B41 run by his former entrant Graham Eden. Eden hopes to sell the car, which is now very smart in a new dark blue colour scheme, after the event.

● We hear that one of Toleman's Formula 2 chassis has been sold to Harald Ertl as a test car for a turbo engine.

Tomorrow (Friday) the BBC1 programme, "Nationwide", is to show a special motor racing item, a film report of the Renault-Elf team during the weekend of the British Grand Prix.

The film crew "lived" with the team throughout the three days, and collected behind-the-scenes footage as well as coverage of the race. The programme begins at 6pm, and it is anticipated that the Renault film will be shown some time after 6.20pm.



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Ferrari Daytona 1973. Black with black, 22,000 miles. Some history. **£21,950**

Ferrari 275 GTB4 1966. Silver with black, 25,000 miles only. Original owner Mike Parkes. Full history. LHD. **P.O.A.**

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3500 GTI 1965. White with black interior. White wheels. Car in excellent condition. **£4,850**

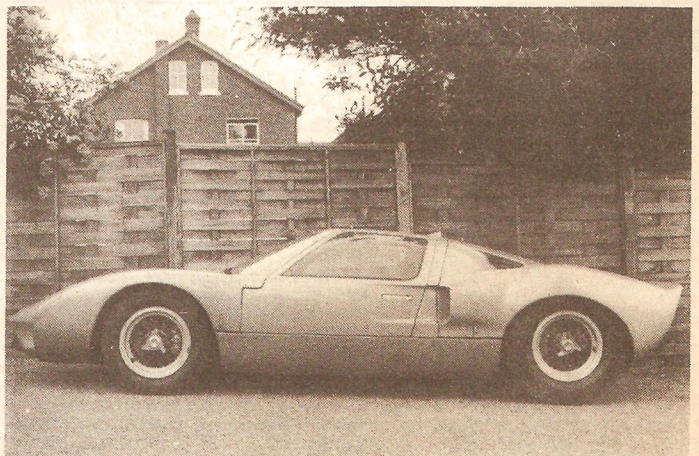
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GP Preview

ITALIAN GP

Ferrari turbo debut

That piece of kerbing at *Hunzerug* has added considerably to the importance of this weekend at Imola. Had Alan Jones not driven over it, damaging the skirt of his Williams, he would undoubtedly have won the Dutch Grand Prix, with Nelson Piquet finishing second. And he would now be leading the World Championship

by 14 points. As it is, the gap is just two points.

Imola being an unknown quantity, it is difficult to make any prognostications for Sunday, save that the Williams team will be super-competitive. We can assume that, because that's the case everywhere. And the same will be true of Piquet's Brabham.

Testing at Imola some weeks ago was rather inconclusive as the newly-laid track surface frequently broke up. Renault, however, showed up well, and Jabouille and Arnoux should be up there in the first six or eight in qualifying. So, in theory, should be the Ligiers of Laffite and Pironi, but the team has recently shown evidence of having lost its way, Didier's car being diabolical for the last two races.

The most exciting prospect for the weekend is the first public appearance of the Ferrari 126C turbo, which will be driven by Villeneuve. The French-Canadian says he is not certain to race the car, but it will certainly appear during practice, and privately Gilles believes he has little to lose by giving it a run. Should it prove off the pace, of course, the factory may be less keen to show it to their public.

WORLD CHAMPIONSHIP After 11 of 15 rounds

Alan Jones	47
Nelson Piquet	45
Carlos Reutemann	33
Jacques Laffite	32
René Arnoux	29
Didier Pironi	23
Jean-Pierre Jabouille	9
Elio de Angelis	7
Riccardo Patrese	7
Derek Daly	6
Jean-Pierre Jarier	6
Emerson Fittipaldi	5
Alain Prost	5
Keke Rosberg	4
Jochen Mass	4
Bruno Giacomelli	4
Gilles Villeneuve	4
John Watson	3
Jody Scheckter	2

CONSTRUCTORS CUP After 11 of 15 rounds

Williams-Ford	80
Ligier-Ford	55
Brabham-Ford	45
Renault	38
Tyrrell-Ford	12
Arrows-Ford	11
Fittipaldi-Ford	9
McLaren-Ford	8
Lotus-Ford	7
Ferrari	6
Alfa Romeo	4

Other changes to this weekend's card include Manfred Winkelhock in the second Arrows, the German replacing the injured Jochen Mass (see *Pit and Paddock*). In addition, it is almost certain that Andrea de Cesaris will make his Formula 1 debut in the Alfa Romeo, partnering Giacomelli. Bruno himself will run a new car, the 179B, in practice, and if all goes well he will race it.

Another car making its first appearance is the latest from Enzo Osella, which will be in the hands of Eddie Cheever. Backing him up in the older Osella FA1 will be another Formula 1 first-timer, Miguel Angel Guerra.

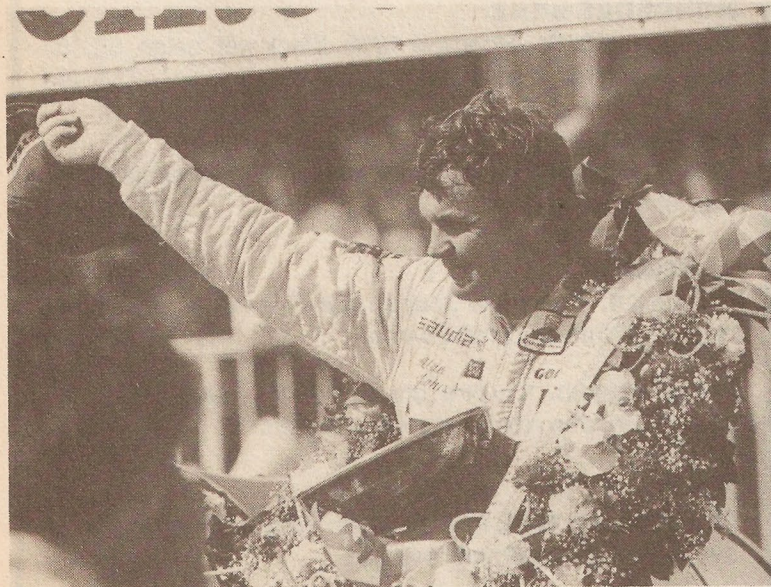
Those apart, the entries are much as usual, with Nigel Mansell once more in a third Lotus entry. Morris Nunn was also hoping to give Geoff Lees another drive in the Ensign. (See *Pit and Paddock* for latest news).

To win on Sunday? It will take a very hard man to beat Alan Jones . . .



During testing at Imola last week, Jean-Pierre Jabouille's Renault lapped the revamped track at 118.2mph. Will the Frenchman repeat his Austrian win on Sunday? Or will it be a straight fight between Alan Jones and Nelson Piquet?

A magnum of Moët et Chandon is at stake here, so send your postcards quickly to AUTOSPORT Editorial, Haymarket Publishing Ltd., 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, stating who you think is going to win this Sunday at Imola and what the winner's average race speed will be and that magnum of Moët might be yours.



Can Alan Jones keep off the kerbs at Imola and return to the winner's rostrum?

IMOLA, ITALY

3.1317 miles (5.040 kms)
Lap record: Gilles Villeneuve (Ferrari 312T4) 1m 33.61s, 120.43mph.

TIMETABLE

Practice	10.00-11.30 (untimed)
Friday	13.00-14.00
Saturday	10.00-11.30 (untimed)
	13.00-14.00
Sunday	12.10-12.40 (warm-up)
Race (60 laps, 187.902 miles)	
Sunday	15.00

All these times are local and 1 hour ahead of BST. This means that the Grand Prix is due to start at 14.00 BST.

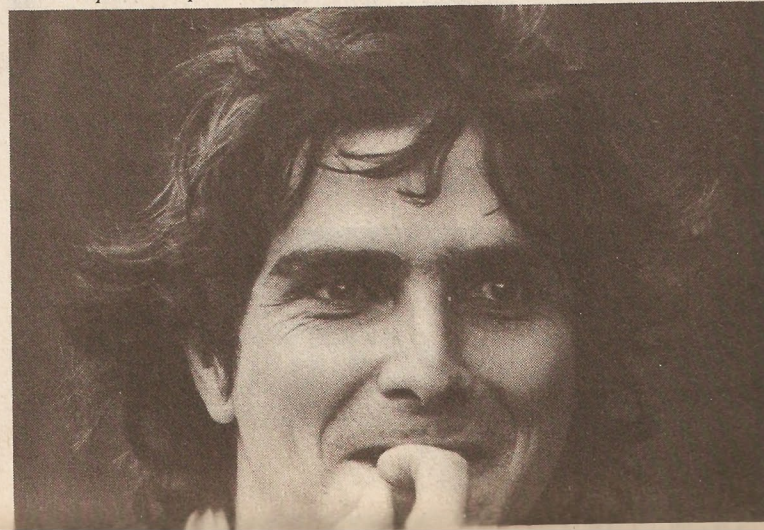
BROADCASTING

Radio	
Saturday	08.10 practice news (Sport on 4) 13.30 practice news (Radio 2 MW) 17.30 practice news (Radio 2 MW)
Sunday	19.02 race news (Sunday Sport)
TV	
Sunday	21.10-21.35 (BBC2 Highlights)

PREVIOUS RESULTS

Year	Driver	Nat	Car	Speed
1968	Denny Hulme	NZ	McLaren-Ford M7A	145.41mph
1969	Jackie Stewart	GB	Matra-Ford	146.97mph
1970	Clay Regazzoni	CH	Ferrari 312B	147.08mph
1971	Peter Gethin	GB	BRM P160	150.75mph
1972	Emerson Fittipaldi	BR	Lotus-Ford 72	131.61mph
1973	Ronnie Peterson	S	Lotus-Ford 72	132.64mph
1974	Ronnie Peterson	S	Lotus-Ford 72	135.10mph
1975	Clay Regazzoni	CH	Ferrari 312T	135.48mph
1976	Ronnie Peterson	S	March-Ford 761	124.12mph
1977	Mario Andretti	USA	Lotus-Ford 78	128.01mph
1978	Niki Lauda	A	Brabham BT46	128.95mph
1979	Jody Scheckter	ZA	Ferrari 312 T4	131.84mph

Nelson Piquet looks pleased after winning in Holland; will he be smiling on Sunday?



GRAND PRIX FORM GUIDE

Last six GP results	Driver	Nat	Car
R 12 10 13 13 10	Jody Scheckter	ZA	Ferrari 312 T5
5 8 R 6 8 7	Gilles Villeneuve	CDN	Ferrari
R 14 5 15 R	Jean-Pierre Jarier	F	Tyrrell 010
R 11 4 10 R R	Derek Daly	IRL	Tyrrell 010
3 4 2 4 5 1	Nelson Piquet	BR	Brabham BT49
— — 7 R 10 R	Hector Rebaque	MEX	Brabham BT49
NQ 7 8 R R R	John Watson	GB	McLaren M29C
R R 6 11 7 6	Alain Prost	F	McLaren M29C
— R R 12 12 9	Marc Surer	CH	ATS D4
7 R R 9 R 8	Mario Andretti	USA	Lotus 81
9 R R 16 6 R	Elio de Angelis	I	Lotus 81
— — — — — R	Nigel Mansell	GB	Lotus 81
10 NQ NQ 14 NQ NQ	Jan Lammers	NL	Ensign N180
R NQ — — — R	Geoff Lees	GB	Ensign N180
R R R R 1 R	Jean-Pierre Jabouille	F	Renault RE20
R 5 NC R 9 2	René Arnoux	F	Renault RE20
6 13 12 R 11 R	Emerson Fittipaldi	BR	Fittipaldi F8
NQ R NQ R 16 NQ	Keijo Rosberg	SF	Fittipaldi F7
R R R 5 R R	Bruno Giacomelli	I	Alfa Romeo 179B
— — — — — R	Vittorio Brambilla	I	Alfa Romeo 179
R 2 R R R R	Didier Pironi	F	Ligier JS11/15
2 3 R 1 4 3	Jacques Laffite	F	Ligier JS11/15
R 1 1 3 2 11	Alan Jones	AUS	Williams FW07B
1 6 3 2 3 4	Carlos Reutemann	RA	Williams FW07B
8 9 9 9 14 R	Riccardo Patrese	I	Arrows A3
— — — — — R	Manfred Winkelhock	D	Arrows A3
NQ R R R R R	Eddie Cheever	USA	Osella FA1
— — — — — R	Miguel Angel Guerra	I	Osella FA1
— — 11 NQ 15 NQ	Rupert Keegan	GB	Williams FW07

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MOTOR SHOW '80

Bristol Street Motors

Balestre forces FOCA's hand

When AUTOSPORT reported FOCA's attempts to make peace with FISA over the question of Formula 1 technical regulations, last July, we warned that the real battle — over FOCA's commercial freedom — was still to come. Now Jean-Marie Balestre has actually expressed his intention to take over control of the financial affairs of Grand Prix racing (see *P&P*), and the new crisis is upon us.

Not only that, but the failure of FOCA's peace proposals leaves the matter of the skirts ban and the other contentious new vehicle regulations unresolved.

In spite of Balestre's plans (revealed in an interview with a French newspaper), FOCA decided in London last weekend to go through the motions, at least, of accepting his suggestion that alternative methods of slowing down the F1 cars should be proposed by them before the end of this month. However, there can be no doubt that the threatened breakaway — the establishment of a FOCA-controlled 'World Series' — was also discussed once more *in camera* by the team owners.

Balestre's interview was published in France after he had left for a holiday which will last until the end of the week, so the controversial FISA President has been unavailable for comment. However, it does seem clear that it was Balestre's personal views which were expressed in the interview. There are no indications that the assumption of total financial control over Grand Prix racing is yet official FISA policy, in the sense that, as far as we can ascertain, it has actually been subjected to normal FISA democratic procedure.

The matter has not been voted on by the FISA Executive Committee. Despite what Balestre indicates in his interview, nor has it even been discussed in specific terms by the Formula 1 Organizer Commission. Our sources on the latter body decline to discuss its affairs in any detail, but it is our information that the Commission has only considered the possibility of evolving a standard contract for each Grand Prix, by forcing FOCA to negotiate with each race promoter on the same basis. We believe that even this was not put to the vote when the Commission last met, in Paris on June 25, the feeling of the meeting being that the standard contract idea was not feasible due to the special requirements of different countries and circuits.

Our readers will remember, however, that such niceties mean little to Balestre. Last April, the FISA Plenary Conference in Rio voted in a large number of new F1 regulations (including the ban on skirts), in direct reversal of the recommendations of its Executive Committee. Under severe criticism about this, Balestre

maintained that the Plenary Conference would serve no useful purpose were it merely a rubber-stamping committee, and that it had the power to over-rule any FISA Commission. His interview in France last week leaves little doubt in the minds of many observers that, when the next Plenary Conference is held in Paris on October 7, Balestre intends to apply the same methods in order to press through the legislation which will give FISA full financial control of Grand Prix racing. And remember that the April Plenary has already given Balestre authority to ensure "that, in 1981, FISA exerts full control over the World Championships belonging to it."

There has been no official reaction from FOCA, and no comment as yet from other FISA officials who are known to be strongly opposed to any attempt by FISA to interfere with FOCA's commercial freedom. But it is inconceivable, of course, that FOCA would even consider acceptance of Balestre's proposals.

It should be noted, however, that Balestre has offered the constructors a possible alternative. In the FISA communique issued at Zandvoort (*P&P* last week), there is an underplayed announcement of a revised Formula 1 Commission on which, says FISA, seats will be granted to "all the constructors (without exception) who wish to be a part of it." At first glance, this appears to be an offer to teams who would stay loyal to the sporting authority in the event of a FOCA breakaway. But it could be that Balestre's thinking goes further than that.

Once next month's Plenary Conference in Paris has formally approved FISA's takeover of financial control, the constructors would be forced to break away in order to protect their freedom to negotiate — unless they joined the new Commission *en masse*. As the constructors are well aware, an attempt at a CART-style breakaway is fraught with uncertainty, particularly in view of the possible loss of attractive teams like Ferrari, and the inevitably problematical opposition from most of the world's national sporting authorities. If control over their financial affairs could be largely retained within the FISA framework, then some of the more cautious teams might prefer the safe course of forming a new cooperative with FISA, the organizers and the sponsors to run the World Championship. It could be Balestre's hope that the possibility of this alternative will at worst split the constructors, at best lead eventually to the virtual absorption of FOCA under the general auspices of the FIA.

If this is indeed Balestre's thinking, it looks as though he may have underestimated the unity of FOCA, as expressed at last weekend's meeting in London.

It should also be remembered that Balestre is not only proposing that FISA should interfere with FOCA's commercial freedom, but also with that of the organisations with which FOCA has contracts. It is these very organisations which Balestre says he is trying to protect from the demands of FOCA by imposing FISA's own monopoly. It is obviously true that all the contracts for Grands Prix will eventually come up for renewal, but we wonder how many of the race promoters will allow FISA to conduct some of their financial affairs without putting its legal ability to do so to the test.

This question is very complex, due to the large number of different contractual arrangements for Grands Prix. This is why the F1 Organizers Commission has indeed discussed proposals for a standard contract. In the case of our own Grand Prix, FOCA's contract, which still has two years to run, is with the RAC Motor Sports Association, which doubles as our national authority and the promoter of the British Grand Prix, and which is a limited company which will seek to protect its right to handle its own affairs. We are informed that FISA does not have legal authority to involve itself in the commercial business of a national authority, nor of any independent organisation on its territory.

Balestre's proposals, then, will be resisted not only by FOCA, but also by powerful men in the government of motor sport, and that resistance will be supported by AUTOSPORT. It is absurd that Balestre should use the example of other sports such as football when discussing motor racing. Other sports do not involve privately owned capital investment and running costs which are as exposed to the decisions of their governing bodies. As Balestre must surely realise, no F1 constructor in his right mind would allow FISA or anyone else to run his business if he could possibly prevent it. FISA cannot expect to regulate income, for whatever purposes, when it is not involved in expenditure. As for Balestre's "only one or two per cent for organisational charges", this could amount to upwards of £100,000 per season, and he has given no indication of how that money will be earned or spent.

If Grand Prix racing is to survive under the overall management of FISA then the constructors must be in a position of control over their investments, and that includes a realistic measure of control over the adoption of new vehicle regulations as well as the right to negotiate. At this time, Balestre needs the full cooperation of the constructors in order to protect the long-term future of Formula 1, but he is not going to get it by attempting to force their hand.

Correspondence

● We would like to confirm that as a magazine we do not concur with the views expressed by Mr W. Smith on these pages last week, about the treatment of spectators at Brands Hatch during the Grand Prix meeting.

Happy days

I was most interested in your 30 year supplement (AUTOSPORT, August 28). The picture on the cover brought back many happy memories of motor racing after the last war; the 500cc cars gave some of the finest racing of all time. I can imagine how they sounded with

the 250 F Masers and 159 Alfas were far superior to the GP cars of today.

PADSTOW, CORNWALL

G. H. NORWOOD

Telling it like it is

I write with reference to Gordon Kirby's excellent article about the state of North American racing and CanAm in particular. (AUTOSPORT, August 7). Having just returned from Trois Rivières, I find myself agreeing wholeheartedly with Mr Kirby's CanAm views. Here at last is a man unafraid to tell it like it really

the editor is not bound to agree with readers' opinions.

I was at the first "new era" CanAm at Ste Jovite back in 1977 (a pathetic event masquerading as a motor race) and having attended numerous CanAm races since, in the hope that the series might turn itself around, I finally have to admit that the spectator is being ripped off royally. Is it any wonder the crowds are staying away in droves. They come to see a motor race and end up time and time again witnessing most of the front runners falling off before quarter distance, and the "race" degenerating into a boring procession. At Mosport back in June, in fact, I cannot recall a single overtaking manoeuvre!

What's the answer? Scrap CanAm, encourage John Bishop's IMSA GTB class (two seaters from Lola, March and McLaren maybe?), and implore Mamiya to continue their involvement with the Atlantic championship (now there's racing for you).

On closing may I add another personal view? The biggest enemy of motor racing is technical progress. Long live midjets, sprinters and dirt cars, Terre Haute you've got me! By the way, Gordon Kirby and I are not related.

OTTAWA, CANADA DAVID MORGAN-KIRBY

Top gear

I have just watched the Dutch Grand Prix on BBC2 TV. I would like to congratulate Dutch Television on their excellent coverage of the race, which didn't just show the lonely leader; it showed the interesting dice of the moment. It is a pity that this isn't the case all of the time.

BARONS COURT, LONDON STEVEN GRIFFIN

The drivers care . . .

After my accident at Mallory Park when my marshals post was demolished, I would like to thank the BRS rescue unit, doctors, fellow marshals and St John Ambulance for visits, cards and gifts during my stay in hospital.

I would like to give special thanks to Dave Stott, Chris Meek and Don Hardman — it's nice to know the drivers care about we marshals.

I am now recovering well at home.

COALVILLE, LEICS STUART COUSINS

. . . about we marshals

May I — as a marshal for a change — express my thanks to the St. John Ambulance Brigade for their help and sympathy after my accident at the BARC meeting at Mallory Park on August 17.

My thanks go also to the manager of the Colt team for his prompt help on site, and also for the Audi team manager, and Tony Lanfranchi's visits, plus those of many other friends during the day.

I could do without the broken arm, but it is nice to know so many people care.

SUTTON COLDFIELD, W. MIDLANDS LAWRIE EDWARDS

More than my life's worth!

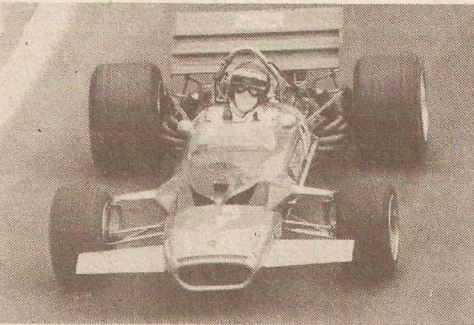
Credit for fastest class lap in the Lloyds & Scottish race at Brands Hatch on August 26, should go to Roger Friend in car 45, not to the writer in car 46, Ferrari Mille Miglia. No criticism of your reporting: the results sheets had been overtyped, and 45 was easily misread as 46.

Driving one-handed through third gear corners to stop the gear jumping out, an improvement of 52.5secs was achieved in the race over the writer's times in qualifying. Even so, it was still significantly slower than the 1m 49.7s fastest lap in class, and an attempt on such a lap time would surely have involved the writer in yet another king-sized accident (broken back twice, and various other ageing fatigued welds!).

NAVENBY, LINCOLN BERNARD WORTH.

10 Then as now? 25

Ten years ago this week (AUTOSPORT, September 10, 1970), the motor racing world was shaken by the tragic news of Jochen Rindt's death, in practice for the Italian Grand Prix at Monza. Not often has AUTOSPORT devoted three pages to an obituary, but Jochen was the fastest driver in the world at the time of his death, and this sad news had the same devastating impact that had followed Jim Clark's fatal accident at Hockenheim two and a half years earlier. However, it seemed likely that Rindt would win the World Championship posthumously, for he had a 20 point lead over Jackie Stewart and Jack Brabham.



Jochen Rindt in the Lotus 49 at Monaco, 1970.

The Austrian's death clouded a superb first victory for Clay Regazzoni, driving for Ferrari in his first year of GP racing. In those glorious pre-chicane days at Monza, slipstreaming battles for the lead were usual, and six drivers led before half distance, after which 'Regga' drew away to win by 6secs. Only nine cars were running at the end, mechanical failures having eliminated Jacky Ickx, Ignazio Giunti (Ferraris), Pedro Rodriguez, Jackie Oliver (BRMs — both led the race) and Jack Brabham. The Lotuses of John Miles and Emerson Fittipaldi did not start. Stewart took second place in his last race with the March 701, running without wings to increase straightline speed, while Jean-Pierre Beltoise (Matra), Denny Hulme (McLaren) and Rolf Stommelen (Brabham) finished fractions of a second behind.

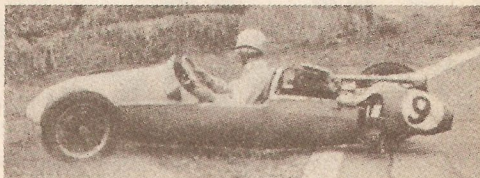
"Too often the bridesmaid, now the bride," read the caption to our photograph of the winner of the Zolder Formula 3 race that week — James Hunt was the man who took the narrowest of victories in his Lotus 59A over Barrie Maskell's Chevron B17 in the *Coupe de l'Avenir*. A quality entry gathered for the first F3 race at Zolder for two years, the local prestige of the event having attracted backing from *Le Soir* of Brussels and the *Antwerp Gazette*. Tony Trimmer's Brabham BT28 finished third.

We also published a eulogistic piece by Pete Lyons about the CanAm, our former GP reporter raving about the machinery but wondering why these spectacular cars so rarely provided good racing. The potential for good aerodynamics was beginning to stand out, for designers were discovering that the downforce created by wings could be increased by 'fences' to channel the air.

Twenty-five years ago this week (AUTOSPORT, September 9, 1955) the 50th running of the Brighton Speed Trials saw a predictable victory for Ken Wharton's ERA in a time of 23.99s, which seems to compare quite favourably with today's record of 17.48s (held jointly by Dave Harris, Terry Smith and Dutch motorcyclist Henk Vink). Rob Walker drove his Formula 1 Connaught (the car usually farmed out to Tony Rolt or Peter Walker) to second BTD, while Cyril Wick's Cooper-Jaguar proved to be the fastest of the sports cars.

The highlight of the F1 race for the *Daily Telegraph* Trophy at Aintree's international meeting was a dramatic finish, from which Roy Salvadori's Maserati emerged victorious. Reg Parnell (who had won at Oulton Park the previous weekend) managed just to hold his Connaught ahead of Stirling Moss's Maserati until the latter went out in a cloud of smoke. Salvadori was well behind, but took a lucky win when the Connaught ran a big end with just a lap to go. The new four-cylinder BRM was due to be driven by Peter Collins, but it failed to start after a practice incident: some compensation came to Bourne when Collins took the old 16-cylinder type 15 to victory in the *Formule Libre* race.

A photograph from the new stand at Brands Hatch showed how strange the Kent circuit looked before the pits were built, but the quality of racing at this young circuit was improving by the meeting. An unexpected appearance by Jim Russell was well rewarded when he carried off the Francis Beart Trophy. He also finished second in the up to 1200cc sports car race behind Peter Gammon. Coopers won seven of the day's ten races.

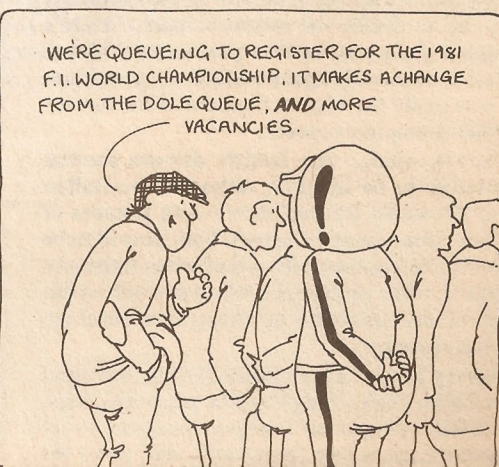
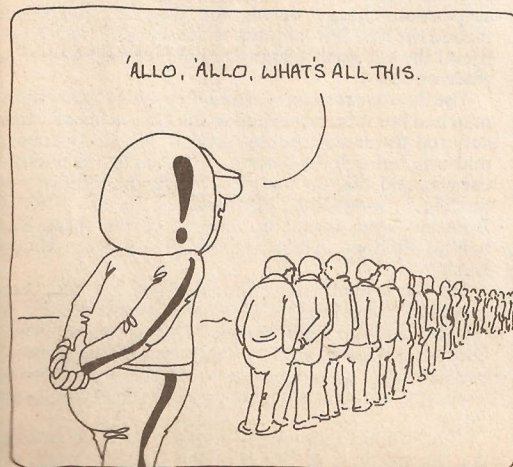


Colin Davis's 500 is beached at Aintree.

We looked forward, at last, to the resumption of big-time F1 racing by previewing the Italian Grand Prix, due to be held on the newly extended Monza circuit — owing to the panic which had followed the Le Mans tragedy, there had been a two month lapse, but all the teams had entered a full complement for this race, probably the last round of the 1955 World Championship. The debut of Amedée Gordini's new semi-streamlined 'eight' in the hands of Robert Manzon was an intriguing prospect, while British hopes were following Tony Vandervell's two Vanwalls for Harry Schell and Ken Wharton. Mercedes-Benz, the most successful *marque* that season, had an almost invincible team of Fangio, Moss, Kling and Taruffi, while Ferrari had nominated Farina, Villoresi, Maglioli, Castellotti, and Trintignant to drive either the side-tanked V8 Lancias or the 'Super-Squalo' machines.

by Barry Foley

Catchpole





Mike White scored a well deserved victory, not only over his usual Vandervell competitors, but also over the best of the European challengers.

White-wash!

Mike White's well-deserved first F3 win — Vandervell runners on top — Fine second for Wilson — Report: JEREMY SHAW — Photography: TIM TYLER.

F3	VANDERVELL CHAMPIONSHIP	16
	SILVERSTONE	

F3	EUROPEAN CHAMPIONSHIP	11
	SILVERSTONE	

Last weekend's Bradford & Bingley Trophy Meeting at Silverstone, highlighted by a combined round of both the European Formula 3 Championship and our own Vandervell British series, brought together probably the best and most competitive field of F3 cars seen this season.

Surprisingly, the event was largely dominated by two men, neither of whom had previously won a race this season. South African Mike White and New Zealander Rob Wilson caused a minor sensation by qualifying their respective cars, the Autowindcreens/Bob Gerard Racing March 803B and the SW Racing/Bondent Ralt RT3, on the front row. They proved that it was no fluke by scoring one win apiece in the two 15-lap races that were run to decide the overall winner. White's dominant victory in the first part assured him of overall success and, against top class opposition, this was easily the biggest moment of the former FF2000 champion's career.

On the whole, the British drivers showed themselves to be quicker, although the Italian Paulo Pavanello Racing March-Alfa Romeos of Michele Alboreto and Corrado Fabi proved to be the best of the continentals — the former finished a fine third, while young Fabi, who was involved in a couple of incidents in the first heat, set a scorching new lap record.

Thierry Tassin (Argo), Eddie Jordan (Ralt) and Kurt Thiim (Ralt) completed the minor placings. The BRDC staged an excellent programme of supporting races (see *Sportscard*) and, given the fine weather, they must have been very dis-

ENTRY & PRACTICE

The fact that both the European and Vandervell Championships are still wide open assured the BRDC of a top class entry for the Bradford & Bingley Trophy race. The published list of 45 runners represented the best field since Monte Carlo in May, and a fascinating contest was expected between the regular contenders from each series.

On the one hand, the European drivers had the slight advantage of knowing the (abysmal) characteristics of their usual Goodyear tyres, while the British competitors had to alter the set-up of their cars to allow for this (their normal, regulation G54 rubber proved to be too hard to be competitive), but at least their circuit knowledge was greater.

One other factor which perhaps proved significant was that the British runners are used to having their meetings conducted on one day, and know that the optimum time for practice is in the coolness and stiffness of early morning. At most meetings this year, pole position has been gained in the first practice session, and so the drivers are used to going flat-out from the start. The European runners, however, generally have much longer practice sessions and are accustomed to waiting until the dying moments of practice for their real effort. It was to prove their downfall at Silverstone on Saturday.

The day dawned bright and clear, almost perfect conditions as the cars filtered away down the pit-lane for the first of two hour-long sessions at 10.20am. A strong head-wind down Hangar Straight caused the only slight concern as several teams found their gear ratio calculations confused, but otherwise conditions were fine and, judging by mid-week testing times, Kenny Acheson's lap record set at the Grand Prix meeting last season looked in danger.

The first man truly to show his hand was Silverstone-based Irishman Eddie Jordan, who showed how much difference the acquisition of a new Ralt RT3 has made to his confidence. He was quickest of all for a good part of the first session before young Thierry Tassin — at 19,

his regular Petite Bête Argo JM6. With 15 mins of the first session to go — and the 1m 27s barrier still not beaten — Thierry came into the pits to take out his T-car and scrub in a set of rubber for the race. At the same time, many other drivers were building up to their peaks and this misjudgement saw the Belgian elbowed down to fifth position.

Throughout the session, Mike White had been steadily bringing his times down to set a pole-winning 1m 26.66. Like several other teams, Mike's is run on a tight budget and one set of tyres was all they could afford for the meeting. White had to be careful with them, particularly as many other drivers had tyres blistering badly after only a handful of laps. "You go down to Argo or March," said team boss Brian Holmes, "and they're building barriers out of the damn things!" In the second practice, Mike went out and immediately set a fast time, so came into the pits after just seven laps, took off his helmet and sat there watching, confident that his pole was safe.

Similarly restricted in budget was the other man on the front row, Rob Wilson. His Ralt RT3 has been increasingly quick recently, and was nice to see the Kiwi up there on the front row. Like White, he was using the regular 'hard' European Goodyear tyres — designated '67' for the front and '66' for the rear — and the effectiveness of his Ralt was easily detectable in the slow corners. Around Copse and Becketts, Rob was visibly faster than anyone, although the car's straight-line speed and agility through the very fast Stowe and Club Corners was not quite up to that of the March 803B.

Roberto Guerrero's Argo was the third different make of car in the first three. In his works-run Caribu Jeans/Banco Cafetero Argo JM6, the Colombian's only problems came with the tyres: "They're so inconsistent. They change from lap to lap. It's ridiculous." Crew chief Nick Jordan had realised the poor quality of the rubber during testing earlier in the year and had accordingly fitted a new cockpit-adjustable rear anti-roll bar so that Roberto would be able to compensate for the changing characteristics of the rubber. Even so, he was still struggling to make his car work and only after blistering several sets was he finally able to set a good time.

Guerrero set his time on the soft '78' and '79' compound tyres, but found that they would be useless for the race and so opted for the harder 67/66 set-up. Eddie Jordan, however, had found an old set of G65 rubber from last year and proved the effectiveness of these on his Ralt. "They're brilliant!" enthused the Dubliner, whose determination to put on a good show didn't seem to be affected by the fact that his wife was back at home expecting their first child at any moment.

With Tassin heading the third row, having set his time on hard tyres, Vandervell runners occupied the first five places on the grid. The Europeans came into their own during the afternoon session as did a couple of other 'Brits' who had been troubled in the morning.

Nineteen-year-old student Corrado Fabi, on his first visit to Silverstone, looked very impressive as he gained in experience. He wound up fastest in the second session and earned himself a place on the third row with the fastest of the Diavia March-Alfas.

Two other men to improve in the afternoon were next on the grid in the order Kenny Acheson and Stefan Johansson. One would have expected these two seasoned campaigners to be nearer the front but both had their troubles. Acheson crashed his intended race-car — the 803B — at Copse during wet practice on Friday, while Johansson's new Ralt needed a new tub after an incident on the previous Tuesday. When they arrived for practice on Saturday morning, both men had to race-prepare their cars.

Kenny's RMC March 793 was set up too soft for the European tyres at first but looked very good during the afternoon, while the Project Four team rebuilt Stefan's Marlboro Ralt around a new chassis and, on Ron Tauranac's advice, fitted new narrow-track rear suspension. This proved disastrous, so Dick Bennett and his crew set about a complete 'panic' rear suspension change during the interval. Johansson missed the first few minutes of the second practice but found the car greatly improved and earned himself a place on row 4.

The three works-run Martinis were once again evenly matched but were not suited to the circuit and all three suffered the same trouble: sudden, violent oversteer mid-way through the corners! "The car is fine into the corners and OK on the exit, but in the middle it is terrible," complained Euro-series leader Thierry Boutsen, who wound up slowest of the three cars behind Philippe Alliot and Monaco winner Mauro Baldi.

On the seventh row, Daniele Albertin had been expected to go faster ("He'd been below 1m 27s in testing," assured team manager Tim Schenken), while David Sears admitted to not "getting in the groove" early enough, although was also affected by not having been able to afford testing time with the new tyres for his Argo.

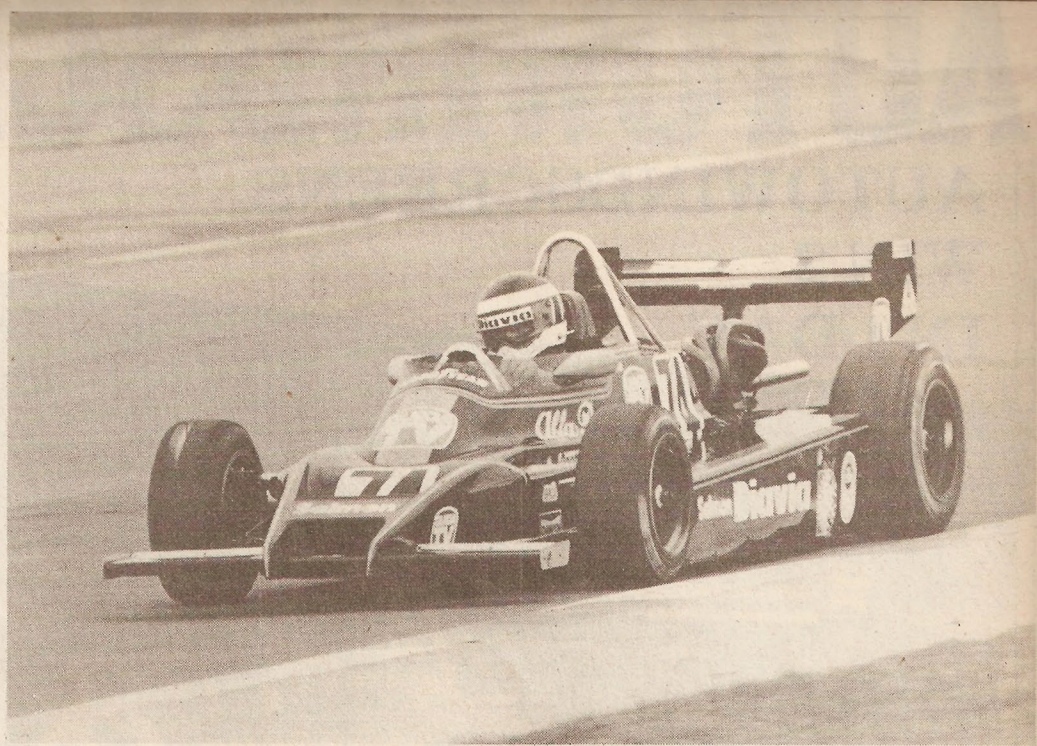
"I need some more time," moaned Kurt Thiim after the second hour of practice, the Dane still not yet adapted to one of Bertram Schafer's Ralt RT3s after

QUALIFYING

Mike White (ZA)	March 803B	1:26.66	1:27.36
Rob Wilson (NZ)	Ralt RT3	1:26.84	1:27.38
Roberto Guerrero (COL)	Argo JM6	1:26.98	1:27.45
Eddie Jordan (IRL)	Ralt RT3	1:27.03	1:27.59
Thierry Tassin (B)	Argo JM6	1:27.05	1:27.71
Corrado Fabi (I)	March 803B	1:27.57	1:27.07
Kenneth Acheson (GB)	March 793	1:27.19	1:27.14
Stefan Johansson (S)	Ralt RT3	1:28.19	1:27.20
Phillippe Alliot (F)	Martini MK31	1:27.49	1:27.32
Michele Alboreto (I)	March 803B	1:27.36	1:27.46
Mauro Baldi (I)	Martini MK31	1:27.38	1:27.37
Thierry Boutsen (B)	Martini MK31	1:27.64	1:27.51
Daniele Albertin (I)	Ralt RT3	1:27.52	1:28.02
David Sears (GB)	Argo JM6	1:27.54	1:27.68
Kurt Thiim (DK)	Ralt RT3	1:28.63	1:27.57
Brett Riley (NZ)	March 803B	1:27.58	1:28.24
Mike Blanchet (GB)	Lola T770/3	NT	1:27.92
Oscar Ruben Lurrari (RA)	Martini MK31	1:28.30	1:28.20
Mike Korten (D)	March 803B	1:28.23	1:28.37
Slim Borgudd (S)	Ralt RT3	1:29.19	1:28.27
Frank Jelinski (D)	Ralt RT3	1:28.90	1:28.45
Toshio Suzuki (J)	March 803B	1:29.70	1:29.16
Enzo Coloni (I)	Martini MK31	1:29.36	1:29.42
John Village (GB)	Ralt RT1	1:29.74	1:30.84
Mike O'Brien (GB)	March 803B	1:30.28	1:30.10
Terry Gray (GB)	Ralt TR1	1:30.40	1:32.14
Patrick Lancelot (F)	Martini MK31	1:30.90	1:31.67
Quirin Bovy (B)	Bovy F3	1:30.94	1:31.04
Trevor Wigglesworth (GB)	Chevron B43	1:32.49	1:32.86
Manuel Valls (E)	Martini MK31	1:33.00	1:32.55
Tony Norton (GB)	March 773/783	1:32.72	NT
Bruce West (GB)	Chevron B47B	1:35.53	1:33.98
Pierre Petit (F)	Bovy F3	1:34.56	1:35.47
Paul Hutson (GB)	March 783/793	1:35.10	1:34.84
Gerry Amato (GB)**	March 793	NT	1:38.03

* Did not start.

** Not qualified within 110% rule.



Corrado Fabi was the top European qualifier, he also set a new lap record despite the presence of many regular drivers.

major part of the season. More was expected of him for the race and the same could be said of Brett Riley, whose Dave Price Racing-run Gomm Metals March-Alfa was well off the pace. "Just slow," complained the mystified New Zealander, who had twice previously won this corresponding event at Donington.

Further back down the grid, German champion Mike Korten found the March-Renault unable to compete around such a fast circuit, while Swedish champion Slim Borgudd struggled throughout practice with a down-on-power engine and eventually was forced to scratch from the race. The Italian series leader was similarly in trouble, Enzo Coloni seemingly getting nowhere with his new Martini MK31, run alongside Argentine Oscar Ruben Lurrari. Thirty-four cars eventually qualified, Gerry Amato's rebuilt March 793 being the only unlucky one, excluded by the 110% qualifying rule, although the withdrawal of Borgudd and Tony Norton (March-Triumph) with engine difficulties left 32 runners for the first 15-lap race. Glorious weather once again greeted competitors on Sunday morning and the track was in good condition for the 20 mins warm-up. The race, however, was only one hour away, so the session was totally useless. If anyone had a major problem, they probably wouldn't have been able to rectify it in time for the first heat. Coloni was lucky that his Martini was only superficially damaged after a trip into the catch-fencing at Woodcote, while Guerrero was also lucky that a rapid change of head gasket cured the severe overheating that afflicted his Argo on its very first lap.

RACES

Practice had shown that there was little to choose between the best March, Ralt and Argo chassis, with each of them enjoying superiority on one point of the circuit but being closely-matched around the full 2.932 mile track. Marches were the most numerous (11), while the grid also contained nine Ralts, seven Martinis, three Argos, a pair apiece of Chevrons and Bovy's and the singleton Lola of Mike Blanchet.

The field of 32 assembled neatly after their final warm-up lap for a clean start. After 50 yards or so, however, Guerrero's Argo was dramatically swallowed by the pack as he was unable to engage second gear, while at the front White made full use of his inside line to head Wilson into Copsé. Jordan pressured them hard in third place ahead of a very fast-starting Johansson, happy with the knowledge that his poor getaways in the March had been caused by a faulty selector and all was now well in the Ralt. Acheson worked his way up into fourth place by Stowe but Tassin then saw his chance to dive inside him at Club, while Fabi also had the same idea but collided with the RMC March as Kenny turned into the corner. Acheson spun wildly and lost many places but Fabi, in braking, was passed only by the leading Martini of Alliot, Alboreto's March-Alfa and a hard-charging Blanchet.

Up the hill to Abbey they fled. White and Wilson still to the fore, while Johansson then dived to the inside under braking for the chicane and scabbled through ahead of Jordan, with Tassin right there on his tail. Guerrero was beginning his charge back from 16th place, with Boutsen's Martini just ahead following an alarming bumping match among the Martinis at Copsé, which had resulted in Baldi cartwheeling into the fencing and the additional retirements of Albertin

(Ralt), Patrick Lancelot (Martini) and Quirin Bovy (Bovy).

The leading trio of White, Wilson and Johansson remained in close contact for the opening laps and the early battle for fourth place allowed them to pull away slightly so that Tassin was a second or so shy of the leaders as they completed lap 2. Jordan was still there in fourth place, but he was elbowed back another four places on the following lap with Fabi charging through onto the tail of Tassin. Alliot hung on as best he could, as did Thiim, who was also running strongly in his Ralt, just ahead of Alboreto and Jordan.

Mike White was lapping quickly and consistently at the front, but Wilson found his engine's temperature running dangerously high if he tried to place the leader under too much pressure, and he was fighting increasing oversteer as his tyres began to wear. Johansson was also experiencing tyre trouble, a gradually deflating rear making life very difficult, and he was quickly closed upon by Fabi—the fastest man on the track — and Tassin, who was quite content to pick up a good placing in the first race and avoid any incidents.

By the 10th lap, Fabi was becoming increasingly desperate in his attempts to pass the wide Marlboro/Cherry Leisure Ralt, and made an ill-timed lunge down the inside under braking for the chicane, colliding heavily with Johansson and forcing both to spin. Fabi kept going without hitting anything but Johansson crunched heavily into the armo and was out of the race. Tassin scraped through the carnage into third place but lost even more ground to the two leaders.

White eased away in the closing stages as Wilson's tyre troubles worsened, while Alboreto drove a steady race to finish fourth without ever showing the same sort of speed as his team-mate. Kurt Thiim had been running in fifth place with only a couple of laps to go but Guerrero, who had driven mightily to close up after his disastrous opening lap, tried to pass him on the run through Maggott's and ended his race in the catchfencing after making contact with the Ralt. This enabled Jordan to nip through ahead of the recovered Dane, while Sears took seventh place ahead of Acheson, whose wrist was giving a good deal of pain after being jarred during the incident with Fabi.

The Martinis? Well, Boutsen and Jordan's Ralt both ran after the same piece of road on the 11th lap and the Belgian took to the grass before rejoining straight into the side of his unfortunate 'team-mate' Alliot. Exit one very unhappy Frenchman, while Boutsen continued sans sidepod, to the detriment of his water-starved engine.

During the interval between races, Guerrero's Argo was repaired by his hardworking crew, while Fabi also took up a position towards the back of the grid, having lost a lap in the first part changing a punctured tyre after his coming-together with Johansson.

At the start of the second race, once again White and Wilson disputed the lead into Copsé, while Tassin made the best of the exit and nipped through into second place before Beckett's. This was the order at the end of the first lap with Sears fighting hard in fourth place ahead of Fabi, Thiim and Jordan, with Guerrero already up to 10th place on the tail of the unhappy Acheson.

Wilson's pressure on Tassin paid off when he displaced the Argo under braking for Woodcote on the sixth lap and the determined New Zealander then set

about the chase of White. On lap 13, his chance came as White was held up by back markers on the Hangar Straight and, although he tried to regain his lead once, White then settled back to shadow the Ralt to the finish and make sure of a well-earned overall victory. This was particularly sweet for White, following the disappointment of the Silverstone race in July (when his car was disqualified), and rich reward for the untiring efforts put in by Mike himself and mechanic Mike Anderson.

Alboreto put in a strong charge towards the end, pulling out enough ground over Tassin on the final lap to make sure of third place overall, while Jordan shadowed the Belgian into a fine place. Thiim ran well once again to take sixth, while Guerrero was forced to hand seventh place over to the rapid Fabi when the Argo's right rear tyre went flat with a couple of laps to go. Poor Kenny Acheson could not get to grips with himself in the second part, feeling decidedly the worse for wear after taking a couple of painkillers, and so he dropped back to ninth in the overall results behind the ever-improving German Frank Jelinski, with David Sears ahead of the pair of them. Korten was placed 10th overall ahead of Toshio Suzuki's works March, and John Village brought his aged G54-shod Ralt RT1 into a creditable 12th overall ahead of several more up-to-date cars.

SILVERSTONE (GB)

Sep 6/7

Bradford & Bingley Trophy Race, European Formula 3 Championship, round 11 and Vandervell British Formula 3 Championship, round 16

2 x 15 laps heats — 87.96 miles

Overall

1. Mike White (March-Toyota/Novamotor 803B), 44m 04.02s, 119.76mph;
2. Rob Wilson (Ralt-Toyota/Novamotor RT3), 44m 06.09s;
3. Michele Alboreto (March-Alfa Romeo/Novamotor 803B): 44m 20.77s;
4. Thierry Tassin (Argo-Toyota/Novamotor JM6), 44m 21.09s;
5. Eddie Jordan (Ralt-Toyota/Novamotor RT3), 44m 28.69s;
6. Kurt Thiim (Ralt-Toyota/Novamotor RT3), 44m 36.29s;
7. David Sears (Argo-Toyota/Novamotor JM6), 44m 43.22s; 8. Frank Jelinski (Ralt-Toyota/Novamotor RT3), 44m 50.16s; 9. Kenneth Acheson (March-Toyota/Novamotor 793), 44m 51.16s; 10. Mike Korten (March-Renault/Gordini 803B), 45m 15.77s; 11. Toshio Suzuki (March-Toyota/Novamotor 803B), 45m 16.86s; 12. John Village (Ralt-Toyota/Novamotor RT1), 46m 12.74s; 13. Enzo Coloni (Martini-Toyota/Novamotor MK31), 46m 26.26s; 14. Mike O'Brien (March-Toyota/Novamotor 803B), 46m 30.59s; 15. Corrado Fabi (March-Alfa Romeo/Novamotor 803B), 29 laps; 16. Trevor Wigglesworth (Chevron-Toyota/Novamotor B43), 29 laps; 17. Roberto Guerrero (Argo-Toyota/Novamotor JM6), 28 laps; 18. Manuel Valls (Martini-Toyota/Novamotor MK31), 28 laps; 19. Pierre Petit (Bovy-Toyota/Novamotor F3), 28 laps; 20. Paul Hutson (March-Toyota/Novamotor 783/793), 28 laps; no other classified finishers.

Heat 1: 1. White, 22m 01.14s, 119.84mph; 2. Wilson, 22m 04.09s; 3. Tassin, 22m 14.61s; 4. Alboreto, 2m 17.40s; 5. Jordan, 22m 21.98s; 6. Thiim, 22m 26.75s; 7. Sears, 22m 30.41s; 8. Acheson, 22m 32.84s; 9. Brett Riley (March-Alfa Romeo/Novamotor 803B) 22m 36.77s; 10. Jelinski, 22m 36.89s; etc.

Fastest lap: Fabi, 1m 26.79s, 121.62mph (record).

Heat 2: 1. Wilson, 22m 02.00s, 119.76mph; 2. White, 22m 02.88s; 3. Alboreto, 22m 03.37s; 4. Tassin, 22m 06.48s; 5. Jordan, 22m 07.71s; 6. Thiim, 22m 09.54s; 7. Fabi, 22m 10.11s; 8. Guerrero, 22m 12.61s; 9. Sears, 22m 12.81s; 10. Jelinski, 22m 13.27s; etc.

Fastest lap: Fabi, 1m 26.85s, 121.53mph.

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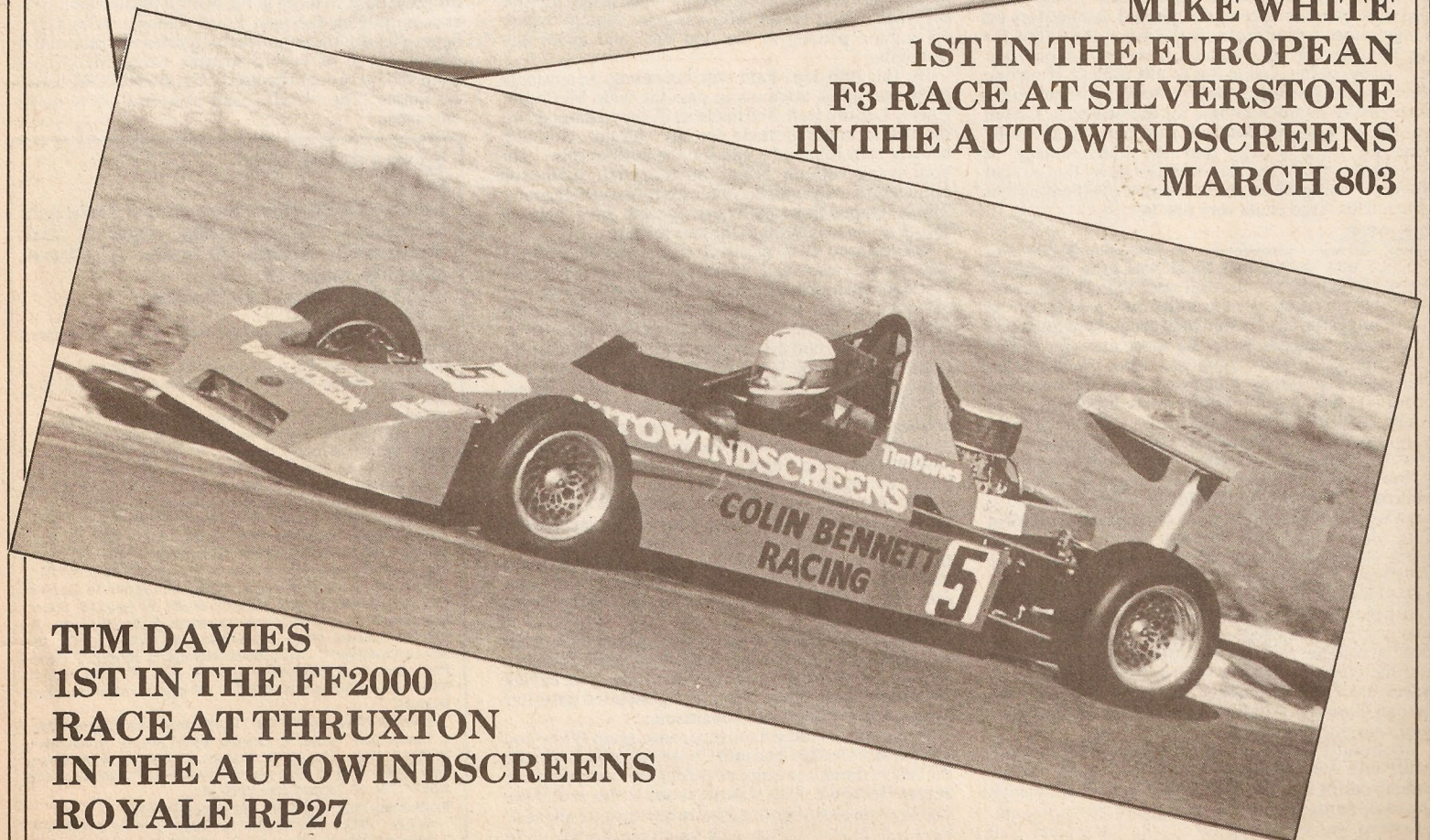
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WIN 2

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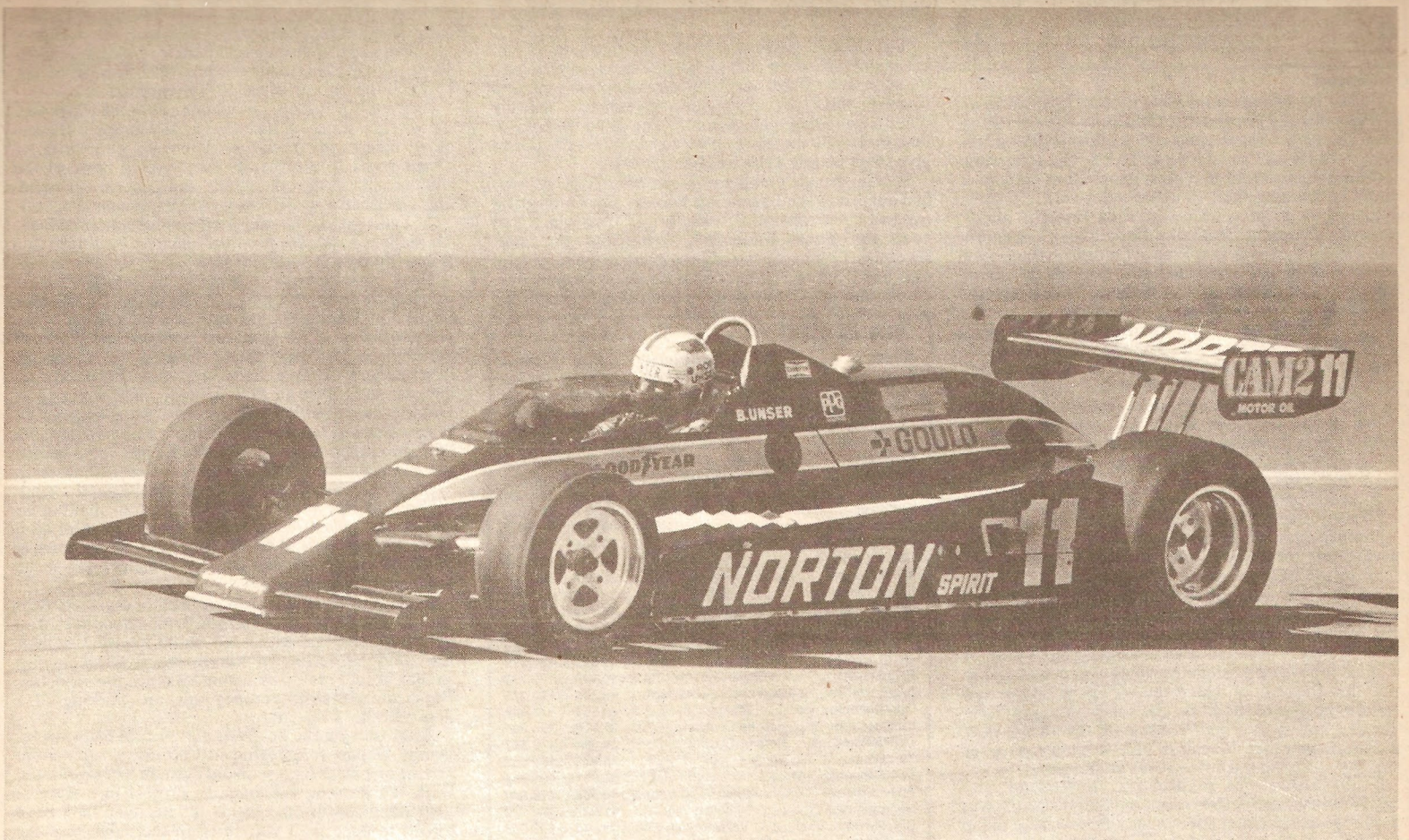


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Bobby Unser's Norton Spirit Penske PC9 led the majority of the California 500 in fine style — "I knew it was going to be my race," he said afterwards.

Spirit of America

Unser wins second California 500 in a row — Rutherford takes second place and title — Mears goes well — Gloy impressive — Superb entry — Report: GORDON KIRBY

Wearing a pair of faded, rumpled jeans, Bobby Unser stood on the doorsill of his garage at the Ontario Motor Speedway. Some ninety minutes earlier, he had won his fourth California 500 — his second in succession — and now he was relaxing, signing autographs, wearing his familiar lean, straightforward, that's-the-way-it-is expression.

"I never really had to extend it today," he was saying. "I had the car, I had the set-up. I just had to be conservative — you know, not use up the car — and it was going to be my race.

"I tell you," he went on, "Penske really played his part today because we lost our radios right at the start of the race, so we had no communication. I couldn't talk to him, he couldn't talk to me. So he did his job — figuring when I should stop and if I should take fresh tyres — you know, things like that. I did my job on the racetrack and he did a heckuva job in the pits."

Unser had started his Norton Spirit Penske PC9 from the pole and had led most of the race, running powerfully, so that he was often the best part of a lap clear of the next car. In the end he won by 8secs from a hard-trying Johnny Rutherford (Chaparral 2K), who kept his perfect finishing record intact and thereby collected enough points to become CART's second champion, three races short of the season's end. Defending champion Rick Mears was the only man other than Rutherford to offer some pressure to the elder Unser, although a couple of green flag tyre changes in the late going lost Mears a lap at the finish. Both Penskes were equipped with a new Schwitzer turbocharger which seemed to give them a useful horsepower advantage over the Chaparral.

9	PPG INDY-CAR WORLD SERIES CALIFORNIA 500	9
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Although he was outstripped by the works Penskes and the Chaparral, Al Unser had a good run in the Longhorn LR01. He finished fourth, seven laps down, losing some of that distance because of a puncture, but otherwise scoring his best result of the season. For much of the race, Bill Alsup held a solid fifth place but, barely 100 miles from home, he very uncharacteristically crashed out of the race. That left 500-mile rookie Tom Gloy to finish fifth in his second start for the Penske team, this time driving a PC7. Another good drive was turned in by Dennis Firestone who brought his PC6 into sixth place, on the same lap as Gloy. Pancho Carter drove a whirlwind of a race to finish seventh following a skirt failure which resulted in a big spin and further skirt damage.

Others to go well but not make the finish included Tom Sneva who pushed his ageing McLaren M24 into fifth place before losing a turbocharger, Spike Gehlhausen who held sixth place in the opening laps until a failure of his Cosworth's big belt stopped him, and Mike Mosley who again showed the Eagle's pace by running with the leaders before problems with a valve cover dropped him off the pace. Later Mosley crashed into the spinning Alsup and bounced into the wall. Tom Bagley also went well in the Patrick team's difficult Wildcat Mk4, only to drop out because of a failed wheel bearing. Neither Gordon Johncock nor Danny Ongais figured in the race, and both dropped out with engine compartment failures.

ENTRY & QUALIFYING

The past two years have been rough ones for the sport of Indy car racing. The battle between CART and USAC has sliced through the heart of the business, leaving behind a trail of incommunicable differences which run deep enough for every one of the men who build and race the cars — the mechanics, drivers, engineers, gofers and bosses too — to have learned some enduring lessons about what makes things tick. Now, with the battle apparently resolved largely in favour of CART, the question asked by these people is whether the bad practices of the old regime can be avoided so that the game of Indy car racing can be saved from the jaws of indifference.

Indeed, the biggest problem facing the category these days is a simple lack of spectator and media interest. Weak as the crowd and exposure ratings may have been over the past decade, the split between CART and USAC seemed to disgust the average spectator enough for them to have stayed away from last year's and most of this year's races in substantial numbers. With a new man at the helm of CART and the Indianapolis sanctioning agreement also announced recently (see *Pit & Paddock*), the job of reversing this trend of disinterest must begin quickly and in earnest.

As far as the thing they call 'the show' is concerned, that portion of Indy car racing has weathered the storm of power and politics in fine style. More different types of new Indy cars have appeared this year than in a long time and as the entry assembled for the California 500, it was clear that the depth of competition in the Indy car ranks is as healthy and difficult as ever.

Some 38 drivers and more than 40 chassis arrived in the spacious Ontario Motor Speedway garage complex and with the exception of non-arrivals A. J. Foyt and the Whittington brothers, the field was virtually identical to that at Indianapolis. Mike Mosley was there with a freshly turned-out, all-aluminium Chevrolet-engined Eagle, the Penske and Longhorn teams showed up having each run their own three-day test sessions at Ontario, and there were the likes of rookie drivers Tom Gloy and Mike Chandler to offer some spice to the entry.

Continued

Unlike the two previous 500-milers of this season at Indianapolis and Pocono, the California 500 was run to CART's current regulations which allow sliding skirts along with 48ins of boost for a turbo V8. The admission of sliding skirts meant that most people thus equipped would be running their first 500 miler with a proper sliding skirt system which in turn brought about reliability concerns. Both the Penske and Longhorn teams spent a good deal of time at Ontario in the weeks before the race with a mind to both balancing the car on their sliding skirts attempting to achieve some longevity in the ceramic and rubber contact surfaces.

As far as the Penske team was concerned, they were also anxious to test their new Schwitzer turbochargers. This particular blower is larger in diameter but narrower in cross-section than the conventional blowers units, and apparently delivers a greater volume of air to the cylinders which in turn considerably reduces the port and head temperatures. A. J. Foyt is a longtime advocate of Schwitzer blowers and used one of the latest units in his controversial show at June's Pocono 500 (although everyone agrees there was more to his turn of speed in that race than a new blower!).

Nevertheless, a handful of teams have been working hard to sort out the Schwitzer unit this summer and at Ontario the hard-to-obtain blowers appeared on the two works Penskes, one of the pair of Chaparrals and Spike Gehlhausen's Fletcher Racing Penske PC7. In the case of the Penske team, the adoption of the new blowers had resulted in a great deal of re-routing of exhaust pipes and wastegates which also considerably modified the way in which the weight is distributed around the axis of the PC9. The combination of these changes and a thorough sorting of the PC9's skirt systems meant that the pair of blue works Penskes set the pace from the start of practice at Ontario.

Bobby Unser was particularly 'hooked up' and everyone else was loath to comment that ol' Bobby was warming-up at a faster pace than they were able to tap! Indeed Unser's Norton Spirit PC9 was visibly faster than any other car at every segment of the racetrack. On his hot laps there was never the smallest hint of a lift of the throttle, and on every one of the handful of practice laps Bobby put in, he was faster than the 190mph (47.0s) target.

Most of all, it was interesting to note how little changing of set-up took place on Unser's PC9. Bobby is probably the most ruthless tester in the business and usually he tries radically different set-ups on a daily basis, but in California there was none of this. His chief mechanic said the only chassis change he had made all week was a small front ride height adjustment and Bobby himself said: "Well I guess I have messed with the car this week about as little as I ever have. Seems like we got through our problems in our test. Except for losing that engine in practice we haven't had any problems."

In the end, Bobby qualified on the pole at better than 195mph, nearly a full second a lap faster than anyone else. The only other man to run consistently in the 190mph bracket was team-mate Rick Mears. Although he was never able to match Unser's pace, Mears had a relatively troublefree practice and come the end of practice and qualifying, he and his team were confident that they could at least hang onto their sister car and watch things develop. Both Penskes experienced some excessive heat problems with their right rear Goodyears and in Saturday's 'carburation tests' they appeared with the inside shoulder of the offending tyres showing signs of some bevelwork.

Jim Hall's all-conquering Chaparral team came to Ontario with an amazing record under its belt. In the eight races which preceded the California 500, the pair of Chaparral 2Ks, Johnny Rutherford at the wheel, had scored five wins, two seconds and most remarkable of all had finished every single lap of the season to date!

For Ontario, Hall was trying a variety of aerodynamic and engine combinations on his two cars. Neither chassis had been tested in California so it was not surprising that Rutherford was hard pressed to match the pace of Unser and Mears. Late in the week, however, the Chaparral men began to get themselves sorted out. They decided against running their Schwitzer-equipped chassis and concentrated on their more conventional example which was fitted with very small wings, first seen at Michigan in July.

Although he qualified at no better than 189mph, Rutherford and his yellow racer turned everyone's heads in Saturday's short, final practice session when he lapped at better than 194mph, almost 2mph faster than poleman Unser. That night Hall's men were hard at work on their car, fine-tuning it and building some reinforcing plates for the rear wing mounting plates. There was no discounting them . . .

Other than Foyt, the first team to race with the new Schwitzer blower was the tightly-knit Fletcher team who run a Penske PC7 for young Spike Gehlhausen. Since his crash in the early stages of the Indy 500, Gehlhausen has started only two Indy car races, and for

Ontario he and the team were anxious to put in a good show.

Sure enough Spike was one of the few men able to break the 190mph barrier in practice and despite being a bit unhappy with his qualifying run he wound up a solid fourth fastest. "Aw yeah, we're in good shape," said the quiet, easy-going Gehlhausen. "The thing we have to do is make it to the finish. If we can do that we're gonna give some people a run for their money."

Starting beside Gehlhausen was Mike Mosley, who had not driven the Eagle since Pocono. For Ontario the car had been repainted in the bright blue which had been the Eagle trademark throughout the mid-seventies. Otherwise the car was in much the same trim as it had been at Pocono and once again the raucous, all-aluminium, Chevy-based engine helped propel the

who joined the team in July. Eisert has brought some badly-needed practical experience to Bobby Hillin's team but as good a job as he has done, Eisert is quick to point out that the team needs a Mk2 version of the LRO1 if the car is ever to fulfill its promise.

At Ontario, the car ran without its front wings and there was a standing joke that at any moment the car might take to the track sans rear wing! Otherwise Al Unser was happy with the car, voicing none of the worries about unpredictability and general evil handling which had plagued him at Indianapolis and Pocono. "The car is good," he said from behind a puzzled face. "It really is good. We just don't seem to be able to find speed 'though. It's just not fast."

Once again showing himself to be the fastest privateer in Indy car racing was Bill Alsup. The former Super Vee Champion has also benefitted from some reorganisation of his team this summer and in recent months he has established himself as a regular frontrunner. Alsup's team are now beginning to develop their Penske PC7 in their own way and at Ontario the affable Alsup turned in a handful of practice laps at better than 189mph. In qualifying, his PC7 developed some "push" that he lost some speed, yet Alsup still qualified an impressive seventh fastest.

Starting eighth was Tom Sneva, who began the week in the Sugaripe team's Phoenix but after making no progress reverted to his favourite old nail, McLaren M24. All Sneva could do was trim the wings as much as he dared and get on with the job. Which of course, he did happily and admirably.

Something of a surprise in ninth place was Jerry Karl who is having a pretty fair season behind the wheel of an old McLaren fitted with a self-built Chevrolet engine. Karl has squeezed a lot of horsepower from his engines so that his old car really hammers down the straights. For a team with so little money, this hard-working outfit deserves a lot of credit.

After missing the last Indy car race, at Milwaukee, Danny Ongais reappeared in California, once more driving one of his four-year-old Parnelli VPJ6B chassis. With the Porsche Indianapolis project in a state of suspended confusion, Ongais and his team have been forced to pace their way through the balance of the season, looking for reliability rather than speed. Ongais qualified his Parnelli tenth fastest.

Directly behind Ongais was Johnny Parsons who was making only his third start of the season. Parsons was driving the second example of the David Bruns-designed Lightning-Cosworth, having destroyed the original chassis in a qualifying crash at Pocono two months earlier. The new car was beautifully finished and Parsons lapped as fast as 189mph in practice only to have his engine begin to fail during his qualifying run.

A good qualifying run was turned in by veteran Billy Vukovich at the wheel of a two-year-old Offy-powered Watson chassis. He qualified for the outside of the fourth row, beside Ongais and Parsons, while team-mate Sheldon Kinser qualified five rows behind, on the second day of qualifying, after the Watson team's Cosworth-engined car blew an engine on the first day.

An impressive thirteenth qualifier was Super Vee driver Mike Chandler who made his Indy car debut in California at the wheel of Warner Hodgson's McLaren-Cosworth M24. Chandler had put in more than 700 miles of testing before practice began at Ontario and he showed a great deal of skill and control in qualifying only 2mph slower than Tom Sneva in a similar car! The son of Los Angeles Times Publisher Otis Chandler, young Mike clearly has a big future ahead of him.

Having a real struggle of it in California were the Patrick team who brought along only a single Phoenix

QUALIFYING

Driver	Car-engine	Time	Speed
Bobby Unser.....	Penske-Cosworth PC9.....	32.213.....	195.200
Rick Mears.....	Penske-Cosworth PC9.....	34.046.....	191.396
Johnny Rutherford.....	Chaparral-Cosworth 2K.....	34.894.....	189.685
Spike Gehlhausen.....	Penske-Cosworth PC7.....	35.226.....	189.024
Mike Mosley.....	Eagle-Chevrolet 80.....	35.359.....	188.760
Al Unser.....	Longhorn-Cosworth LRO1.....	35.927.....	187.643
Bill Alsup.....	Penske-Cosworth PC7.....	36.445.....	186.635
Tom Sneva.....	McLaren-Cosworth M24.....	37.322.....	184.952
Jerry Karl.....	McLaren-Chevrolet M16E.....	37.713.....	184.213
Danny Ongais.....	Parnelli-Cosworth VPJ6B.....	38.020.....	183.636
Johnny Parsons.....	Lightning-Cosworth 80.....	38.092.....	183.501
Billy Vukovich.....	Watson-Offy.....	38.133.....	183.425
Mike Chandler.....	McLaren-Cosworth M24.....	38.357.....	183.007
Gordon Johncock.....	Phoenix-Cosworth.....	38.443.....	182.847
John Martin.....	Wildcat-Offy Mk 1.....	38.779.....	182.225
Tom Bagley.....	Wildcat-Cosworth Mk 4.....	38.849.....	182.096
Rick Muther.....	Penske-Cosworth PC7.....	39.343.....	181.190
Greg Leffler.....	Lola-Cosworth T500B.....	39.845.....	180.279
Bill Tempero.....	Eagle-Chevrolet 73.....	40.149.....	179.732
Billy Englehart.....	McLaren-Cosworth M24.....	40.348.....	179.376
Gary Bettenhausen.....	Wildcat-Offy Mk 2.....	40.563.....	178.922
Pancho Carter.....	Penske-Cosworth PC7.....	37.672.....	184.290
Dennis Firestone.....	Penske-Cosworth PC6.....	38.594.....	182.567
Tom Gloy.....	Penske-Cosworth PC7.....	38.683.....	182.402
Vern Schuppan.....	McLaren-Cosworth M24B.....	38.911.....	181.982
Sheldon Kinser.....	Watson-Cosworth.....	40.583.....	178.939
Herm Johnson.....	Lightning-Offy 77.....	41.027.....	178.170
Dick Simon.....	Vollsted-Offy 77.....	43.646.....	173.668
Phil Caliva.....	McLaren-Offy M16C.....	43.649.....	173.663
Jerry Sneva.....	Orbitor-Cosworth.....	48.157.....	166.425
Larry Cannon.....	Wildcat-Offy Mk 1.....	48.161.....	166.419
Larry Dickson.....	IAM-Chevrolet 001.....	49.515.....	164.361
Roger Rager.....	Wildcat-Chevrolet Mk3.....	No Time	
Dick Ferguson.....	McLaren-Cosworth M24.....	No Time	
John Mahler.....	Finley-Offy.....	No Time	
Jeff Heywood.....	Lightning-Offy.....	No Time	
Chip Mead.....	Fleagle-Offy.....	No Time	
*Rookie			

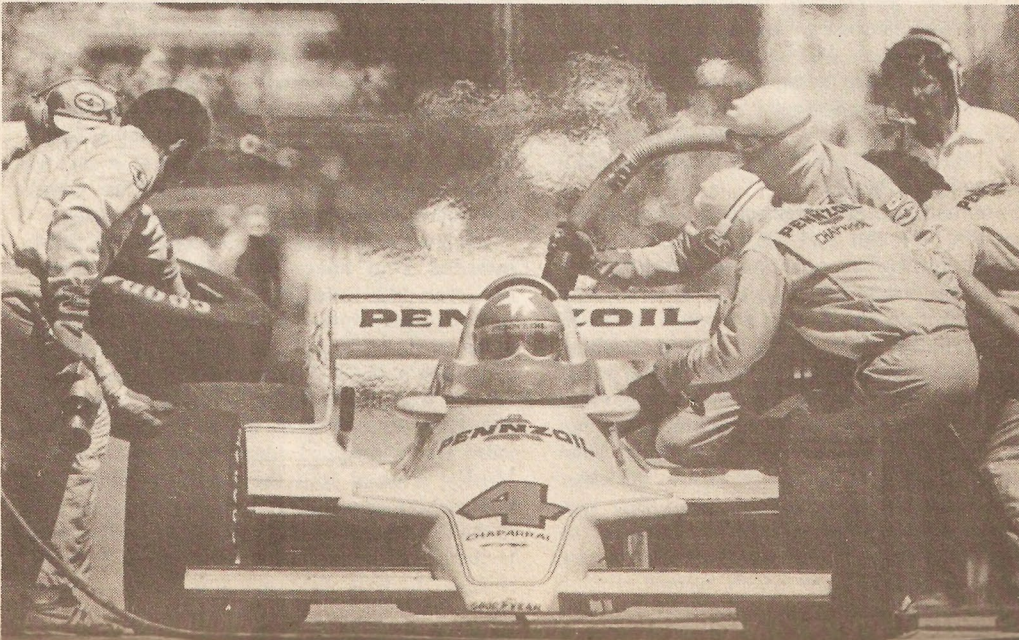
Note: qualifying times are the total of a two-lap, 5.0 mile run.

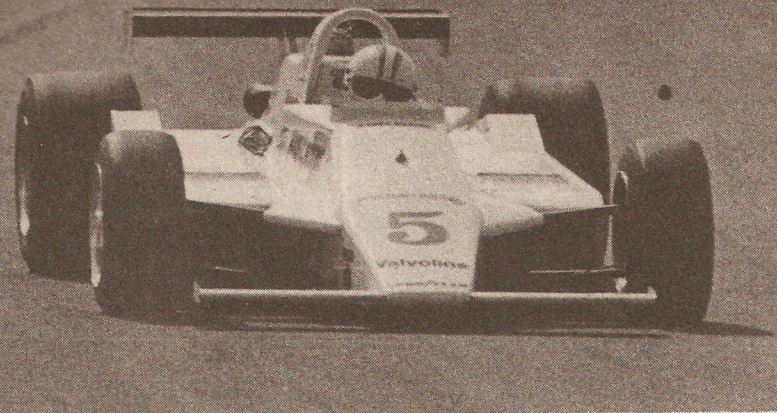
fixed-skirt Eagle around at a very impressive pace. Like the Chaparral, the Eagle picked up speed as the week of practice wore on and on Saturday Mosley slapped at better than 190mph. An eleventh-hour problem with the engine's rocker arms resulted in a change to a new design that night and left everyone, competitors included, hoping that the little car might go the distance.

In spite of a full testing programme in the weeks before the race, the Longhorn team were unable to get their LRO working as well as they had hoped. The business of skirts and ground effects is still a very black art when it comes to speedway racing and while the Longhorn seems to have found itself on short tracks and road courses, it is not yet adapted to the big tracks.

Much of the credit for the development of the Longhorn belongs to veteran crew chief Jerry Eisert,

A slow pitstop hindered JR's chances of beating B. Unser, but he still took the title.





Al U. made it a good day for the Unser family with a fine fourth in the ever improving Longhorn.

chassis after Indianapolis testing had revealed a problem with sticking skirts. So it was that Gordon Johncock found himself struggling to sort-out his Phoenix on fixed skirts while Tom Bagley reverted to the team's irksome Wildcat Mk 4. Near the end of practice Johncock began to wring some speed from his car, which now features extensively modified sidepods, while Bagley was only a tick slower in the Wildcat. So far off the pace were the two Patrick cars that they were split by John Martin's old Offy-engined Wildcat Mk 1.

The fastest man on the second day of qualifying was Pancho Carter who lapped his Alex Foods Penske PC7 at over 184mph. He had been running even better until Dick Simon's Vollstedt blew its engine in practice and a lack of response by the observers meant that Pancho hit Simon's oil while still flat-out. Carter's PC7 went into a big spin and clipped the wall, leaving Johnny Capels and his men with a major rebuild of the car's back end.

Others to qualify with good speed on the second day included Dennis Firestone, Tom Gloy and Vern Schuppan. Firestone was making his fourth Indy car start of the season in a well-turned-out Penske PC6 while Gloy was making his superspeedway debut in a Penske-run PC7 (chassis number 001) painted in the yellow of backer Lane Sports. Schuppan showed up at the last minute with a McLaren M24B purchased a week earlier by the Wysard Motor Co. and did well to go as fast as he did given his lack of practice with the car.

When the time allotted for qualifying ran out, there was one more place in the field of 33 to be filled and after protracted discussions with the five drivers who had not qualified, it was decided to add all of them to the field in the order of their ranking in the CART point standings.

Missing from the field was the freshly rebuilt Orbitor/March which Howdy Holmes had practiced at better than 184mph until an apparent skirt failure pitched car and driver into the wall. Although the car stood up well to the impact it finished its shunt in the infield grass, following a triple barrel roll, and Holmes, who was pulled from the car by McLaren driver Phil Caliva, was lucky to escape with no more injuries than a pair of cracked ribs. Jerry Sneva stepped into the hastily-prepared spare Orbitor and qualified it on the tenth row, having had not a single practice lap in the car.

RACE

Given his pace throughout practice there was no question that Bobby U was going to be a hard man to hang onto in this race. Rutherford therefore, anxious to avenge his defeat in the Pocono 500 and carry off the CART title with a victory, made an aggressively superb start. As the field poured into the first turn the Chaparral began to nose ahead of Unser's Penske but Bobby was not about to give way so that the two cars ran side by side through the turn, Unser on the inside, Rutherford hard on the outside.

Across the short straight that connects the first and second turns the two leaders remained deadlocked, the yellow Chaparral forming a luminescent silhouette around the blue Penske. Into the second turn, Unser trying to force the Chaparral wide and Rutherford trying to pinch the Penske down low, the two cars continued as a matched pair.

Down the backstraight they whistled, the field churning along in their wake. A mile and a half from the start Unser and Rutherford dived into the third turn and here Unser had to give best to Rutherford so that the Chaparral pulled out half a dozen car lengths and pounded down to the fourth turn and onto the front straight at the head of the field.

Meanwhile Mosley had made a fine start, displacing Mears in third and holding off Al Unser, Gehlhausen, Sneva, Alsup, Vukovich, a fast-starting Johncock and Ongais. But before the race could take shape a yellow flag waved because a photographer had foolishly dropped a lens onto the track at the first turn!

A couple of laps later the green flag waved again and Rutherford hard-nosed his way ahead of Unser into the

first turn. Mears was soon levelling a stiff attack on Mosley's Eagle and within a couple of laps he had ducked inside the Eagle and set off in pursuit of the two leaders.

By the 10th lap Rutherford and Unser were beginning to lap the slower cars and a couple of laps later Bobby saw his chance and shot around JR as the Chaparral found itself trapped in a patchwork of backmarkers. Right away Bobby began to extend his lead so that within half a dozen laps he had pulled out 5secs to Rutherford with Mears in third place a similar distance behind the Chaparral. Mosley had embroiled himself in a battle with A. Unser over fourth place, just clear of the flying Sneva while some distance behind Alsup had taken a firm grip on seventh place. Gehlhausen and Vukovich were already out of it.

On the 20th lap the second yellow of the race came out when Carter, who had pushed his way into eighth place ahead of Johncock, Ongais, Rick Muther and Bagley, suddenly lost control as he exited the first turn. Carter's PC7 spun across the road and slid into the grass where Pancho finally regained control. As the yellow came out Carter carefully made his way to the pits where his mechanics found the lefthand skirt torn away from its housing. They immediately set to fitting a fixed skirt in place so their man could continue. Later Carter and his men theorised that a stuck skirt had triggered the incident.

The yellow flag enabled everyone to make their first fuel stops without too much trouble and after a few more laps under the green there was yet another yellow when John Mahler had a pretty substantial wall-climbing incident in the first turn. Although Mahler was unhurt it took some 15 laps to clean up the mess from his ruined car.

When the starter waved the green again, Rutherford pounced immediately. Into the first turn the Chaparral ducked inside the Penske and for a lap and a half the yellow car held off the blue machine. Then, as they bent into the third turn, Unser snapped to the inside, nosed ahead and began to prance away with the race. Within 10 laps, using traffic to considerable advantage, ol' Bobby had pulled out 10 seconds to JR.

Not too many laps later the leaders began their second round of fuel stops, these coming under the green, so that the speed of the pitmen was crucial. For all the cars that counted there was no time to consider changing tyres. It was a fast stop — seven, maybe eight seconds — for forty gallons of methanol and a tyre-smoking charge down the pitlane toward the first turn.

By this time Mears had established himself in third place, clear of A. Unser while Sneva was the only other man able to stay the pace as he kept his old McLaren on the leader's lap in fifth place. But as he exited the fourth turn for the 76th lap Sneva's engine suddenly gave up the ghost and coughed out a huge cloud of smoke. "Well, at least I was leading my class again," said a jovial Sneva later. "Wasn't too bad for an old flat-bottomed car and a team that are spending no more than \$300,000 this year . . ."

After the required yellow in order to pick-up Sneva's car, Bobby U again showed his dominance as he quietly ran away on his own. In his wake Mears began to attack Rutherford and after a heated battle took ahold of second place and even began to inch up on his team leader. A few laps earlier Bobby had a desperate moment along the back straight when he was forced onto the grass while lapping a knot of slower cars.

"I came up on a group of cars," Unser later told the story, "and they began to spread out — two wide, three wide. I eyed them out for a few seconds and it looked good so I went for the inside and — wouldn't you know it — they suddenly made themselves four wide! Well I had to go right down into the grass. I mean I went all the way to the third turn down there! I thought well, this is it. I'm gonna tear off the skirts and be in big trouble. But you know, I get on the track again and everything's fine!"

As the mid-point of the race came up then, it looked as if the two works Penskes might both have the legs of

the Chaparral. Neither Penske took on tyres when they made their next fuel stops while Rutherford went for two new rear tyres and a new right front. The time lost there dropped the Chaparral even further behind.

By this time Johncock had dropped out of seventh place with a blown engine while Mike Chandler had missed his pit, run out of fuel and dropped away from a very impressive eighth place. Later while still looking as if he might finish among the top 10, Chandler pulled off with a blown engine. Also out of the hunt at this stage was Mike Mosley who had lost 5 laps in the pits while a couple of valve cover bolts which had vibrated loose were replaced.

As the race wore on Bobby U began to pull away from his teammate and on the 126th lap Mears, fighting ever-worsening oversteer, came in for a change of rightside tyres. A lap later he came in again, this time for a left rear tyre. The combination of those two stops lost him almost 2 laps so that Rutherford was left on his own in second, more than half a minute behind Unser. It was all down to reliability and pitwork.

A dozen laps later everyone sat up and paid attention when the leader came in for fuel and rightside tyres (his first tyre change of the race) and while the car was sitting in neutral, its engine suddenly died! A Penske crewman was quick to muscle the heavy, aircraft starter into place and after a few agonising seconds the engine fired again, but the confusion had allowed Rutherford to close to within 20 seconds of Unser.

A few laps later there was another yellow which enabled everyone to make what would be their second to last stop. The yellow was a sad one for Bill Alsup who had been running all on his own in fifth place for more than 200 miles. Going into the third turn Alsup went lower than normal in order to lap Sheldon Kinser and as he got down onto the dusty apron of the track, his PC7 suddenly snapped away from him. For a couple of lurid moments he hung onto his sliding car but then the machine got away and slid high and into the wall. As it did so Alsup's car was clouted by Mosley's Eagle and Bill Tempero's old, '73 Eagle. All three cars were retired with chassis damage although none of the drivers was hurt.

The green flag was waved again with 34 laps remaining and right away Rutherford made a big effort to close on Bobby U. For a time he began to make inroads into Unser's advantage and more than once he picked up a second or so while lapping slower cars.

With 15 laps to go Unser held a 2.5sec margin to Rutherford and the signal man for both drivers were hanging out "PIT" signs. Lap 186 and Rutherford peeled off into the pitlane. He came in a shade too fast, stopping the car some five feet beyond the mark. The Chaparral mechanics pushed the car back into place and began pouring the last of their fuel from pitside tank into the car. The fuel trickled in as it were winterthick molasses and as a mechanic shook the fuelhose, Rutherford's helmet vibrated back and forth in the cockpit and his gloved hands pounded the steering wheel. Twenty-two seconds after scrabbling into the pit, the Chaparral smoked its way back onto the racetrack.

Half a minute later Unser brought his Penske into the pits for his final load of fuel. This time there were no problems. The engine kept running, the fuel trickled in smoothly and Bobby was rolling again inside 13secs.

Over the last dozen laps Rutherford put everything into catching the elusive Unser but there was nothing he could do about it. He crossed the line just over 8secs behind the Penske, reflecting on the fact that he had sewn up his first Indy car title in nearly 20 years of trying and had finished every one of the more than 2,500 racing miles run to date this season. For the third time this year however he had been beaten by the irascible B Unser.

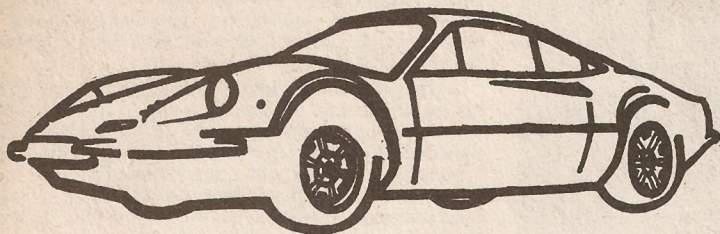
With three races remaining and no driver other than Rutherford or Unser to have won an Indy car race this year, the win column tally stands at Rutherford — 5, B. Unser — 4. Watch this space.

CALIFORNIA 500 ONTARIO MOTOR SPEEDWAY (USA) Aug 31 CART-PPG Indy-car World Series, round 9 200 laps — 500 miles

- 1, Bobby Unser (Penske-Cosworth PC9), 3hr 11m 51.0s, 156.372mph;
 - 2, Johnny Rutherford (Chaparral-Cosworth 2K), 200 laps;
 - 3, Rick Mears (Penske-Cosworth PC9), 199 laps;
 - 4, Al Unser (Longhorn-Cosworth LR01), 193 laps;
 - 5, Tom Gloy (Penske-Cosworth PC7), 190 laps;
 - 6, Dennis Firestone (Penske-Cosworth PC6), 190 laps;
 - 7, Pancho Carter (Penske-Cosworth PC7), 189 laps; 8, Rick Muther (Penske-Cosworth PC7), 189 laps; 9, Dick Ferguson (McLaren-Cosworth M24), 187 laps; 10, Vern Schuppan (McLaren-Cosworth M24B), 185 laps; 11, Roger Rager (Wildcat-Chevy Mk3), 180 laps; 12, Sheldon Kinser (Watson-Cosworth 78), 178 laps; etc.
- Lap leaders:** 1-12, Rutherford; 13-31, Unser; 32-35, Mears; 36-47, Rutherford; 48-66, Unser; 67, Mears; 68-200, Unser. **Total laps led:** Unser, 172; Rutherford, 23; Mears, 5.

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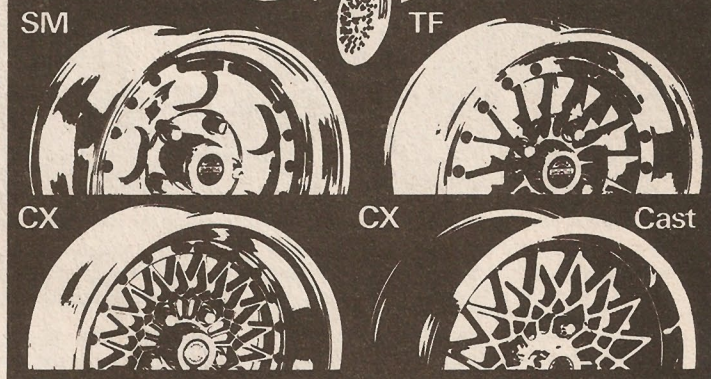
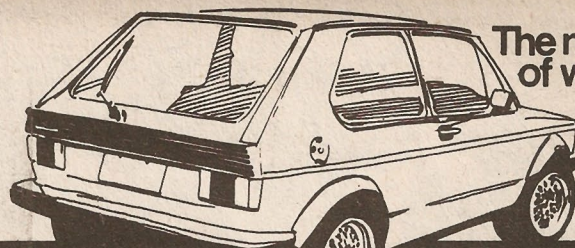
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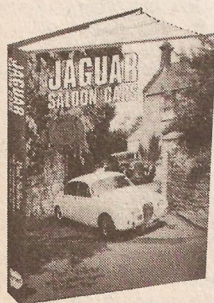
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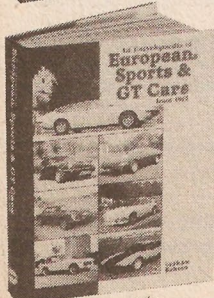


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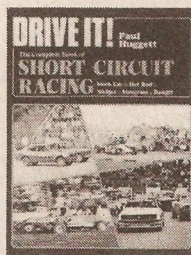


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Two horse race with two rallies left

The European Rally Championship looks more and more as if it is going to be finally settled on either the Tour de France or the Rothmans Cyprus Rally. At the moment the two protagonists, Bernard Beguin and Antonio Zanini, are separated by just 6pts and there are only two major events still to come.

The latest round was the Halkidiki Rally in northern Greece which ended in victory for Zanini and a third place for Beguin. Second was taken by local Datsun pilot, Mouschous. The rally was held in wet, sticky conditions which helped keep down the dust which has afflicted the event in the past. Beguin was leading from the outset but brake troubles after the halfway point dropped him back.

The next rally on which both drivers

are entered is the Tour Auto de France, the last coefficient 4 round of the series. Here they will face stiff opposition from drivers such as Bernard Darniche, Jean-Claude Andruet and Jean Ragnotti, the latter debuting the Renault R5 Turbo. The Tour Auto starts on September 17 and finishes on September 21, just allowing time for an entry on the Rothmans Cyprus Rally.

Both Beguin and Zanini have now entered Cyprus, though whether they turn up or not must surely depend on the Tour Auto result. Other Cyprus entries include Roger Clark and Andrew Cowan, the latter in a locally prepared Colt, both of whom must be considered major threats to any points scoring. The situation should be clearer once we know the results of the Tour Auto.

New rally rules

The annual open meeting of the RAC Rallies Committee took place last week and was attended by about 30 people. Most of the questions raised concerned road rallying matters and, as ever, the rallies committee had a closed meeting in the afternoon to discuss the various points.

The growth of single venue events is continuing to be a cause of concern to the powers in Belgrave Square and, from January 1, next year the organisers of single venue events will have to arrange for an RAC approved scrutineer to

attend the rally. The RAC themselves will appoint a steward to oversee such events.

On the safety side, two items in regular use now become mandatory. From April 1, 1981, all cars taking part in special stage events will have to be fitted with a roll-cage and the wearing of seat belts on special stages has been made compulsory.

Finally, on the road rally side, despite some queries from the Regional Committee, the Rallies Committee has reconfirmed that only two auxiliary lights will be allowed to be fitted to competing cars.

World series moves to New Zealand

It seems ironic that the two World Rally Championships could possibly be settled next week on the Motogard Rally, the New Zealand round of the series and thus the furthest from most teams' bases. Although no one result will put the championships beyond the bounds of mathematical possibility a convincing win by Fiat would put both them and their driver Walter Rohrl into a seemingly invincible position, particularly when, of the four remaining championship rounds, the San Remo and Tour de Corse are both firmly in Fiat country.

There are just three factory teams starting in the Motogard, Fiat, Datsun and Mercedes but this does not mean that they will have an easy time. Rallying is strong sport in both New Zealand and Australia and many of the professional drivers are predicting a local winner for the event. George Fury from Australia, Jim Donald and Paul Adams from New Zealand would seem to be the major threats. In addition, there is Pentti Airikkala in a local Masport Escort, both the car and the driver fully competitive.

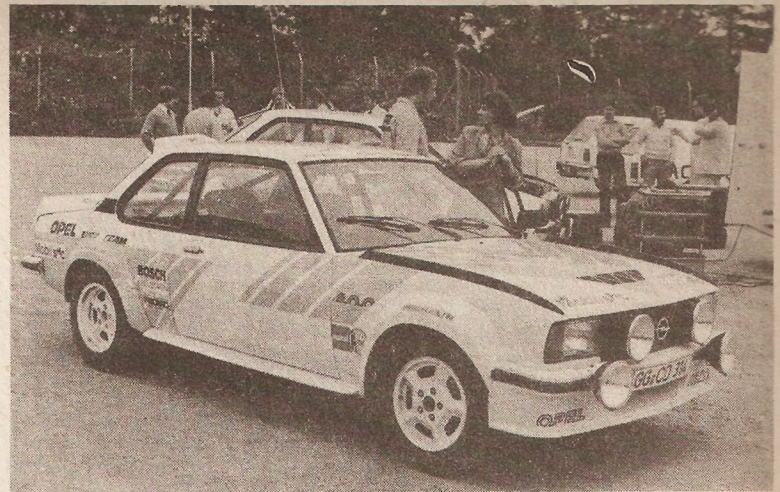
The four factory Mercedes cars will undoubtedly create the most excitement on the rally, with three 500SLCs and one

280CE, the main drivers being Bjorn Waldegaard, Hannu Mikkola and Andrew Cowan. Ingvar Carlsson drives the 280, all four cars having been shipped over directly from Argentina.

Fiat have followed a similar plan with their 131 Abarth for Walter Rohrl, bringing the car and the mechanics directly from South America. The three Datsuns entered will all come from Japan, lead driver Timo Salonen presumably hoping that he can avoid the repercussions of last year's trouble when the team refused to accept post-event scrutineering.

The rally starts from Nelson in the south island of New Zealand on Saturday, September 13 and will cover some 40 stages before reaching the finish in Christchurch four days later. All the stages are on forestry tracks and the fact that these are not open to practice has been the source of some contention among the drivers.

At the moment championship positions are: Makes series: Fiat 69, Datsun 49, Ford 49, Mercedes 46 and Opel 38. Drivers series: Walter Rohrl 68, Markku Alen 47, Anders Kullang 40, Ari Vatanen 35 and Bjorn Waldegaard 35.



Opel personnel, journalists and drivers discussing the Ascona 400 at the end of last week.

Opel sales drive

After a year of development in the World Rally Championship with the Opel Euro Handler Team, the Opel Ascona 400 is now ready for sale to privateer rally drivers and Opel have celebrated the fact by having a series of test days all over Europe. Invited drivers were given a chance to drive the factory Ascona 400 and also sit beside team driver Anders Kullang before hearing details of the specification of the rally car and the availability of spare parts.

The UK test sessions took place at the end of last week and 17 drivers took the opportunity to drive the car, among them Drew Gallacher, Bill Dobie, Malcolm Patrick and Godfrey Jones. Malcolm Wilson came south to look at the Ascona but had to confine his driving activities to a road-going version of the 400. Although nobody was going to commit themselves to changing over to Opel for next year, several drivers admitted that they were impressed with the stability and braking of the car and Opel made no secret of the fact that they would like to see up to a dozen cars in British national in the near future.

One important factor in the sale of cars to privateers is the price structure for the Ascona 400. A basic road car, shipped in

with steel wheels and road seats, will cost just over £9,000 and there is then a performance kit available through Opel dealers which will bring the car up to full Group 4 specification. The kit will cost about £3,000 and Opel feel that the full G4 car can be built for about £15,000.

Meanwhile, there has also been a price reduction in the cost of the road-going Ascona 400 which will be available at £10,000 and in right-hand drive form. There are some rhd 400s going down the production line in Germany at the moment.

● Dealer Opel Team's long awaited move to premises on the same site as Broadspeed will take place at the beginning of next week. John Horton of DOT told us that Tong Park Automotive, DOT and their stores would definitely be moving down on Monday, and that their mechanics would move at the same time. No announcement has been made yet about the future of DOT but, with the supply of rally parts and cars now coming directly from Opel dealers (see above), it would seem increasingly likely that the team will remain only as a service operation to a factory built car. The team's new address is Broadspeed, Banbury Road, Southam, Warwicks.

Warmbold wins — just

Achim Warmbold, driving a Toyota Celica, is the 1980 German National rally champion after one of the closest finishes ever seen in European rallying. Warmbold clinched the championship, and the Sachs Baltic Rally, by 2 secs after the event leader Jochi Kleint had suffered a dropped valve three stages from the end. Warmbold's rival in the series, Reinhard Hainbach, driving an Opel Ascona finished third overall. But, as on many German events, things weren't as simple as all that.

Kleint, an Opel contracted driver, was running a David Sutton Cars prepared Ford Escort, hired specially for the rally and there was also a hired Fiat 131 Abarth entered, for an Opel Austria contracted driver. Both these rather unexpected entries ran in the same class as Achim Warmbold and were considered likely to have a drastic effect on his championship chances, since points are scored on the basis of results in the class rather than overall. Hainbach, to be fair, also had class opposition in the form of a Mercedes in the over two-litre category.

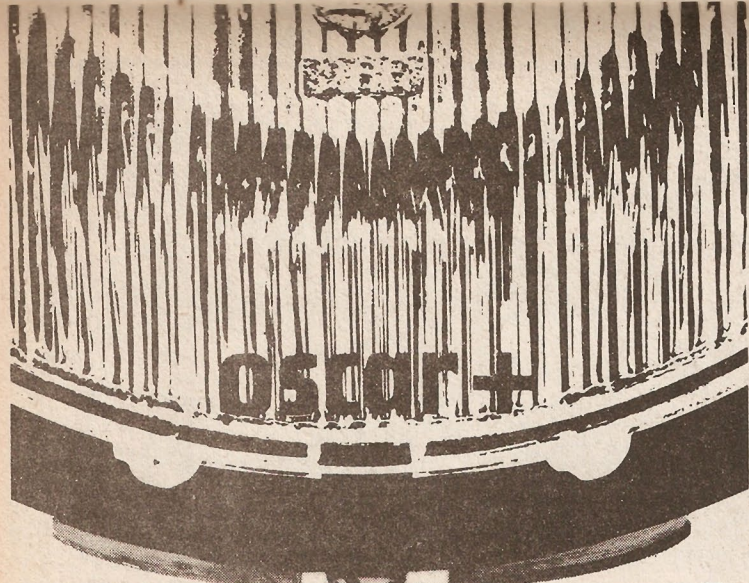
Kleint was clearly the quickest driver on the event and soon had the measure of Warmbold could do nothing about early on with a broken half-shaft and, although Hainbach was being led for a while by the Mercedes, he soon inherited

third place when that stopped on a stage with electrical problems. With four stages to go, it seemed as though Warmbold could do nothing about Kleint's lead and he was given team orders to ease off and accept second position. Then, drama as Kleint's engine went sick and, over the next three stages, Warmbold took 40secs, 18secs and 11secs off the Escort driver. Warmbold won by just 2secs.



The long awaited debut of the Renault 5 Turbo rally car is imminent. Jean Ragnotti, who has been closely involved with the development of the car, has been entered on the Tour Auto de France in the Group 4 category. The event takes place from September 17/21.

1, Bjorn Waldegaard/Hans Thorszelius	Mercedes 500SLC
2, Walter Rohrl/Christian Geistdorfer	Fiat 131 Abarth
3, Hannu Mikkola/Arne Hertz	Mercedes 500SLC
4, Pentti Airikkala/Chris Porter	Ford Escort RS
5, Timo Salonen/Seppo Harjanne	Datsun 160J
6, Andrew Cowan/Klaus Kaiser	Mercedes 500SLC
7, Jim Donald/Kevin Lancaster	Ford Escort RS
8, George Fury/Monty Yuffert	Datsun 160J
9, Paul Adams/Jim Scott	Vauxhall Chevette HS
10, John Woolf/Grant Whittaker	Ford Escort RS

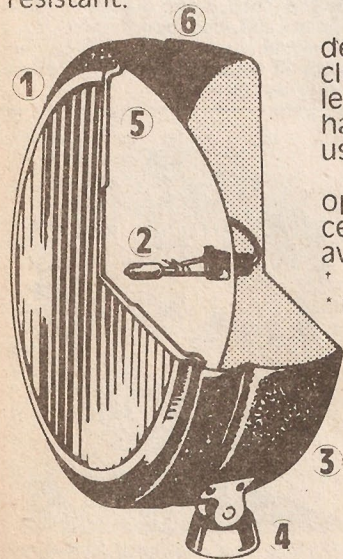


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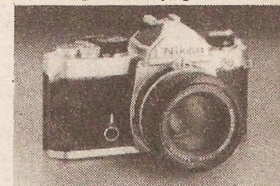
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Castrol seek the rising stars

Following the announcement last week that Castrol will close their Competition Department at the end of the year and re-direct their motor sport involvement, the company held a luncheon the following day to release some details of a new rally scheme. As we have previously mentioned Castrol are seeking Britain's rising stars, and will initially require car clubs to nominate their own rally stars.

Drivers must be under 25 years old, "and show a high degree of ability as well as the necessary promotional potential to be attractive to major sponsors". Regional committees will judge the nominations in November, the national final will take place in December, and the company will support the winning drivers throughout 1981.

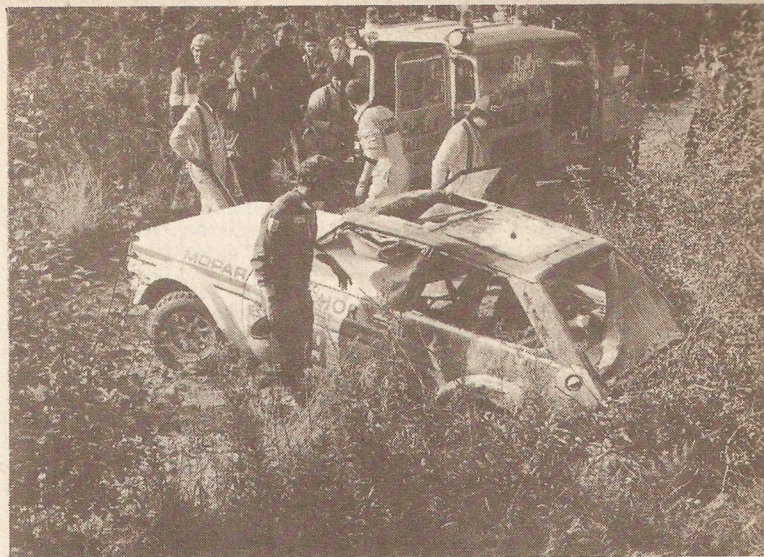
Strategy at Swindon would seem a trifle confused at the moment, because the company are currently withdrawing their support of individual drivers. A project of this sort would obviously benefit greatly from close connections with major manufacturers represented in the sport but the closing of the competition department must jeopardise any spin-off the companies would reap and, last week, Castrol were hesitant to confirm exactly what manufacturer support and incentives would be available.

The outright winner will receive £5000, with the two runners up each taking £3000, and five merit awards of £300. Further support from trade companies is apparently expected.



news from the other major sponsors, Duckhams, is not bright either. A new Managing Director has been appointed there and he is apparently fiercely anti-motorsport, to the point where Alan Barton has already had his budget cut-back severely.

Certainly there will be several teams and drivers out looking for contracts for next year, the hardest hit being Dealer Team Vauxhall and Russell Brookes. Paul Davies, PR man for DTV told us, "Obviously we'd rather it hadn't happened but it's not really likely to affect our plans. We will look to fill the gap from elsewhere."



Martin Watson surveys the burnt wreck after the rescue team had extinguished the fire

Watson burnt out

In a dramatic incident on the Telford Stages at the weekend, Martin Watson and Paul Henshall escaped from their Anchor Motors Talbot Sunbeam after the car burst into flames while completing the final stage of the rally. On the preceding stage, and while challenging for third place on the rally, Martin jumped the Talbot heavily, and he believes this must have cracked the petrol tank. When the car backfired after a hairpin the fire ignited and spectators watched as flames rapidly spread through the car before Martin realised the problem.

Immediately he braked to a standstill but already the fire had spread to the front of the Talbot. Martin was only in the fire for some seconds, but Paul Henshall could not escape through his door as it was now on fire, along with his seat and seat belts. He was forced to follow Martin out of the driver's door and received some burns to his hands and neck when his helmet lining started to melt. Both drivers were wearing Nomex

overalls and consider they would not have survived the incident without the protective clothing.

As the crew were coping with the situation inside the car, the 'spectators' were taking action. By a stroke of luck, Roger Chedzoy's Rallyrescue team were within sight of the incident, radioed the stage start to stop the test and ran to the crew's aid with hand extinguishers. The fire was extinguished using the Argos extinguishers of Rallyrescue, as the on-board units in the Talbot were now in the fire.

It now appears that Watson's rallying programme has ended, certainly for this year, and he is presently considering whether he wants to continue in the sport. In a year which has been filled with problems, Saturday looked like being the day when the troubles were finally overcome. He was heading for a top result against the quickest Esso/BTRDA drivers. Instead he is left with nothing, again.

Esso/BTRDA awards decided

With the final round of the Esso/BTRDA rally championship still to come the premier awards have already been decided and Malcolm Patrick, the winner of Saturday's Telford Stages, takes the championship. Andy Miers has won the Clubmans series by taking maximum points of five rallies this season, and Harry Hockly has sewn up the Austin Morris Mini challenge.

Throughout this season, Malcolm Patrick has achieved a highly enviable record of speed and consistency, never

finishing lower than third on a Esso/BTRDA rally and accumulating a comfortable buffer ahead of second place man in the championship, Steve Reed, in another Escort. Steve actually missed the Telford Stages at the weekend as he was holidaying in America at the time, and he now lies just two points ahead of Trevor Smith and Derek Evans, both of whom had good results. Bill Dobie was one of several drivers to go off the road at a firebreak in Red Lion Hill forest, and the Escort rolled several times, and was

eventually retired. All these drivers must now settle second spot in the championship on the Leeds Crest, to be held on Saturday, October 25.

The same spot where Dobie went off eventually settled the 1300-1600cc class battle which has raged throughout the year, when Roger Lane went straight off up the firebreak losing some time and handing the class award, both in the rally and the championship, to Pete Fear driving an Escort 1300. Malcolm Oxborrow made sure of the 1300 class on the Halewood Rally last month in his Mini.

In the Clubmans series, Andy Miers from Weston-super-Mare CC, now has a sufficient advantage over Terry Pankhurst to make sure of the main award, while Harry Hockly is another man to take maximum points for his series, and so confirm that he wins the Mini Challenge in his Castle Garage car. Paul Carter has already taken the 1300 class in this series with his Escort, and indeed it is left to the ladies to fight out their award on the final round.

Jill Kirk and Trisha Nicholls must settle the Ladies award, although Jill has the advantage having already scored in five rallies this year. Even though most championship awards are finalised it is unlikely that any of the competitive spirit which has been displayed this year will be lost in October, and indeed some will be out to prove a point on the final round.

Malcolm Oxborrow, seen here earlier in the year, has won the 1300cc class of the Esso/BTRDA rally championship.



Gallacher keeps it

When Drew Gallacher returned to Dunoon after the Andrews Heat for Hire Rally, he had not only won the event for the second time, but retained the Scottish title. By achieving five maximum scores throughout the year he has opened out an unassailable lead in the series with his Duckhams Chevette.

A look at Gallacher's year would lead one to believe he has suffered a great number of retirements but in between the problems, have been some fine results. Fifth overall on the Lombard Scottish Rally and outright winner of the Granite City rally are the best results in Scotland; more than enough to retain the series, as his old rival Donald Heggie has struggled with a series of engine failures. Gallacher's win on the Andrews has also confirmed he will earn extra Chevette Cup points.

If the battle is over in the main series, things are again tight in the Division 2 race. Last year the title was decided on the final stage of the Tour of Trossachs Rally, and this year the leaders are just as close. Robin Christie and Wilson Girvan are separated by just two points and, entering the final stages of the year, the division looks set for an exciting final.

Tarmac finalé

RUPERT SAUNDERS looks at the Sedan final

When the Rothmans Manx International Rally starts in Douglas, Isle of Man tomorrow morning (Friday) it will mark a turning point in British International rallying. The 1980 Manx is the last round of the 1980 Sedan Products Open Rally Championship and brings to an end three years of sponsorship of British rallying by the Sedan company. During that time, the Open series has grown to be one of the most competitive rally championships in the world, attracting interest from all the major factory teams and a great deal of publicity to rallying at all levels across the country.

Next year the Open series will be backed by Rothmans, so perhaps it is appropriate that they should be closely involved in this, the last Sedan round. More than that, Ari Vatanen, the Rothmans team driver is certain of the championship title and so comes to the Manx with no pressures on him and determined to enjoy a good event. No doubt the spectators will be hoping that Ari can add to their enjoyment of the event in his own inimitable style.

Vatanen's closest rival in the series, Hannu Mikkola, is away in New Zealand this week and so hands the Sedan title to Vatanen. In the other championship which is being settled this weekend it would seem that Jimmy McRae is also assured of the title. He leads the Hanley-Henley championship by 21pts and second place man, Ger Buckley, is not entered on the Manx. With wins on three of the four rounds of the series held so far, McRae must surely have had the measure of everybody else anyway.

McRae drives the works Vauxhall Chevette HSR and it must be a sign of the times that there are four Chevettes seeded in the top 20 of the event. Dessie McCartney has his ex-works HSR and there are two of the older Chevette HS types in the hands of Graham Elsmore and Terry Kaby. Any one of them is capable of a top place finish.

If one is looking for favourites though, Tony Pond must start the event head and shoulders ahead of anybody else. His TR7 V8 is ideally suited to the rally, he won the Manx National which was run earlier in the year, he won the 24 Hours of Ypres Rally against some of the fastest tarmac experts in Europe and he is himself something of an expert on the Isle of Man. He and co-driver Fred Gallagher must have spent more time travelling round and round the island than any other 'foreign' crew and such expertise inevitably pays off.

Last year's winner was Russell Brookes, then driving an Escort, who had a rally long battle with Jimmy McRae. This year Russell runs a Sunbeam Lotus, on which he has done a lot of development work and which seems to

be well suited to tarmac work. A similarly developed car is the Opel Ascona 400 of Anders Kullang, which has been shipped over for the event by the German based Euro Handler Team. In this case the work has been done by Rauno Aaltonen, originally brought in by Opel to develop the car for the Monte Carlo Rally and now he has found another two seconds a kilometre in testing. Most of the improvement has come through revised tarmac suspension and the Manx will be the first competition test for the car prior to the San Remo and Tour de Corse World Championship rounds later in the year.

As if the Opel will not be an exciting enough sight on the stages, there is also the revised Chequered Flag Lancia Stratos in the hands of Andy Dawson, the factory Polonex for Irish tarmac expert John Lyons and a Team Toyota Europe prepared Celica for Alan Carter.

The Manx has traditionally been a hard, fast tarmac rally with few of the trimmings associated with major events these days. This has been a competitors' rally but, now that Rothmans are backing the event, there is an attempt to generate some interest outside the competition itself. Scrutineering has been moved to the Summerlands Entertainment complex and will run through Thursday, starting at 9am. The works teams are expected through at about noon but there will be plenty to do and see in the scrutineering area, including a continuous film show, a model car special stage and an electric car to drive. There will be a small charge for admission to Summerlands.

On Thursday evening there is a combined Rothmans/DTV Special Stage Show which will take place at the Palace Lido. The evening starts at 7pm and guests include Ari Vatanen, Jimmy McRae, Terry Kaby and Rothmans aerobatic pilot, Dave Perrin.

It's Dave Perrin who kicks off the action on Friday, with a display of aerobatics before the 9am start and the day's rallying runs till just before 3pm. The night section of the rally starts at 7pm on Friday and finishes at 2am with the final Saturday sections taking place between 9.30am and 4.30pm.

Spectating on the island is always good and, although this year's event follows a slightly different format, all the traditional viewing points are relevant. Full details are available in the rally programme but places like Druidale, Round Table Crossroads and the 5-ton Bridge will undoubtedly attract the crowds.

With so many world class drivers on the island and the championships settled, the Rothmans Manx International looks set to be a gloriously competitive event.



Top: The new generation Stratos will make its debut driven by Andy Dawson. Above: Once hailed as a "Stratos-beater" the Triumph TR7 V8 must start the rally as favourite. Tony Pond is seen here winning the Manx Stages on the Island in May.

LEADING ENTRIES

- 1, Russell Brookes/Peter Bryant Talbot Sunbeam Lotus
- 2, Ari Vatanen/David Richards Ford Escort RS
- 3, —
- 4, Tony Pond/Fred Gallagher Triumph TR7 V8
- 5, Jimmy McRae/Mike Nicholson Vauxhall Chevette HSR
- 6, Roger Clark/Jim Porter Triumph TR7 V8
- 7, Anders Kullang/Bruno Berglund Opel Ascona 400
- 8, Andy Dawson/Kevin Gormley Lancia Stratos
- 9, Alan Carter/Ian Grindrod Toyota Celica
- 10, Derek Boyd/Roy Kernaghan Talbot Sunbeam Lotus
- 11, Graham Elsmore/Frank Main Vauxhall Chevette HS
- 12, Terry Kaby/Tony McMahon Vauxhall Chevette HS
- 13, Ian Corkhill/Mike Byrom Ford Escort RS
- 14, Tim Brise/Phil Short Ford Escort RS
- 15, Dessie McCartney/Terry Harryman Vauxhall Chevette HSR
- 16, John Lyons/Steve Fellows FSO Polonex
- 17, John Price/Mike Sones Porsche Carrera
- 18, Paul Windsor/Brian Goff Ford Escort RS
- 19, John Weatherley/Dave West Talbot Sunbeam Lotus
- 20, Malcolm Patrick/Ron Varley Ford Escort RS

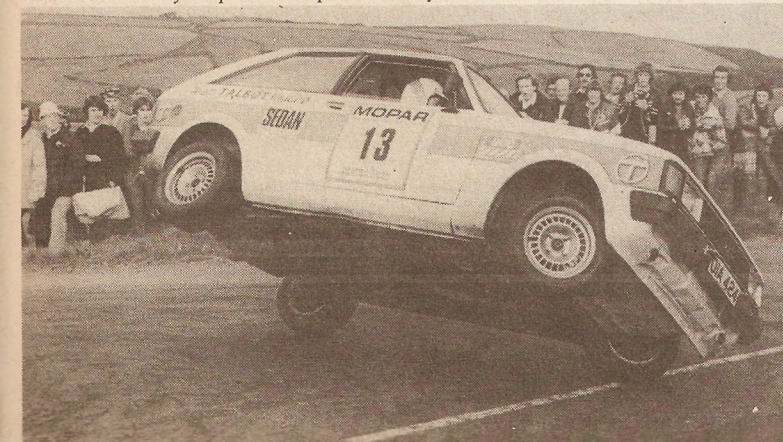
SEDAN OPEN CHAMPIONSHIP DRIVERS

Ari Vatanen	45
Hannu Mikkola	40
Jimmy McRae	27
Tim Brise	13
Anders Kullang	13

SEDAN OPEN CHAMPIONSHIP MANUFACTURERS

Ford	55
Vauxhall	37
Talbot	27
Opel	24
Toyota	20

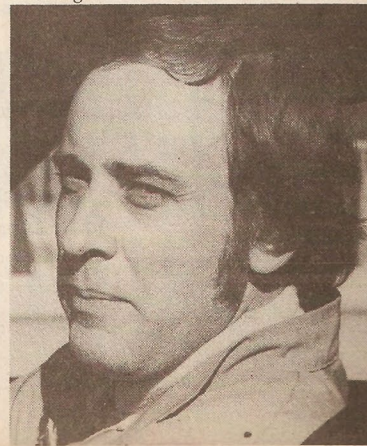
Dessie McCartney in spectacular pose on last year's event.



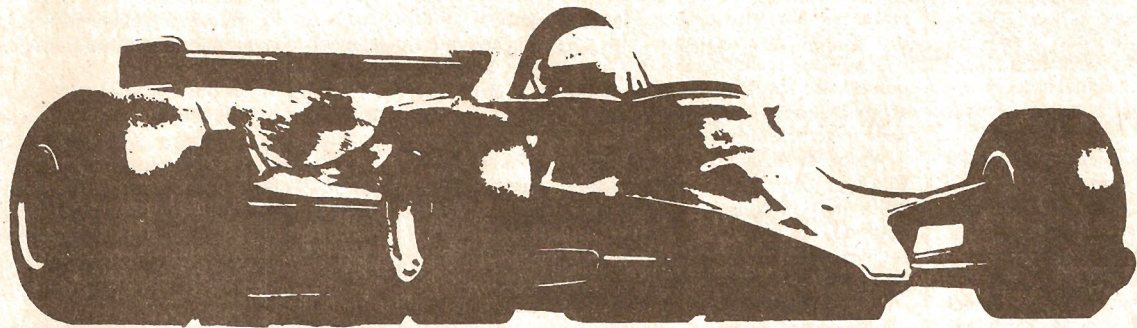
Brookes



Kullang

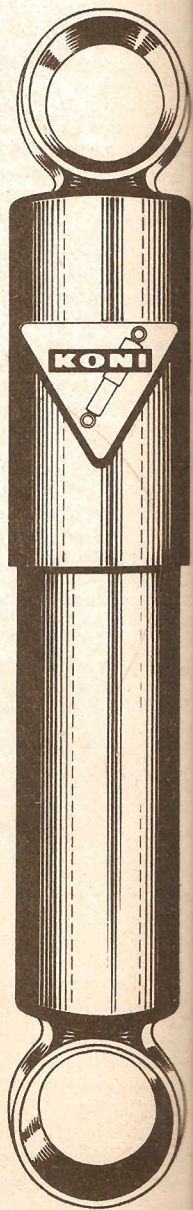


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CanAm defended

CARL HAAS found plenty to argue about when he read Gordon Kirby's recent article *Winds of Change* — here he replies to the recent wave of criticism aimed at the CanAm series.

I am grateful to the Editor for the opportunity to reply to Gordon Kirby's recent article titled *Winds of Change*.

As an enthusiastic AUTOSPORT reader for the past 25 years, I have found the publication to be one of the finest motorsports periodicals in the world. AUTOSPORT has always dealt in facts, not fiction . . . at least until recently. Mr Kirby's article — which appeared in the August 7 issue — is without doubt the most inaccurate piece of racing "journalism" I have read in years. If he were writing for a scandal sheet — or if he were a reporter without reputation looking for notoriety — I could understand his approach, but to see such a piece written by a man I have known and respected for years is a shock. In short, *Winds of Change* is a sham, a conglomeration of non-truths, distortions and outright poor taste.

I could excuse such an article if (a) if were not written by Gordon Kirby, or (b) it did not appear in AUTOSPORT, one of racing's most respected publications. But, since neither is the case, I feel it necessary categorically to respond to the article, beginning with the author.

Although Mr Kirby was a regular at Formula 5000 races in the mid-1970s, he has appeared at only one or two CanAm's over the past several years. (The Formula 5000 series died only because North American track owners felt it did not attract spectators, and they were no longer willing to put on Formula 5000 races; they felt CanAm was what the spectators wanted, and now feel justified with their decision). This year Mr Kirby has seen the Watkins Glen CanAm race and practice at Road America. In short, Gordon Kirby is out of touch with what is happening. Yet, he pontificates in AUTOSPORT in a manner which leads the uninformed reader to believe he is an up-to-the-minute insider. If he were, the editorial content of *Winds of Change* would be much different.

I am not interested in being derogatory towards any other series or race organisation. I believe that CanAm can and will stand on its own as the premier US road racing series.

The shame of the piece is that there really isn't one piece of information contained therein which is even remotely accurate. First of all, there is presently no agreement between CART and SCCA. CART is — as of this moment — an organization with no FIA connection. I am not interested in being derogatory towards any other series or racing organization. I believe the CanAm can and will stand on its own as the premier US road racing series.

Second, contrary to Mr Kirby's observations, the CanAm series is neither hobbling from race-to-race, or looking at a sponsorless future. As of this writing, 90% of the tracks with a 1980 CanAm date have already requested a date for next season. In addition, two of these tracks have made known their desire of a second CanAm weekend in 1981, and two other circuits not currently on the schedule have asked to be admitted to the series. Even a first grader can calculate a minimum 20% schedule growth for next season with the potential of a 40% schedule growth. But don't tell Mr Kirby this: he knows better, as the result of his long distance opinions which in no way compare to the facts compiled by George Couzens, Director of Professional Racing for the Sports Car Club of America.

To put the growth of Can Am racing in perspective, I think we should compare the present interest in the series with the *status quo* of other professional racing forms in North America. While others are standing still and struggling to maintain their schedules and purses, CanAm is growing . . . and for good reason. It offers not only exciting racing, but a realistic, stable formula which offers the best potential return on investment

(cost of racing versus purses) of any North American racing series. As a businessman, I am acutely aware that the costs of going racing have escalated far faster than purses. But, compared with CART and IMSA, CanAm racing is a bargain formula.

To set the record straight, the CanAm series is not being contested for individual race purses ranging from \$50,000 to \$70,000. On the contrary, this year's minimum purses are \$65,000 and range to \$85,000. If Mr Kirby had only taken the trouble to read the SCCA's CanAm Media Guide, he would have been able to ascertain these figures.

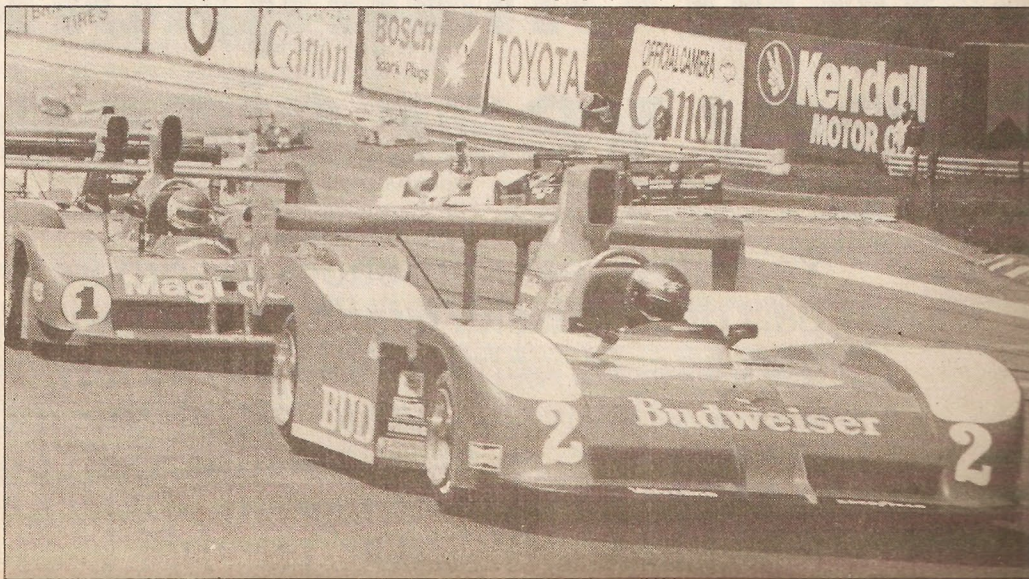
These figures, while not impressive compared to the purses paid in golf tournaments and tennis championships, compare more than favorably with the prize money being offered in other motorsports events. They are more than twice what IMSA pays on the average and are parallel with the purses being offered in CART, the 500-mile races excepted. In 1981, the minimum CanAm purse will be \$75,000 and several \$100,000 purses are probable. When combined with the aforementioned promoter interest, CanAm hardly appears to be a struggling series.

As for Mr Kirby's comments regarding ticket prices, CanAm racing today is an entertainment bargain. Since 1970, the US consumer price index has more than doubled, so in terms of 'real money', if tickets for today's races are twice what they were a decade ago, they would only be keeping pace with inflation. Yet, a check with four leading circuits found only modest admission price increases this year, with the exception of Mosport (25%) which had not raised prices in four years previous. Compared with other major league sporting events, CanAm ticket prices are more than competitive, especially when one realizes that the track's overhead has also risen dramatically, purses notwithstanding.

While we are addressing finances, I think it is pertinent to the subject to discuss Mr Kirby's derogatory remarks about our television package, because this exposure is a strong sales tool for attracting additional teams and corporate backers to the series, as well as new fans. In 1980, we succeeded in putting a four-race nationally syndicated TV package of 30 minute shows (all on network stations) which reach all of this country's 'Top 100' markets. These shows are extremely well done and have met with enthusiasm at all levels. The success of this package is such that there is talk of increasing the number of television races in 1981.

This is the first year CanAm has received television coverage — another sign of growth. By contrast, no IMSA races are shown nationally and Indy-car exposure has declined in dramatic fashion, from more

Elliott Forbes-Robinson leads Patrick Tambay on the opening lap of this year's race at Watkins Glen.



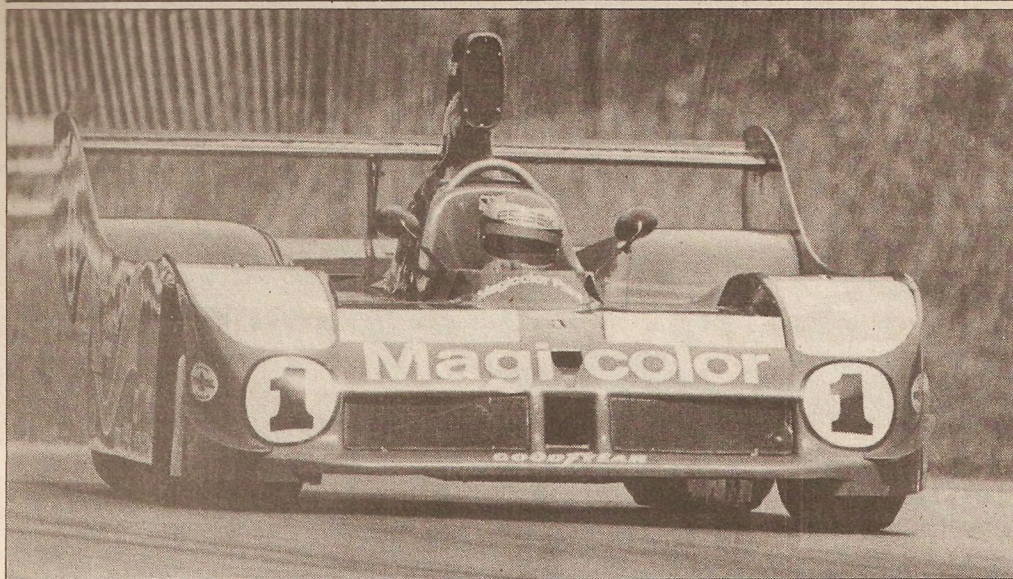
Carl Haas — CanAm defender

than a dozen nationally televised races two years ago to less than half that amount today. If television interest can be used as a measurement of growth or decline, one can only come to the conclusion CanAm interest is on the upswing.

A word about our "sponsorless" series. While it is true Citicorp is pulling out after an excellent four-year relationship, a number of potential sponsors have already been contacted for 1981 and beyond. In fact, the SCCA has a formal search going on at this moment and the prospects are outstanding. (Need someone remind Mr Kirby that IMSA's top-of-the-line GT series is presently sponsorless since the pullout of Winston a year ago — it seems to have slipped his mind in preparing *Winds of Change*).

Eric Broadley and myself have consistently been at the forefront of CanAm commitment, our cars have dominated because they have been the best cars . . . the cars our competition want to buy.

Third, I would like to respond to the charge the CanAm is a "Lola formula". While it is true the *marque* has dominated the series (and the previous Formula 5000 championship), I have been at the forefront of encouraging other makers to get involved. I was privately very sorry when the Chevron, that was to be developed by Newman Racing, proved to be uncompetitive; I am looking forward to seeing the Tiga entry — if and when it appears — and was one of the most vocal in my positive comments after Al Holbert won the Road American round of this year's series in his



CanAm has attracted some star names, including Mario Andretti seen here at the wheel of Carl Haas' Lola T530.

American-designed CAC-1. On the other hand, Eric Broadley and myself have consistently been in the forefront of CanAm commitment. Our cars have dominated because they have been the best cars . . . the cars our competition want to buy. And, we have been the best at spares service too. It's hard for me to read an article such as Mr Kirby's which portrays our spares service as anything short of first rate, particularly after Watkins Glen when no fewer than five front-runners suffered extensive damage. Yet, all had the parts to appear at Road America two weeks later. Sorry, but no one else in racing could — or would — do that.

Fourth, Mr Kirby charges I make the CanAm rules. That may be the motorsports joke of the year. I would like to clarify my position. I am a member of the Board of Governors of SCCA, elected by its members, and liaison to the Board on SCCA's Advisory Committee, which is made up of entrants, track owners and two SCCA officials. The CanAm entrants have major input into the CanAm rules making process — I am but one voice as an entrant but, through my SCCA official capacity, can only help all CanAm entrants in putting through their majority wishes. While I do have a vote, it is only one of many in the decision-making process. And, whatever the rules, they are apparently pretty good because this year's CanAm series is the most competitive ever. At Mid-Ohio, the first four qualifiers were within 0.6secs and at Brainerd the first eight qualified within a 1.7secs spread. And if Mr Kirby had seen the Brainerd race — which we won by less than 7secs after a race-long battle — he might be singing a different tune.

Mr Kirby's portrayal of the T530 certainly is out of harmony with the machine's record: five wins in six starts and the majority of the first five qualifiers at every race. That's some pachyderm!

Fifth, Mr Kirby has a vendetta against the Lola T530. His report obviously contains more rumour than fact about the new Lola CanAm car, a totally fresh design which has lived up well to its advance billing. Track records have been broken at every CanAm race this year, except Road America. When one considers the new design replaced what could easily be proclaimed the most outstanding CanAm car of all times, it has accounted for itself well in its maiden season, is improving on a race-by-race basis, and there's a lot left from a development viewpoint. Mr Kirby's portrayal of the "wallowing, elephant-like" T530 certainly is out of harmony with the new machine's record: five wins in six starts this season, and the majority of the first five qualifiers at every race in the 1980 series. That's some fast pachyderm!

I certainly do not think there is any purpose in even attempting to defend Eric Broadley against the yellow journalism accusations and innuendos of the article. His record more than speaks for itself, having won more national and international races than one can count, including championships in the old and new CanAm, Formula 5000, Formula Atlantic, SuperVee, Formula

Ford, Sports 2000, 2-litre, etc, plus winning the "Triple Crown" in 1978 by sweeping the 500-mile races at Indianapolis, Pocono and Ontario.

Sixth, Mr Kirby uses statistics to make his point. Unfortunately, the numbers he quotes do not add up. While he cites crowds of 10,000-15,000, here are the real attendance figures and comments from the track personalities involved where obtainable:

Golden State, California: Attendance up 100% over 1977 (last CanAm at that track);

Mid-Ohio: Attendance 30,000 (same as 1979 and equal to IMSA in spite of area tornado warnings during the CanAm weekend);

Mosport, Canada: Attendance 52,000 ("We find a rather steady 10% growth factor every year" — F. David Stone, Press Officer);

Road America, Wisconsin: Attendance 40,000 plus ("Our CanAm attendance is higher than our IMSA crowds" — E. L. Hall, President);

Brainerd International: Attendance 30,000 ("Best CanAm crowd we ever had, up from 25,000 last year — our IMSA attendance is about 22,000" — Paul Brand, Press Officer).

CanAm is anything but a series loaded with club racers. Sixteen 5-litre cars have started CanAms this season, most are respected teams with well known drivers.

Seventh, the CanAm is anything but a series loaded with club racers. Of the average, sixteen 5-litre cars which have started CanAms this season (not 10-11 as Mr Kirby notes), most are respected name teams with well known drivers. Or, is the following list a group of US-based racing lightweights?

Gordon Kirby writes:

I realise that Mr Haas has his own point of view on the CanAm, but I must say that I am taken aback by his blinkered response to *The Winds of Change*. One of my reasons for writing the column was an attempt to jolt the competitors and organisers of the CanAm into taking a hard look at how the series fits into and complements the 'big picture' of American racing. Quick to defend himself, Mr Haas has failed to look at or comment on the larger points touched on in the article.

As far as my being 'out of touch' is concerned, I feel this is hardly the case. True, I have not been to every CanAm race in the past three and a half seasons, but I have been to many more than Mr Haas suggests. He seems to forget that there are numerous other US racing categories to cover — NASCAR, Indy cars, Atlantic, IMSA GT, and so on — such that to this point of the season I have attended 21 race meetings across the USA and Canada for AUTOSPORT. Most

- Paul Newman Racing (Elliott Forbes-Robinson)
- Paul Newman Racing (Stephen South)
- Garvin Brown Racing (Danny Sullivan)
- Al Holbert Racing (Al Holbert)
- Team VDS (Geoff Brabham)
- Herb Caplan Racing (Bobby Rahal)
- Londono-Bridge Racing (Ricardo Londono)
- Brad Frisselle Racing (John Morton)
- Bobby Brown Racing (Bobby Brown)
- R. J. Nelkin Racing (R. J. Nelkin)
- Spirit of Nevada Racing (Randolph Townsend)
- Rocky Moran Racing (Rocky Moran)
- John Gunn Racing (John Gunn)
- Roy Woods Racing (Skeeter McKitterick)
- Pete Lovely Racing (Gary Gove — two litre)
- Carl A. Haas Racing (Patrick Tambay)

Also, let's not forget that the fields are loaded with a number of 2-litre entrants who not only add to the overall action, but provide 'race within the race' excitement.

Eighth, Mr Kirby quotes Vern Schuppan in his article as splitting his time between Indy cars and CanAm. Mr Schuppan is neither an entrant or driver in CanAm, so naturally his feelings towards the series would be negative. He also quotes Bobby Rahal as echoing Schuppan's thoughts. I spoke with Bobby Rahal and he flatly denied Mr Kirby's quote. Bobby said, and I quote, "CanAm has the best road racing in North America. I feel it is important to my career, and I plan to be there in 1981."

One last point: I am proud of the record we have achieved in CanAm and will continue to do everything in my power to prolong our team's winning tradition. I make no apology for winning — myself and my organization are dedicated to this and seven championships in Formula 5000 and CanAm make the Haas-Hall team proud. In your June 12 issue, Steve Nickless clearly makes the point that we worked harder than any other team to prepare for the season. Others had the opportunity to 'go the extra mile'. Despite the fact the Newman operation ordered their Lolas late (after the Chevron's failure), they had a new T530 in April. Yet, when the green dropped, our testing paid off. It is my opinion — and the opinion of others — that our team's professionalism is spurring others on to better performances. I hope so, because we want to win, but only after racing the best. This season, the CanAm is producing its finest racing in history.

I want to leave you with a few predictions. The 1981 CanAm will be dynamite. There will be a minimum of 12 races including a \$250,000 event through the streets of Chicago, a spectacular event in which I am heavily involved. More international teams than ever will become interested in the formula and several new car builders will come in. Even Gordon Kirby will be saying nice things about the CanAm.

Again, thank you for the opportunity to respond to what I think was a most unfair and inaccurate article. I look forward to your continuing coverage of every aspect of international motorsports. In this spirit of openness and fairness, I remain,

important of all, I have talked at length with a good many promoters, chief mechanics, engine builders and aerodynamic consultants who work in the CanAm. I have known most of these men for a long time and, when so many of their words are in direct opposition to what Mr Haas says, I think they deserve some consideration.

Finally, I must say that *The Winds of Change* has generated more favourable response than any article I have ever written for AUTOSPORT. At the Trois Rivières CanAm, my right hand was almost limp from the handshakes I was offered by innumerable people who told me, essentially, the same thing: "Congratulations, it's high time that was said. It's the closest thing to the truth about the CanAm we've ever read." The following weekend, at the California 500, the story was the same. I have received so much support from people like Dan Gurney, Bobby Hillin, Bill Brack and even certain SCCA officials that I can only think *The Winds of Change* carried some messages worth considering.



It was one of those races — Eliseo Salazar the hit the front from the start in his Williams FW07B, and led all the way to win by 4 secs.

Williams benefit

Williams cars finish one-two-three — Salazar wins easily from disappointing de Villota — Robinson wins F2 class — Edwards and Mallock retire — Report: MARCUS PYE — Photography: JEFF BLOXHAM.

A good day for RAM Racing it may have been, with Eliseo Salazar cruising to a 1980 Thruxton double and Emilio de Villota getting within two points of the Aurora AFX British National F1 championship F1 championship by virtue of his distant second place, but Sunday's 43-lap Radio Victory Trophy Race must qualify as the bleakest event in the present formula's three-year history. Was Formula 5000 or Group 8 ever as bad? Perhaps it was, but last weekend's so-called race was nothing more than a pathetic sham.

Neither Williams driver has been consistently good, driving wise, all season, yet both have picked up the points often enough. Both have their ups and downs. Salazar is devastatingly quick occasionally yet is easily outpsyched — or downhearted. De Villota can be quite brilliant or just the opposite. Why is it, therefore, that they do not scrap mightily at some races and finish together further back sometimes? Their moods never coincide.

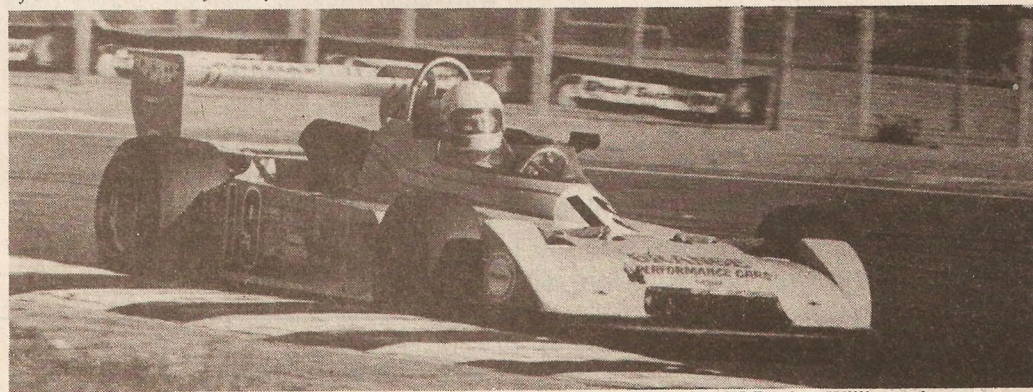
Sunday was unquestionably a Salazar day and he romped home, regaining the second place in the Aurora table which he relinquished to Guy Edwards at Brands Hatch. For de Villota though, the probability of a bigger prize; the title which has so narrowly eluded him for the past two years, should finally return with him to Madrid. Emilio has been a very popular figure on the British G8 and Aurora scene since 1976 and no-one will begrudge him the championship or his steady drive into the points at the BARC meeting once closest-challenger, a very unwell Edwards, had retired with a broken CV joint on his Arrows. Emilio needs two points from two races.

Giacomo Agostini's similarly uninspired run netted him third place from good old Brian Robinson's 2-litre division-winning Chevron (which ran as faultlessly as Salazar drove on the day). Robinson benefitted from the retirements of the talented Paul Smith (BMTR March) and Jim

F1	AURORA AFX CHAMPIONSHIP	10
	THRUXTON	

Crawford (Chevron) in much faster but more fragile machinery. Where was the overtaking? Ray Mallock fought gamely with the ill-handling

After the retirements of Crawford and Smith, Brian Robinson (Chevron B48) inherited the F2 class.



ENTRY & PRACTICE

An encouraging entry of 18 cars for the Radio Victory Formula One Trophy Race was whittled down to just 14 by non-arrivals, and reduced still further when Leon Walger's Cominter Arrows was shunted beyond immediate repair after only three laps of special Aurora Association testing on Saturday morning. Theodore Racing withdrew Wolf WR3 entered for Kevin Cogan, and the money could not be found to run Desiré Wilson in Colin Bennett's Lotus 78 on this occasion (as seen as the Warrington preparation ace was to do so). Robin Smith's Surtees and the ex-BS Fabs McLaren M23 did not arrive for local man Dennis Leech. Talking of whom, one wonders how the self-penned Leech F1 chassis is progressing . . .

With the Aurora Association in charge of the twin 45mins proving sessions and grid selection for Sunday's race, the remaining teams sent their drivers out to set up their machinery on the notoriously abrasive and unforgiving circuit. General practice on the previous Friday was a total washout, so all but the very best organised teams hurriedly went about the task of making compromise settings for the race.

Wolf and passed Edwards, although he fell off while moving in swiftly on de Villota! With spectators — a healthy crowd — paying £4.50 a head admission, thank goodness the Tricentrol saloons, FF2000 and BMW County Championship races were enjoyable!

As ever, the RAM Racing Williams duo emerged rather well from the sortout, both cars running to full FW07B specification (as indeed do the other pair which form the Willesden team's GP outfit). May Thruxton winner Eliseo Salazar looked by far the quickest driver on the circuit in the Viceroy-Din liveried vehicle, the Chilean lapping (according to the team's own watches) in 1m 8.8s. Although neither he nor series leader Emilio de Villota suffered any mechanical or tyre problems, the Spaniard was none too happy with the balance of his Banco Occidental car and admitted that he was more interested in scoring the points necessary to clinch the title at Thruxton.

Another car to run perfectly throughout was Giacomo Agostini's Marlboro/Autosonik Williams FW06, smartly presented as usual by Dave Price's crew from Twickenham. Understeer was the Italian's only worry until a new pair of front tyres was fitted near the end of the second period, and the car felt better than ever before at the Hampshire circuit.

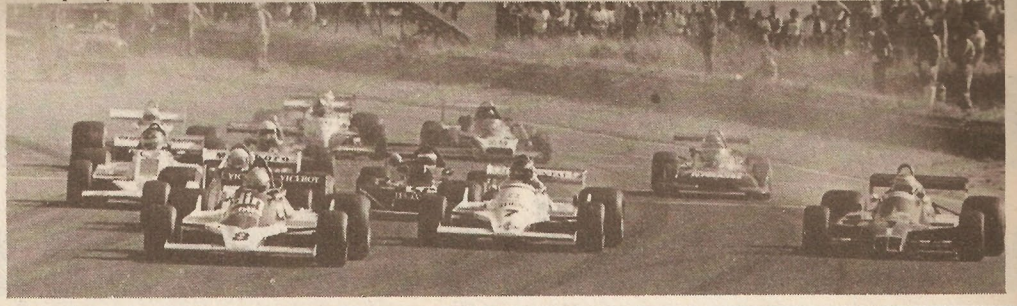
A combination of factors contrived to leave Guy Edwards uncharacteristically off the pace. He was very much under the weather with a 'flu-type bug; he strung very few laps together in the first session as the

QUALIFYING

Eliseo Salazar (RCH)	F1 Williams FW07B/06
Emilio de Villota (E)	F1 Williams FW07B/02
Giacomo Agostini (I)	F1 Williams FW06/002
Guy Edwards (GB)	F1 Arrows A1G
Ray Mallock (GB)	F1 Wolf WR6
Paul Smith (GB)	F2 March 782/2
Kim Mather (GB)	F2 March 802/22
Jim Crawford (GB)	F2 Chevron B45/04
Valentino Musetti (GB)	F1 Fittipaldi F5B/3
Warren Booth (GB)	F2 Chevron B48/01
Tony Trimmer (GB)	F1 BRM P207/02B
Brian Robinson (GB)	F2 Chevron B48/08
Roy Baker (GB)	F2 Chevron B48/05
Leon Walger (RA)	F1 Arrows A1B/

NB: No practice times issued. Grid positions as agreed with the Aurora Association.

It's a split after the start, and the three Williams cars are already in the lead.



Ultramar Arrows A1G was gradually rid of its understeer, before a brand new M-spec fourth gear stripped its teeth early in the second. Worse was to come in Sunday's morning warm-up, for Guy got out of shape in the flat-out right-hander at Goodwood, clipping the nose of the car, at that stage only superficially damaged. Alas, some grass beneath the chassis ignited and marshals doused it with foam, so Ian Dawson's Grid Racing men had little option other than change the engine and clean up. A luckless Edwards mused that had he been fully fit the incident would not have occurred in the first place. "You just don't make mistakes on corners like that!" The inexperience of team-mate Leon Walger showed at Goodwood too when the charming Argentine put a cold tyre over the edge, the front of his Arrows A1B taking the brunt of the impact with the armco. Both sides of the tub were badly creased around the footbox and the car was sadly packed away.

Looking particularly attractive (for the first time in its life) in the white and blue of Cliff Smith's Chamtex fashion footwear business, Ray Mallock's Wolf WR6 had not been tested since its suspension failure at Brands Hatch. A new high-downforce nose and wing was designed to counter the expected understeer but as the car was progressively stiffened to cope with the unnerving bumps and twitches, so it began to oversteer. "Always we change springs," sighed Ray, and things were beginning to look up when the team found another second on race morning.

Prospects for a stern three-way battle over F2 honours looked excellent with Paul Smith, Kim Mather and Jim Crawford together on the grid. Starting firm favourite, as the circuit suited his BMTR March 782 down to the ground, Smith — whose pit timed him at 1m 12.5s on Saturday — pulled a major coup over his rivals by producing some of last year's much favoured Goodyear G50s (a relic from his Formula Atlantic programme), leaving the others struggling with current American equivalent. "I've told them they can buy some from me if they like," grinned Paul. He was afflicted with "big oversteer" when the rears went 'off', but he dipped into the 1m 11s bracket during the warm-up before the wind strengthened.

"Thrupton is the only place it sort of works," grimaced Mather of the Aycliffe/Theodore Racing March 802, but he too was trying too hard in the second period when the brown car understeered off at Goodwood. "I kept it parallel to the track, and came back on as straight as possible 6-700 yards further on at Church". The oil pump drive was changed on the '77 Hart unit after the earlier session and the car put back to standard trim. Crawford was no happier, his Plygrange Chevron lurching sideways without warning or provocation. A few token suspension tweaks were effected in an attempt to alleviate the age-old Chevron vices at this circuit, "but we're way off the pace — it's a reasonable Atlantic time," quoth a disgusted Jim.

Dubbed F5B (for Bennett, who else), Val Musetti's heavily revised Fittipaldi (damaged in transit to the Brands round) had its first public airing after testing at Donington on Wednesday had persuaded Colin Bennett's lads to abandon the oil intercoolers in favour

of more conventional radiators, repositioned in the top of the sidepods. Temporary bodywork adorns the car at present but its handling is predictable with a neat winkle-picker nose and an original F5A wing refitted in place of the newer centre-post item.

Many of the Aurora teams rallied round to aid Warren Booth's merry little Crown Paints team after the veteran Lancastrian suffered a major shunt at Kimpton bend, the Chevron B48 thumping the armco backwards hard enough to smash the gearbox casing. Undeterred, it was agreed that he could make the start if a replacement 'box was available. John MacDonald not only had one but also sent a man to London for it, while Colin Bennett installed the diff, Kim Mather patched up the bodywork and Brian Robinson lent his spare wing. Early on Sunday it was all smiles again.

The Jordan-BRM P207 again turned up with its new wing and repositioned oil coolers for Tony Trimmer to drive, together with wider front track (5ins) and narrower rear wheels. As at the last round though, conventional parts were substituted later, only the front suspension modification remaining. Every week the team discover one minor fault while curing another and while the long-standing fuel pressure problem was licked (its drive was found to be slipping intermittently), the Marelli ignition pack failed. Without stronger front springs the ride height had to be jacked to stop pancaking under braking and TT, who had worked for a week on the car, could not approach his time set at the May meeting.

"Too much ground-effect, it's bottoming out everywhere," reflected Brian Robinson, in the Grange Performance Cars Chevron B48 once more, "but not to worry, it doesn't matter, it's a nice sunny day!" A few tabs off and softened rear suspension would improve matters, while the third B48, Roy Baker's Swains of Poole machine, had "no problems at all". Neil Edwards had reprofiled the sidepods since the car's last appearance and the rebuilt Hesketh-Hart ran sweetly.

RACE

Intent that no-one should even have half a chance to put him under pressure, poleman Salazar rocketed away from the traffic lights start into Allard, Agostini tucking into his wake to outrag de Villota. Smith rushed past Mallock and Edwards momentarily but as Ago lifted off, perhaps astounded by his getaway, both he and the glorious F2 March slipped back into the traffic. Edwards, Mallock and Crawford found the gaps to chase the RAM Williams duo initially, with Agostini, Smith, Trimmer's wailing BRM and Mather in behind.

Already Salazar was pulling inexorably away, de Villota and the combined might of his pursuers unable to make the slightest headway. Musetti's race lasted as far as Kimpton on the opening lap, the last few yards coasted as a result of CV joint failure — four new Lobro units had been fitted only the previous day. The stuntman's retirement proved to be a portent of things to come.

Only when Mallock had disposed of the unwell Edwards on lap 4 did de Villota's second place look

threatened, for the Chamtex Wolf hauled back the 3secs deficit with ease as Guy fell into the clutches of Agostini and Smith, well ahead in the 2-litre division once Crawford's customary charge at the start had been overcome. Indeed, Smith limited himself to 9000rpm once clear, conserving his Hart engine to the tune of 600rpm. Mather had a hairy spin at Goodwood while chasing Jim and lost time in the pits with a long stop to change "square" tyres. Water blowing out of the left hand bank of exhausts signified the demise of the BRM. Evidence of piston failure heartened the underfinanced team not at all.

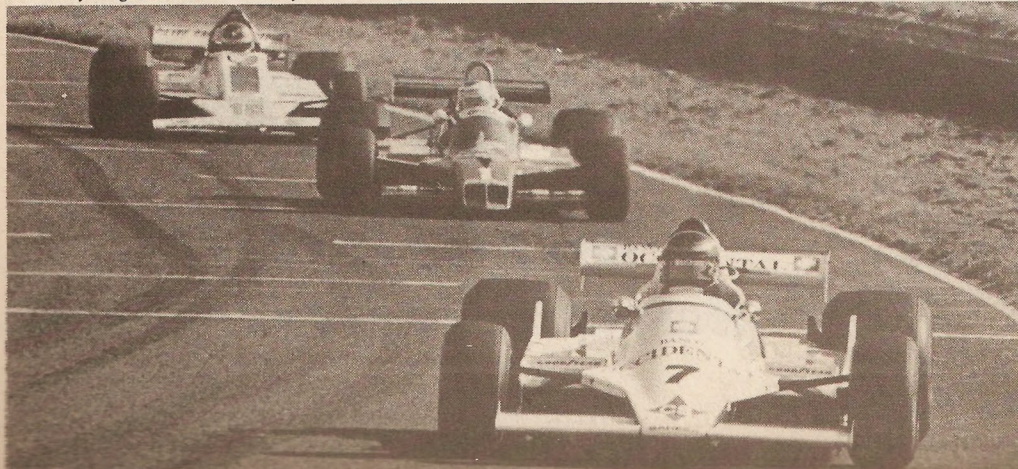
It took Mallock 10 laps longer to catch the championship-leader's Williams, although the other FW07 was clearly in an unassailable position up front, its Chilean driver displaying great aggression in his determination to pulverise meagre opposition. Ray tried to slipstream de Villota out of the chicane, and past the pits a couple of times, and came close at the Complex too, but his opponent's handling superiorities on the flat-out back section were heavily against him. After nearly 20 laps of hustling, the Wolf lurched violently at Allard as Mallock turned in, spun across the road and into the bank backwards. The back of the monocoque is badly bent and Oulton Park now looks doubtful for the hard-working Chamtex equipé.

Edwards had also gone by this time, the Ultramar "Racing for Charities" machine succumbing to CV joint failure although it is doubtful that Guy could have lasted much longer with his state of health. A lap after Mallock's demise and Smith joined him in retirement, the black and green March grinding to a halt with a suspected valve spring breakage despite the preventative rev limit: "I saw a plus 48.2secs board at one point." Another competitor running desperately short of finance, Smith fears that his season is over.

All remaining interest in the fiasco fizzled out when Crawford, running fourth after the spate of retirements in front of him, had his engine seize when an oil pipe came adrift. And that was that. I defy even the most ardent enthusiast to enthuse over the remaining 15 laps, and 27 of the preceding 28 had been tedious, with cars circulating maddeningly out of each other's reach. What was left?

Three Williams cars finished on the same lap (just) with Salazar the 'victor' — scoring a fine win if the commentator was to be believed — and de Villota 47secs in arrears. The championship was more or less in Emilio's pocket after an erratic drive in which he strayed off line and mashed gears as his interest waned. And Agostini, lacking fire and now complaining of terrible oversteer, came third. Three laps back, Brian Robinson survived the mechanical carnage to pick up a consistent fourth place and the F2 spoils. Catching him near the end was Booth, pleased as punch to reach the flag after his dramas on Saturday, but with his nosecone undertray flapping wildly. Another lap down Mather brought his March in, having managed to pull one lap back on those ahead of him after the pit stop. Baker's Chevron ran to the end with soaring temperature (125deg water!) after he filled the radiator with grass. A pit stop early on relieved the ducts of 'first lap' debris.

The early stages saw this 'battle' for second between de Villota (Williams), Edwards (Arrows) and Mallock (Wolf).



THRUXTON (GB)

Sep 7

Aurora AFX British National F1 championship, round 10 43 laps — 101.30 miles

1. Eliseo Salazar (3.0 Williams-Ford/Cosworth DFV FW07B), 51m 30.00s, 117.99mph.
 2. Emilio de Villota (3.0 Williams-Ford/Cosworth DFV FW07B), 52m 17.53s;
 3. Giacomo Agostini (3.0 Williams-Ford/Cosworth DFV FW06), 52m 33.60s;
 4. Brian Robinson (2.0 Chevron-Hart B48), 40 laps;
 5. Warren Booth (2.0 Chevron-Hart B48), 40 laps;
 6. Kim Mather (2.0 March-Hart 802), 39 laps;
- NC: Roy Baker (2.0 Chevron-Hart B48), 35 laps, running at finish but not classified under 90% rule.

Fastest laps: F1, Salazar, 1m 10.94s, 119.59mph; F2, Paul Smith (2.0 March-Hart 802), 1m 13.06s, 116.09mph.

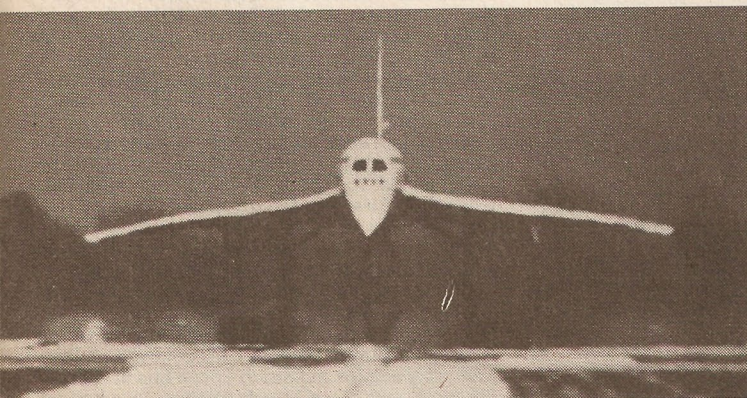
Retirements: Jim Crawford (2.0 Chevron-Swindon BDX), 27 laps, engine; Smith, 24 laps, engine — valve spring; Ray Mallock (3.0 Wolf-Ford/Cosworth DFV WR6), 23 laps, accident; Guy Edwards (3.0 Arrows-Ford/Cosworth DFV A1G), 15 laps, CV joint; Tony Trimmer (3.0 BRM V12 P207), 9 laps, engine; Val Musetti, (3.0 Fittipaldi-Ford Cosworth DFV F5B), 0 laps, CV joint.

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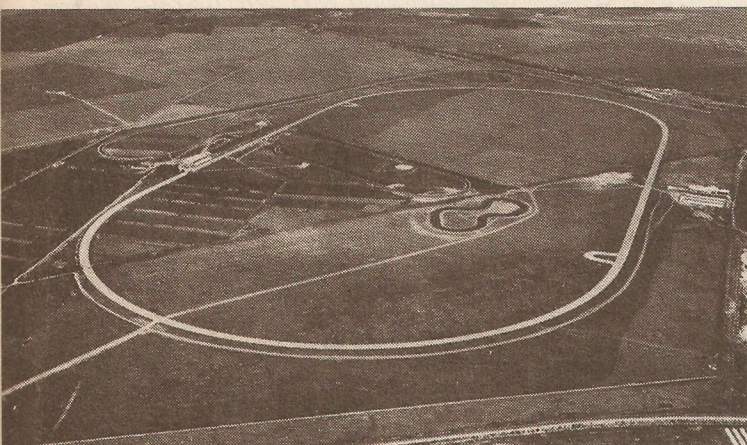
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Let's face it, for anyone whose ears prick up at the

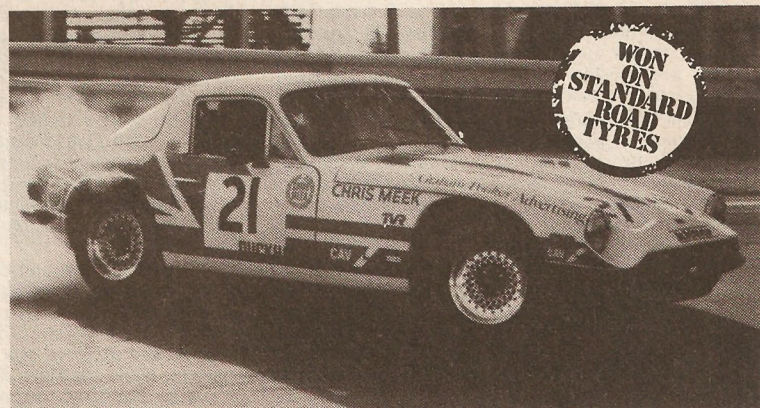
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Following his victory in the last Tricentrol round at Brands Hatch, Gordy Spice took yet another win in his Capri.

Spice invaders

Spice/Rouse 1-2 yet again — Woodman retires after leading — Audi 1-2 — Curnow class champion — Eadie shines in practice — Report: MATTHEW CARTER

Photography: JEFF BLOXHAM

To say that, once again, that formidable pairing of Gordon Spice and Andy Rouse finished in line astern in another of their copybook Tricentrol performances, would be doing them an injustice.

Certainly they started from the front row of the grid with times that were some two seconds better than those occupying the row behind. And certainly their track record so far this year would have made them odds-on joint favourites if the bookies were on site. But it wasn't that simple.

Quick as those practice times were they would not have happened without a little help from their friends at Dunlop. Two sets of sticky 'qualifiers' made sure their times would be something sensational, but the tyres would not have lasted race distance so any advantage they gave would have been academic anyway. Besides the real threat lay alongside — on the pole. Vince Woodman, also with the help of sticky tyres, laid claim to the number one slot by just 0.02sec.

Sure enough the start saw the Woodman Capri edge out the two Spice Capris and before long Westcountryman Vince was joined up front by team-mate Jonathan Buncombe — could it be that the Red Arrows had met their match?

The answer was they hadn't. By dint of some superb driving the pair clawed their way to the front for the team's eighth outright win and their fifth formation finish. And that's not a bad record for the nine hard fought races in this year's Tricentrol Group 1 championship that have taken place.

Thruxton's wide open spaces saw some tremendous battles throughout the field. While 1980 champion elect Win Percy took his traditional class win and fastest lap in the Pentax Mazda RX-7, Richard Lloyd won his class in the Akai Audi 80 to take a tenuous two point class lead, while Alan Curnow made sure of his class championship title with his 1.3 Datapost Ford Fiesta by beating Jon Dooley's Napolina Alfesud after a race-long duel.

G1	TRICENTROL CHAMPIONSHIP	9
	THRUXTON	

ENTRY & PRACTICE

The big news of the week was that Chris Hodgetts was back after the RAC deemed the Mallory accident between him and Lloyd was *not* caused by reckless driving, (see *Pit & Paddock*.) It was, therefore, a smiling Hodgetts anxious to get back behind the wheel of a racing car who turned up at a sunny Thruxton. Other changes since the last round of the championship at Brands Hatch included Richard Longman's ditching of the 1600cc Fiesta in favour of a 1300cc example, Tom Pitcher's upgrading from a roadgoing to a racing Mazda, and the absence of Capris from Rad Dougall, Charles Sawyer-Hoare, Dave Brodie and Holman Blackburn.

The only really new face was that of the 14 times Danish saloon champion Erik Hoyer in his faithful Escort RS2000. The car was running to Danish specification with a standard manifold, carburation and exhaust but the aimable Hoyer was running for the hell of it. "Without wishing to sound boastful, we know if we turn up in Denmark or Sweden or Germany, we win. We come here to try something else." The team knew they had no chance against the all-powerful Mazda but will use this and the next round at Silverstone as feelers for a full season next year (see *Pit & Paddock*.)

The battle of the babies saw Richard Longman having a spin in the 1300 class — and not keeping up with Jon Dooley.



With just the one practice session at this quick circuit it was imperative for drivers to go out and set that all important time with as few bothers as possible . . . and for the drivers of the smaller cars to try to grab a tow if they could.

Accordingly it was Vince Woodman, determined to go well at his local circuit, who set the pace, taking his Esso Capri to a shattering time well below the lap record. Of course the help gained from qualifying tyres flattered to deceive but they served to make Vince the fastest man before the race and that was a confidence lifter. Alongside, also having used qualifiers and also very close, were the two red Valvoline/Autocar Capris of Gordon Spice and Andy Rouse.

Behind them came another pair of Capris, some two seconds down. Jonathan Buncombe returned for one of his irregular drives as team-mate to Woodman to take fourth spot while alongside him came Nick Whiting, the only man in the top five with bothers — and they were simply financial.

"I did not have the money to be able to come here testing so the others have a head start. In fact I have never been to Thruxton with this car so I am having to start with an even greater handicap," said the boss of All Car Equipe.

For once there were no practice dramas for either Rover — the curse of Allam that seems to make engines break even if Jeff simply sits in a car, was not working at Thruxton. Much to his relief. With Allam marginally quicker than Rex Greenslade, the Triplex/Esso/Motor pair were looking for a good run. They still face tyre problems, the Formula 1 front tyres supplied by Goodyear are not quite right, but at least they are better than the Dunlops the team struggled with earlier in the season. And knowing the front row's fluke times would not be matched in the race, a close race was on the cards . . .

Win Percy, naturally, headed the next class just ahead of Graham Goode whose Kamasa Tools Capri, less than immaculate after Brands, had been restored to its former glory, while Richard Lloyd completely dominated the 1600cc class with a time a full second ahead of team-mate Tony Lanfranchi that could only in part be attributed to a well planned tow from Gordon Spice. Sandwiched by Lanfranchi and Chris Hodgetts in the Hughes of Beaconsfield Toyota Celica was Peter Lovett in the second Mazda.

Both the Toyotas of Hodgetts and Martin Brundle faced practice difficulties. Hodgetts, who promised "No heroics, just a drive for points," was plagued by a misfire while Brundle, back behind the Moss Audi on practice times, spent 10 minutes of the session stuck out on the circuit with electrical problems which he eventually fixed himself.

Erik Hoyer found himself behind the Audi and Toyotas but was nonetheless quite happy with his performance. "In Denmark all the circuits are small and full of corners. Our car is set up too hard for this place. It is so big," he said in amazement. John Morris, who along with Lloyd and Hodgetts was in with a chance of the class title, had no real problems . . . aside from a 'lost' 3secs over Lloyd. The Colts this time saw Barrie Williams ahead of David Morgan and just behind the Morris Vulcan VW Scirocco of Morris.

However splitting the two Colts were the 1300cc leaders — not as might be expected Alan Curnow's Fiesta and Jon Dooley's Napolina/CMC/Alfasud ti, but Curnow and the similar Ford of Geunda Eadie, with the lady out front. She was pleased as punch — "I've found my credibility again" — while the less charitable, jokingly, mused on where Richard Longman had put his 1600cc engine . . . Geunda's Shell car, in fact, had a brand new Neil Brown 1.3 unit and all was working well.

Longman himself was marginally ahead of Dooley, the latter having decided on what turned out to be the wrong ratios. Jon Mowatt was again the fastest Mini — there were only two taking part — while Tom Pitcher's first outing in a racing rotary was far more fraught than he thought it might be.

"I don't know how Win does it," said the former Mini

QUALIFYING

Vince Woodman	3.0	Ford Capri	1:27.17
Gordon Spice	3.0	Ford Capri	1:27.19
Andy Rouse	3.0	Ford Capri	1:27.52
Jonathan Buncombe	3.0	Ford Capri	1:29.27
Nick Whiting	3.0	Ford Capri	1:29.91
Jeff Allam	3.5	Rover V8	1:30.05
Rex Greenslade	3.5	Rover V8	1:30.77
Win Percy	2.3	Mazda RX-7	1:30.80
Graham Goode	3.0	Ford Capri	1:31.70*
Richard Lloyd	1.6	Audi 80GLE	1:31.74
Tony Lanfranchi	1.6	Audi 80GLE	1:32.88
Peter Lovett	2.3	Mazda RX-7	1:33.35
Chris Hodgetts	1.6	Toyota Celica	1:33.57
Stirling Moss	1.6	Audi 80GLE	1:33.98
Martin Brundle	1.6	Toyota Celica	1:34.12
Erik Hoyer	2.0	Ford Escort RS2000	1:34.49
John Morris	1.6	VW Scirocco	1:34.71
Barrie Williams	1.6	Colt Lancer	1:34.90
Geunda Eadie	1.3	Ford Fiesta	1:35.39
Alan Curnow	1.3	Ford Fiesta	1:35.70
David Morgan	1.6	Colt Lancer	1:35.77
Richard Longman	1.3	Ford Fiesta	1:35.86
Jon Dooley	1.3	Alfasud ti	1:36.48
Jon Mowatt	1.3	BL Mini 1275GT	1:38.06
Tom Pitcher	2.3	Mazda RX-7	1:38.10
Derrick Brunt	1.5	Alfasud Sprint	1:39.27
Terry Nightingale	1.3	Ford Fiesta	1:39.49*
Tim Goss	1.3	BL Mini 1275GT	1:39.89
John Hammersley	1.6	VW Scirocco	1:40.57
John Spiller	1.3	Talbot Avenger	1:40.65
John Tait	1.6	Toyota Celica	1:49.72

* Did not start

G1

TRICENTRAL CHAMPIONSHIP
THRUXTON

9

continued

man. "At least the road car was predictable. I've been off twice in this one."

Of the rest, Derrick Brunt's troubled times with the 1.5 Napolina Alfasud Sprint continued with severe gearbox maladies, while Terry Nightingale's Endeavour of Brighton 1300 Fiesta blew an engine. "I think Geunda must have cast a spell on me. I am getting all her bad luck. I am seriously considering mounting the engines with wing nuts, we have to take them out so often," said the former Clubmans driver.

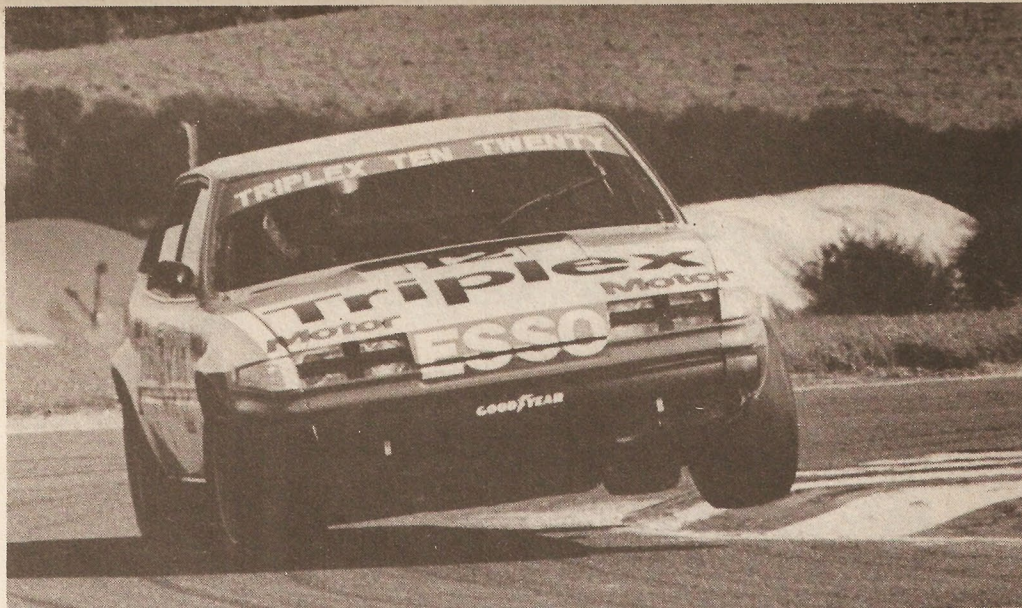
He and Graham Goode were not to start the race. Nightingale was beaten by about three minutes, there being just not quite enough time to complete the engine swap, while Goode snookered himself with a roll-bar change. "I decided to put in a harder roll-bar and we machined out the bushes to accept the new bar. But we then discovered the new bar fouled the steering." It was too late to turn back. The car was loaded back into his coach and the ex-special saloon man watched the race "in a sulk."

RACE

He missed a damn good race. Although Win's the winner, as it were, the other three classes were still up for grabs. Woodman wanted a victory — "I'm fed up with seconds and thirds" — while Lloyd had to win to keep his class chances alive. It was the same in the babies with Dooley needing a win to prevent Curnow taking the honours.

It seemed that Woodman's wishes were to come true as he got the jump on the Spice/Rouse pair as the lights changed. Buncombe, too, made up ground and into the Complex it was the Esso pair who led the Valvoline duo. Percy, perhaps feeling he has made everything look too easy this year, gambled on taking Spice into the Complex and made a mistake. He said afterwards: "That was the only mistake I have made this year. I am very annoyed with myself."

All that happened was, trying too hard, he ran wide, finishing the first lap in 13th place. At the front, though Rouse had got by Buncombe to chase after Woodman



Jeff Allam was on form with the Rover and never far behind the Rouse Capri.

with Spice in fourth heading Allam, Whiting, and Greenslade. Lovett led the 2300cc class while young Martin Brundle showed the older generations a thing or two to head the Audis. Down in the babies, Geunda Eadie was proving her practice showing was no fluke and headed the battling Curnow, Dooley and Longman.

Already in trouble was Lanfranchi whose clutch went 'over-stop'. He fixed the problem to finish flat last on lap one and to abandon the car completely after half a dozen laps when the problem recurred.

Woodman's glory lasted only that first lap. By the second Rouse had got past, though Vince wasn't going to let him get away with it that easily, while Spice passed Buncombe. Percy meanwhile clawed his way up to 9th spot behind Lovett's similar car.

The next couple of laps saw more drama. Buncombe and Spice got close — a little too close — to each other, and had a panel beating session at the Complex. Buncombe subsequently going off at the following corner and spending yet more time on the grass. A lap later saw Longman execute a neat right turn at Club chicane in an attempt to get past Eadie who had dropped back behind Curnow and Dooley. "I suppose it is my experience," she said afterwards, "but the harder I tried, the slower I got." Her race ended at just over half distance when a rocker came adrift and the misfire meant it was hopeless to continue.

It was at half distance we lost Derrick Brunt whose engine put a rod through the side, but a more significant engine failure saw Vince Woodman's first non finish of the series. However, before his engine expired, his battle royal with the two Spice cars allowed Jeff Allam's Rover to catch up, with Rex Greenslade's oversteering sifter car a little further back.

Although Percy had taken his rightful place at the head of the 2300cc class, Martin Brundle's hopes of a class victory was thwarted by a slipping clutch which saw him dive into the pits on lap 9 for adjustments. He was joined a lap later by team-mate Hodgetts with electrical problems that caused that engine to die. While Brundle re-joined, Hodgetts was out of luck — and points — leaving Lloyd to lead the class with Moss as a constant shadow, while third placed John Morris was scrapping with the two Colts.

Team orders may be a way of life in lower classes when valuable points are at stake . . . but that's not

how the Spice/Rouse set-up works. They race. The bulk of the first half was led by Rouse, but lap 10 saw the team leader, door dented and bumpers flapping in the breeze, by into the lead.

Time and time again Rouse got close, but it was Spice in command — and if Andy had made even the slightest mistake, Jeff Allam's Rover in third was ready to pounce. That was how it stayed to the flag but it was a close thing, Spice making sure of another 10 points.

After his earlier indiscretions, Jonathan Buncombe finished fourth ahead of Greenslade and Percy. Nick Whiting finished seventh troubled with brakes. He also made an unnecessary pit stop after being shown a cautionary flag for kerb hopping. "I thought it was a black flag," he said, finishing sixth in class.

Percy again took a maximum 10 points with Lovett coming home second in class 1 sec ahead of Lloyd and Moss. It was obviously imperative that the first Audi home should be Lloyd's, but with one lap to go it looked as if Moss was not going to play the game. Lloyd said: "I simply missed a gear and Stirling was through, there was nothing else he could do." On the last tour, though, Richard was back on top, with John Morris finishing third in class. 12th overall behind Hoyer whose steady drive gave him a third in his class, too. Lloyd managed to take a record fastest lap.

Dave Morgan finished fourth in the 1600ccs just behind Morris but somewhere clear of Williams while sixth place in class went to Brundle two laps down. The final Mazda class finisher was Pitcher who spent most of his race ahead of the dicing Minis of Mowatt and Goss!

The racing wasn't over yet, though. Curnow and Dooley battled supremely. For Curnow a slipping clutch meant he had to restrict revs in top. Dooley was quicker out of the corners but without that extra urge needed to get by. Time and time again the pair would arrive at Club chicane abreast, only for Curnow to benefit from the inside line. They finished 0.3 secs apart, with Curnow ahead.

Longman had a largely untroubled race to take third in class and the fastest record lap while the remaining points were taken by Tim Goss in fourth with John Spiller (1.3 Talbot Avenger) the last class finisher.

So that was that. Two of the four classes have gone, but the others are closer than ever. Rouse leads Spice by a single point while Lloyd leads Hodgetts and Morris by two. Silverstone should be good.

THRUXTON (GB)

Sep 7

Tricentral RAC British Saloon
Car Championship, round 9
20 laps — 47.12 miles

Overall

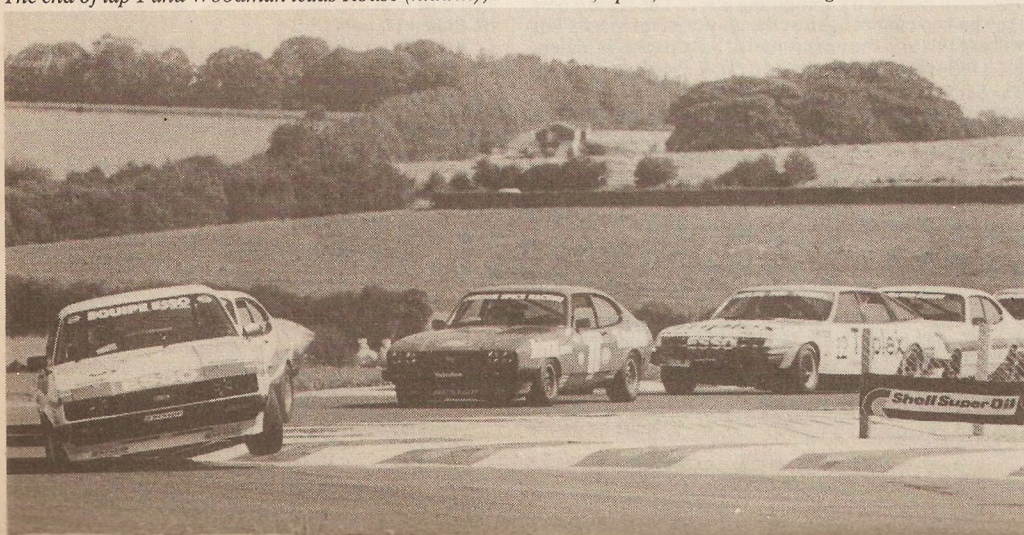
- 1, Gordon Spice (3.0 Ford Capri), 30m 28.78s, 92.76mph;
- 2, Andy Rouse (3.0 Ford Capri), 30m 31.87s;
- 3, Jeff Allam (3.5 Rover V8), 30m 35.64s;
- 4, Jonathan Buncombe (3.0 Ford Capri), 30m 49.88s;
- 5, Rex Greenslade (3.5 Rover V8), 31m 07.73s;
- 6, Win Percy (2.3 Mazda RX-7), 31m 10.42s;
- 7, Nick Whiting (3.0 Ford Capri), 31m 32.26s; 8, Peter Lovett (2.3 Mazda RX-7), 31m 40.56s; 9, Richard Lloyd (1.6 Audi 80GLE), 31m 41.57s; 10, Stirling Moss (1.6 Audi 80GLE), 31m 41.88s; etc.

2301-3500cc: 1, Spice; 2, Rouse; 3, Allam; 4, Buncombe. Fastest lap: Spice, 1m 30.18s, 94.05mph.

1601-2300cc: 1, Percy, 90.69mph; 2, Lovett; 3, Erik Hoyer (2.0 Ford Escort RS2000); 4, Tom Pitcher (2.3 Mazda RX-7). Fastest lap: Percy, 1m 32.00s, 92.15mph.

1301-1600cc: 1, Lloyd, 89.21mph; 2, Moss; 3, John Morris (1.6 VW Scirocco); 4, David Morgan (1.6 Colt Lancer). Fastest lap: Lloyd, 1m 33.20s, 91.00mph (record).

Up to 1300cc: 1, Alan Curnow (1.3 Ford Fiesta), 86.83mph; 2, Jon Dooley (1.3 Alfasud ti); 3, Richard Longman (1.3 Ford Fiesta); 4, Tim Goss (1.3 BL Mini 1275GT). Fastest lap: Longman, 1m 97s, 88.38mph (record).



Victory for the highly tuned Datapost Racing Team!

Tricentrol Saloon Car Championship Series – 7th September.

1st Thruxton



Alan Curnow 1300cc Ford Fiesta.

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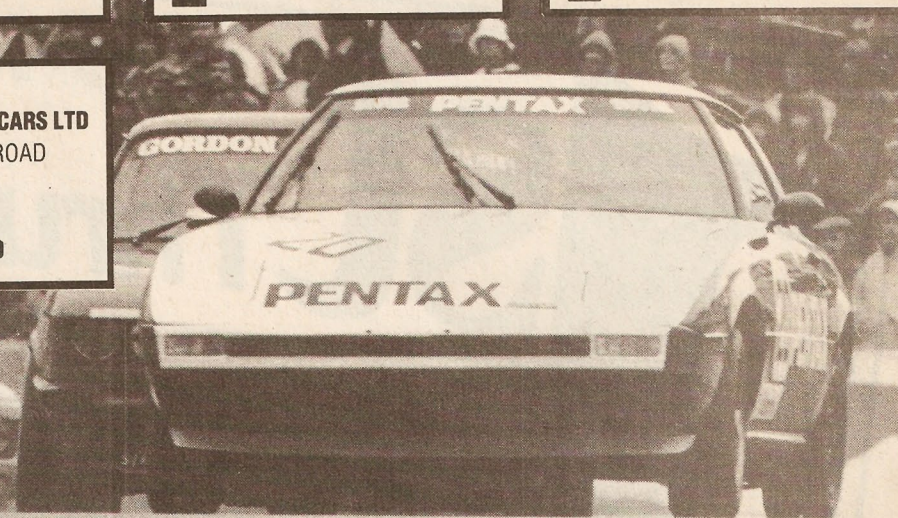
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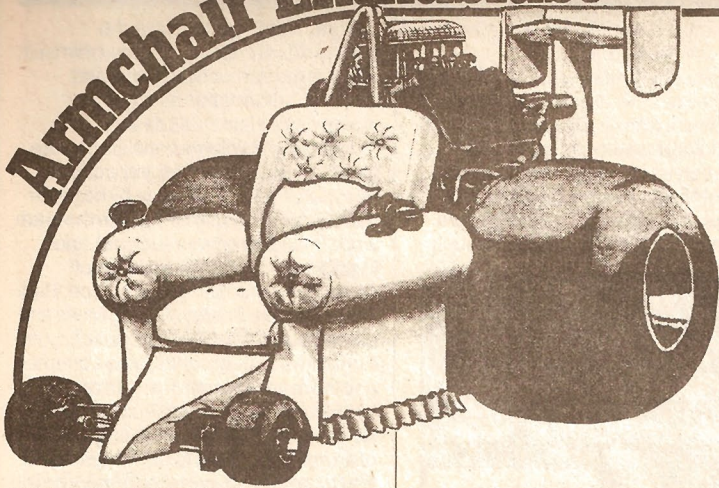
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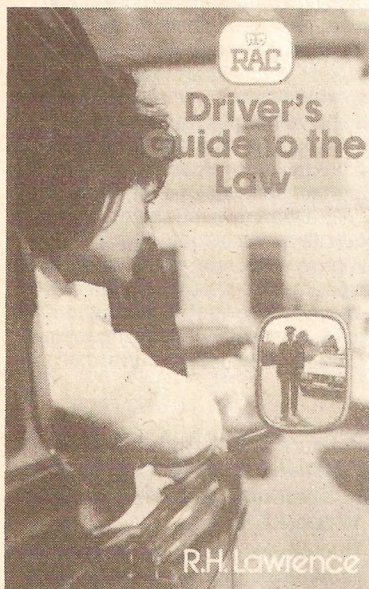
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Armchair Enthusiast



Books



DRIVER'S GUIDE TO THE LAW. By R. H. Lawrence. Published by Macdonald & Evans with the RAC. 174pp, softback, £2.95.

There can be few motorists who—if they are completely honest with themselves—can say they abide by every one of the plethora of laws that go hand in hand with modern motoring. Yet those who do occasionally break the speed limit or unwittingly drive with a faulty rear light, in no way consider themselves criminals.

The *Driver's Guide to the Law*, published in association with the RAC, is aimed at the average motorist and sets out to describe the various ways he can fall foul of the law and how to deal with the police, the courts and solicitors... and the inevitable fines and endorsements.

So often books dealing with the law serve only to confuse the layman and worry him further but this guide explains proceedings well. It is split into two sections. The first deals with the imaginary case of Laurie Driver and how his case is handled by solicitors Weaver, Hart and Care, while the second half—mercifully free from such awful puns—goes into the law and its procedures in greater depth and includes a section listing the maximum sentences for given motoring offences. Did you know, for example, that the minimum fine for selling a pedal cycle that does not conform with the law—brakes and bells and so on—is £100? Or that hanging on to a bus or lorry tailgate to get you and your two-wheeler a free ride can cost you £20?

Caption Competition Runners Up

"Well, I was rather hoping for my own column, actually."

Nigel Bell of Ladywell, London.

"My life, is this yours?"

Roger Wood of Huntingdon, Cambs.

"This is (the turning point of) your life."

E. J. Woolhouse of Romford, Essex.

"Here's the reason you won, Gerry, I pinched this off Tony Lanfranchi's car."

M. J. Smith of Sutton Coldfield, West Midlands.

"I'll push, you steer."

Dave Staveley of Ipswich, Suffolk.

"This should cure the understeer."

S. B. Reay of Thatcham, Berks.

"Sorry Gerry, but Lanfranchi dropped his pint all over the red book when we asked him to appear on your show."

Anthony Shaw of Wimbledon Park, London.

"But I keep telling you Eamonn, it's not just the car, you need a nut behind the wheel to win."

Steve Thompson of Clwyd, North Wales.

"Amazing Eamonn, how you disguise the book these days."

Richard Latham of Sheffield.

"Eamonn when they said you were giving me something leather bound, I thought..."

K. S. Knappe of Newbury, Berks.

DOWN THE HATCH. By Mark Kahn. Published by Foulsham. 160pp, hardback, £6.95.

Subtitled 'The Life and Fast Times of Tony Lanfranchi, motor racing's last Cavalier', *Down the Hatch* attempts to chronicle the 23 years that Lanfranchi has had in motor racing. In fact the book is more a long interview with Lanfranchi and makes no attempt to put any of his feats—both in and out of the car—into historical sequence of importance.

Perhaps the best way to describe the book is that it takes the form of a type-written TV chat show dwelling on the more outrageous episodes in the man's life, mentioning his driving exploits almost in passing, and allowing him to expound his theories on topics as wide-ranging as women, booze, Gerry Marshall, booze and women.

Lanfranchi himself says that if the tome produces just two smiles on the reader's face then it will have succeeded. It does more than that.

There are scores of episodes that

PENTAX Caption Competition

Winner from Shaun Andrews of Leighton Buzzard, Beds.



"It's hardly been used — was it Mark Thatcher's?"

ASAHI
PENTAX

auto 110

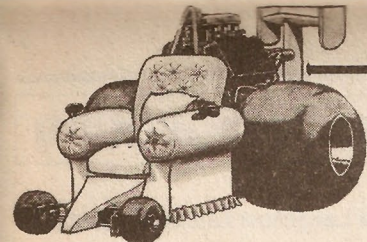
Shaun Andrews wins an *Auto 110 Pentax* camera. Pentax have kindly offered another camera as the prize for this month's competition.



PENTAX Caption Competition



DETAILS OVERLEAF



continued

DOWN THE HATCH



The Life and Fast Times of
Tony Lanfranchi
motor-racing's last Cavalier
by Mark Kahn

provide a chuckle and some that will make most cry with laughter. Take, for example, Lanfranchi's description of understeer and oversteer . . . the first is when you hit the bank with the front end first and the second is when you hit the bank with the back end first. Makes sense.

Then there's the time Barrie Williams helped out his mate by towing not one, not two, but three stricken racing Moskvitches behind his car virtually all the way from Oulton Park. The stories are never ending.
Journalist Mark Khan has managed to

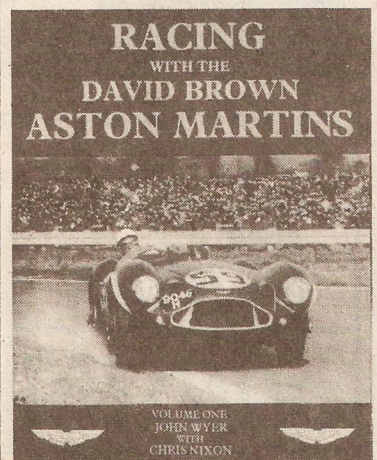
retain in the written word the warmth and humour that Lanfranchi possesses and has allowed him to talk frankly about the people around him. Lanfranchi is not a man to mince words and although they may have been cleaned up a little for public consumption, his thoughts on the likes of Marshall, Barrie Williams, John Webb and many others make interesting reading.

The book however lacks something—conviction from both the author and subject is missing, perhaps? Bad proof reading has left many names spelt incorrectly and the picture selection is poor, but despite all these faults it remains a good read. Just don't expect too much. The cover's nice though.

MC

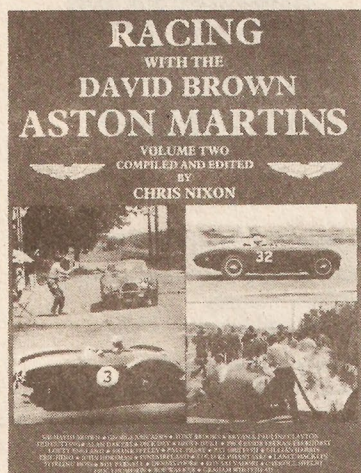
RACING WITH THE DAVID BROWN ASTON MARTINS. By Chris Nixon and John Wyer. Published by Transport Bookman Ltd. Two volumes, each hardback, 250pp, £14.95.

Take any subject, and sooner or later its 'bible' will come along. This has now happened for the competition Aston Martins, the David Brown factory team cars which made the *marque* famous



during the period 1949-63, and which won the World Sports Car Championship and Le Mans for Britain in 1959. The story is told in two volumes by Chris Nixon, whose great enthusiasm for these days of real sports car racing comes across strongly in his editorship.

Not of Nixon, though, the personal views of one observer. Thoroughness and historical accuracy were obviously



his criteria, and his rationale of bringing together as many as possible of the personalities involved in this famous team not only achieves these aims, but also ensures that the books are an entertaining read. For, despite the plethora of works teams, sports car racing in this era was great fun, and remembered with affection by the lucky people who were there.

Having established that most of the people he needed could be contacted, Nixon concentrated on John Wyer, the man whose career as Team Manager (later General Manager) at Aston Martin made him as famous as any of his drivers. The first volume is given over to Wyer's personal reflections, presented year by year, from DB2 through DB3S, DBR1 and the others to the unsuccessful Formula 1 cars and the special projects of 1962-63. Special chapters are

devoted to the team drivers, the mechanics and Sir David Brown himself, and there is as much technical and statistical information as any motor racing enthusiast could desire.

The second volume consists of more personal reminiscences, transcribed from Nixon's tape recorder, by no fewer than 28 of the people who made the team work, including drivers such as Lance Macklin, George Abecassis, Geoff Duke, Tony Brooks, Roy Salvadori, Paul Freer, Carolee Shelby, Stirling Moss and Innes Ireland. From the opposition, Lofty England of Jaguar contributes a chapter, and there are a couple from Nixon himself (who was a staff reporter on AUTOSPORT 1958-63), including a reprint of an article he wrote for the magazine in 1961, describing a weekend spent on the road with Jack Fairman and a DBR1.

Painstakingly accurate—to the extent that Nixon asked Wyer to comment in an appendix on all the other contributed material—the two books are not only fascinating to read but also superbly illustrated, thanks to the many hours spent in research by the dedicated author. Better picture content is unimaginable. There is, however, a regrettable lack of colour photography, and the 'journalalese' on the dust jackets is quite appalling, but it is hard to envisage how this work could otherwise be improved. It sets an example of how this type of subject should be treated which should be followed by other authors and publishers, and we hope to reproduce extracts in a future issue of AUTOSPORT.

QDS

PIT & PADDOCK. By Michael Frostick. Published by Moorland Publishing Company. Hardback, 122pp, £7.95.

The main title of this book has been used as the heading for AUTOSPORT's racing news pages for 30 years. The subhead is *A Background to Motor Racing 1894-1978*. It is not worthy of either.

The author tells us that his main difficulty was deciding what to leave out,

PENTAX Caption Competition

Write a humorous (and preferably clean!) caption to the photograph on the reverse of this form. The caption judged to be the funniest will be published in our next *Armchair Enthusiast*. PLEASE USE BLOCK CAPITALS.

MY CAPTION IS:
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Cut out the completed coupon and sent it to 'Pentax caption competition', AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, for receipt by September 26 at the latest.

The Autosport Quiz

Win a £30 Travel Voucher

The answers to all ten of these questions can be found in the August issues of AUTOSPORT, all you have to do is hunt them out and send your answers to reach us by September 26 to: The AUTOSPORT Quiz, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE. The sender of the first correct solution pulled out of the post-bag will receive a £30 travel voucher from the well known motor racing tour operators Page & Moy Ltd.

1. Where was Philip Young taking a Morris Minor?
2. Who celebrated their 30th birthday? (not us!)
3. Lives of who?
4. Who goes rallying by the book?
5. Three winners at Misano?
6. Three Brits climbing in Europe?
7. What had its first international win in Brazil?
8. Who leads the points standings in this year's NASCAR series?

9. Who should be an eyeful for the boys?
10. Who are good sports?

Congratulations to Vincent Webb of Porters Lodge, Chivelstone Court, 78 Parkside, Wimbledon, London SW19, who provided the winning answers to last month's quiz.

Last month's answers were: 1, Shadow; 2, Terry Kaby and John Weatherley; 3, Tadpole; 4, the Harrier 'Jump Jet'; 5, Bill Dobie; 6, won the Hot Rod Championship of the World; 7, the Osella; 8, Barry Sheene; 9, raining; 10, 137.



All competitions in AUTOSPORT may not be entered by employees of Haymarket Publishing Ltd or their relatives. The judges in all AUTOSPORT competitions unless otherwise stated are Quentin Spurring (Editor), Rupert Saunders (Rallies Editor) and Matthew Carter (Assistant Editor). The decisions of the judges are final and no correspondence can be entered into. The names of the winners of these competitions (who must be resident in the UK) will be published in *Armchair Enthusiast* next month.



PIT & PADDOCK

A BACKGROUND TO MOTOR RACING 1894-1978

● Thanks to Doug Nye, who has answered our query about the photograph of someone fishing during the 1906 GP de l'ACF, (see *Armchair Enthusiast* July 10). Doug tells us that the rod and fish was the sign above a fishmonger's shop on that particular corner in Connerré.



Fine Art Prints

This month we have news of a set of fine art prints for the rallying fraternity. Spencer Trauts, an artist who lives and works in Solihull, has produced a set of nine prints of famous rally cars, their drivers and navigators. He has managed to capture all the excitement and colour of rallying down to the last detail, but the atmosphere is slightly diminished by the lack of any background to the pictures.

Mr Trauts's subjects are: Hopkirki/Crellin in their Cooper 'S' on the 1967 Alpine Rally; Clark/Porter in an Escort on the '75 Scottish; Brookes/Brown on the '76 Scottish in their Escort; Munari/Maiga on the 1977 Monte Carlo Rally in the Stratos; Pond/Gallagher (Triumph TR7) on the 1977 Belgian Rally; Airikkala/Nicholson (Vauxhall Chevette) on the 1978 Mintex; Alen/Kivimaki on the 1978 Portuguese Rally in the Fiat Abarth 131; Blomqvist/Cederberg in their Saab Turbo on the 1978 Swedish; and finally Mikkola/Hertz on the 1979 RAC in their Escort.

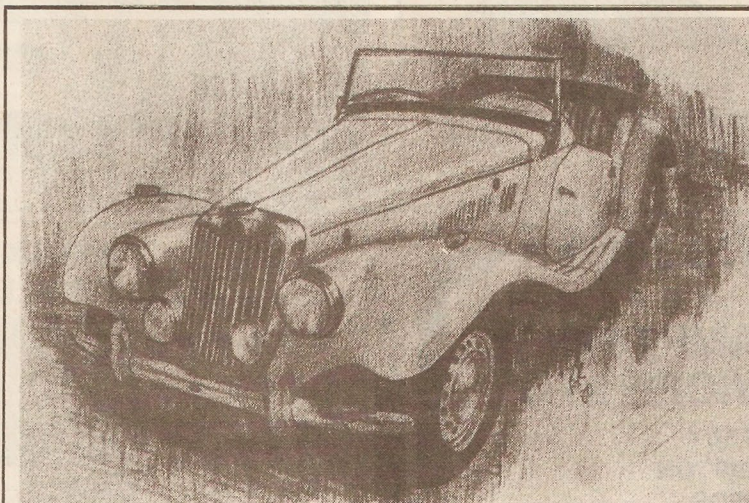
The prints are reproduced in four colour litho on high quality artcard and cost £1.40 each, or you may obtain the complete set for £10.95. If you or your club want to place a bulk order, Mr Trauts will be pleased to send you any 20 prints for £20.00 or any 100 prints for £80.00 (there is a minimum order of eight for overseas customers).

Spencer Trauts can be contacted at 6 Everitt Drive, Knowle, Solihull B93 9EP (Tel: 05645 6561).

but the format itself magnifies the omissions. The subject is treated by means of a very large number of photographs (none in colour), grouped together with long captions in five chapters, each with a short introduction. The first chapter deals with the heroic era, 1894-1914; the second with the man-made circuits at Brooklands and Indianapolis, exclusively from the sixties; the third with Grand Prix racing between the wars, particular attention being given to Mercedes and Auto Union. After a short section on sports car racing which is wholly unsatisfying, we are abruptly moved into modern times with a final chapter containing a few photographs depicting post-war F1. The last few pages are devoted to an account of the construction of the first Arrows F1 car.

Lest you are misled by the subhead, this is not a reference book. The author's intention was to convey a sense of the personalities which have made motor racing work, and continue to do so, but this is immensely difficult by the method chosen. The book lacks identity and, far from providing the reader with background material, assumes that the reader already possesses considerable knowledge; those who do not will get little benefit from many of the captions. The lack of recent photographs is excused by the assertion that many of the more interesting ones have already appeared in magazines or books, but it is a great pity that the thinking behind the first chapter, which contains many excellent photographs, was not extended throughout the book, for this would have justified its price.

QDS



Fine Art Prints

The illustration above is one of a set of prints available from Photo-Graphics; the 10" x 8" line and tone prints are reproduced on matt steel plates and block mounted on imitation suede. They are reproductions of original pencil drawings by Brian Robinson, who hand produces and signs each print, at a price of £9.90, including postage and packing. Full details of subject matter and availability are obtainable from Photo-Graphics, 74 Aastaire Avenue, Eastbourne, East Sussex.

STICKER WINNERS

The staff members of AUTOSPORT have continued to search the car parks of most motor sport events in the British Isles throughout the last month for cars with the AUTOSPORT sticker on them.

The idea is that if we publish your car registration number you should write in to *Armchair Enthusiast* and tell us where and when we spotted the car, and what make, type and colour the car is; on receipt of your letter we will despatch to you a limited edition AUTOSPORT T-shirt, so don't forget to let us know what size of T-shirt you require.

We still have a selection of unclaimed numbers on our list; so why not check the back numbers of *Armchair Enthusiast* to ensure that you haven't missed anything which could be to your advantage (T-shirt wise, that is!)

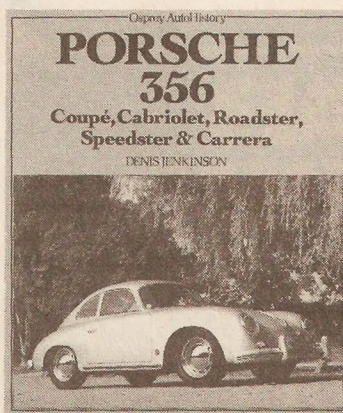
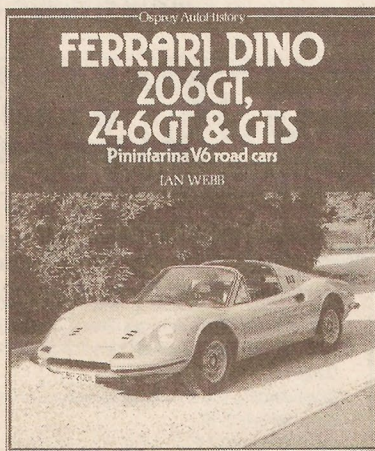
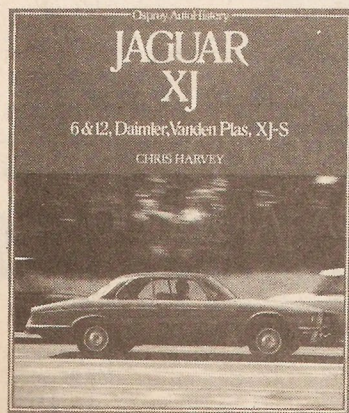
This month's winning numbers are:

EVC 77T
JPO 13P
RPO 343E
NJO 370H
SJD 186F
RKL 900G

Murphy's Laws of Motorsport

This month's dose of Murphology, taken from Lincoln C. Cobb's collected works on the subject, continues directly on from last month's *Armchair Enthusiast* where we discussed the mechanic's guide to racing drivers, which was unfortunately incomplete; so, to continue:

6. Drivers believe that mechanics actually prefer not to eat or sleep.
7. If the car has been put into short wheelbase trim for a race, the driver will decide after only two laps of practice that the long wheel base set up is better.
8. As soon as the car has been put back to long wheel base form, the driver will insist that the track conditions have changed and demand that the car be put back to short wheel base trim.
9. No matter what wing is on the car, the driver will be convinced that the wing in the truck is better.
10. No driver has a clue about what the car is doing. Successful teams will act like they are listening to what the driver is saying, just to make the driver feel useful, but actually set the car up with tyre temperatures and practice times.
11. All drivers are positive that the tyres on the car in the next pit are better than those on his own car, even in a one tyre series.



Osprey are pressing on with their excellent AutoHistories series of small format books devoted to classic road cars. The latest editions are Ferrari Dino by Ian Webb, Jaguar XJ by Chris Harvey, and Porsche 356 by Denis Jenkinson, all produced to the same high standards as the first three books in the series. To bring the number of the collection up to nine, Rolls-Royce Silver Cloud, De Tomaso and Mercedes-Benz V8s will be published next month. The books sell at a competitive £5.95.



Ingliston Motor Racing 80; the annual of Scottish motorsport is now on offer at the reduced price of only £1.00 inc. P&P, from Scotcircuits. A must for all Scottish enthusiasts.

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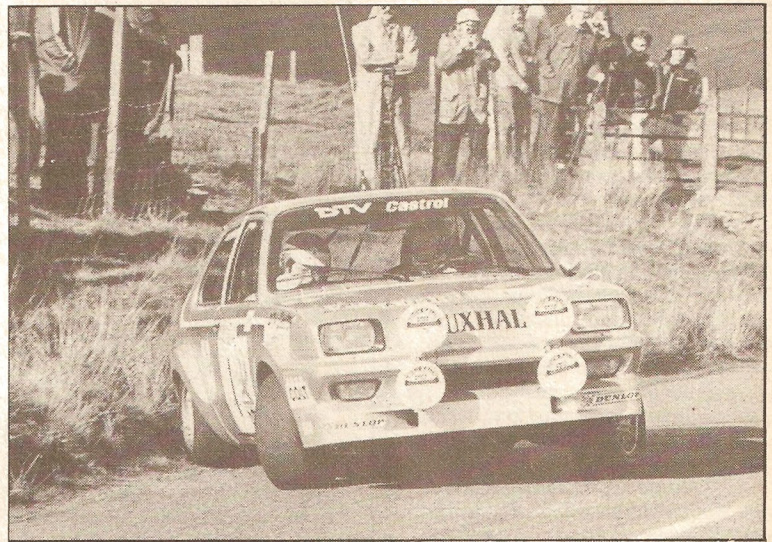
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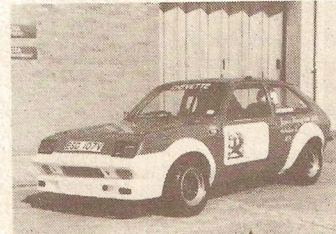
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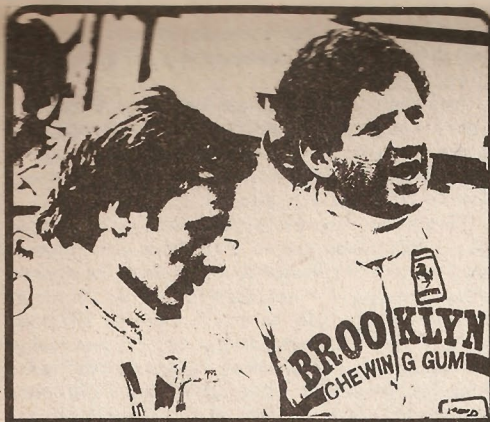
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Fifth Column

BY NIGEL ROEBUCK

Hubble, bubble . . .

Zandvoort provided us with the most exhilarating Grand Prix in a very long time, and in the euphoric aftermath of the race it was all too easy to lose sight of the paddock simmerings during the days of practice.

If your attendance had been confined to the afternoon of race day, you could have left the circuit in the belief that all was well with the world of Formula 1. But feelings expressed and words overheard earlier in the meeting put you in no doubt that real crisis lies on the near horizon.

On the question of the sport's future never have there been so many divergent opinions. Nor is it a clear cut matter, with the FISA on one side, the constructors on the other. If you thought that a reasonable degree of unanimity had been achieved by the constructors at the 'Heathrow Summit', well, a great deal has since happened. The proposed solution, if you recall, was to keep skirts on the cars and to reduce their cornering powers by the adoption of treaded tyres. There were other factors involved — the little matter of 'commercial freedom', for example — and the whole package was an indivisible whole.

Fine. Except that nobody appears to have consulted the tyre companies beforehand. And they railed at the prospect of footing the bill for solving the constructors'

Villeneuve fights the balance between power and roadholding to stay ahead of team-mate, Scheckter.

problems when it appeared that the constructors themselves were unwilling to entertain any major changes — inevitably hugely expensive — to the design and construction of their cars. Goodyear eventually put a most reasonable suggestion to the FISA — narrower slicks for 1981, treaded tyres for '82 — but Michelin finally decided against restriction of any kind.

The "indivisible whole" was therefore split asunder. Goodbye, Heathrow.

So, said Jean-Marie Balestre, that's the end of that. The skirts ban for 1981 would come into force as scheduled. FISA would, however, consider alternative suggestions from the constructors, provided they were submitted by September 30.

"Don't make the mistake of believing that this is just a matter of banning skirts . . . what's at issue now is the simple matter of whether we keep going with Balestre, or whether we break away and go on our own."

Asking around in the Zandvoort paddock, I received no impression that very much was being done in this direction. "Don't make the mistake of believing that this is just a matter of banning skirts," one constructor told me. "That's not really very important, one way or the other. What's at issue now is the simple matter of whether we keep going with Balestre, or whether we break away and go on our own. And I'm pretty sure we'll go on our own. I reckon we'll be asked to commit ourselves in the very near future . . ."

December 1 is the date by which registrations of intent to compete in next year's World Championship must be made to FISA.

It was being said at Zandvoort that some constructors — notably Ferrari, Renault and Alfa Romeo — are forming an alliance of their own, and that this alliance has committed itself to running under FISA rules in 1981. The apparent concord reached at the Heathrow meeting would seem, therefore, to be at an end.

Perhaps the tin lid was put on the whole affair by rumblings from Balestre to the effect that, from now on, monies from the Grands Prix will be paid not to FOCA but to FISA, who will then distribute it. Which seems to spell the end of 'commercial freedom'.

It was precisely that stricture which led to CART's breaking away from USAC.

The driver's angle

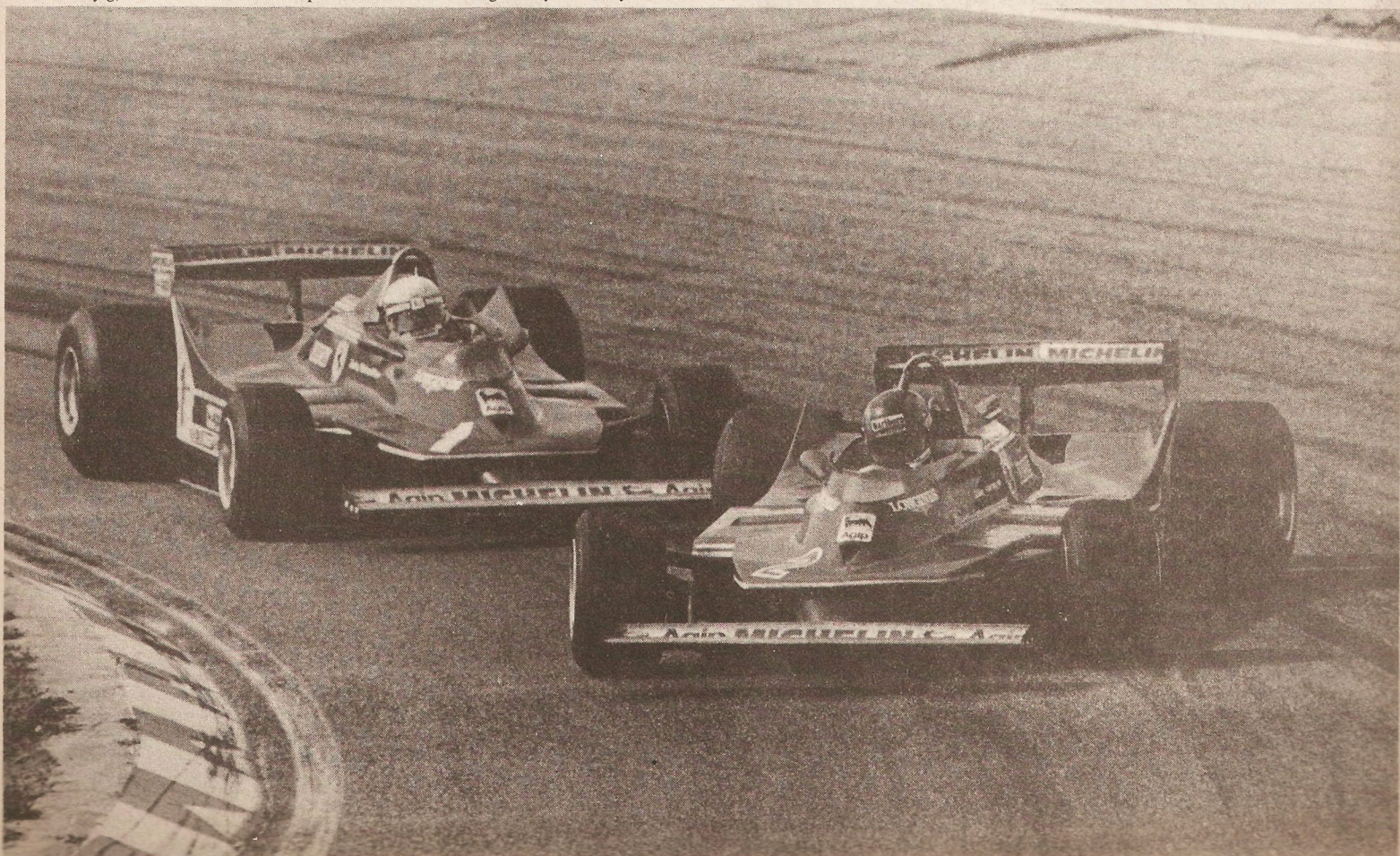
If there is a division among the constructors as to going it alone, staying with FISA, keeping skirts, banning them etc., there is also the question of the drivers' feelings about the future of Formula 1.

Their position is a difficult one. Many of them drive for rabidly anti-Balestre teams and do not care for the man *per se*. But it is becoming clear that the vast majority of them are in favour of the ban on skirts. This, after all, is the slice of the FISA-FOCA war which most directly concerns them. It is they, not the governing body, not the constructors, not the designers, who have most at stake here.

Most of the drivers *hate* the Grand Prix cars of today. Mario Andretti: "They just kill the art of throttle control. Right now, it's hard on the brakes or hard on the throttle. Nothing in between." If their dislike stems in part from a lack of driving satisfaction, the bulk of it is based on the simple premise that they are dangerous. True, they are enormously strong in the event of an accident. Equally true, that accident is more likely to happen, and at a higher speed. There lies the root of their fear. Alain Prost: "The solution, for me, is clear. If we want to make the cars safer, it is absolutely necessary to ban skirts. Other things need doing, too, but the first problem is skirts."

As time goes on, more and more drivers come clean. The fatal accident to Patrick Depailler has accelerated their willingness to do so. If you wonder why Depailler made no attempt to spin the Alfa or steer it into the catch fencing — assuming he had the means to do it — a simple calculation of distances and velocities reveals that, from the first realisation that something was wrong to hitting the guardrail, the unfortunate driver had an absolute maximum of three-quarters of a second. And, as Derek Daly said after his dreadful shunt at Zandvoort's *Tarzan*, "There's just nothing you can do. I just registered that I was going to hit the barrier very hard and tried to pull back my legs as much as possible. Then I hit." Entry to corner speeds are now so high, braking distances so short, that no safety margin exists in which the driver can act if something goes wrong. And, with all that downforce on a car's suspension, something is more likely to go wrong.

Gilles Villeneuve and Jody Scheckter have been saying this for a long time, many people ascribing their views to the inability of their team, Ferrari, to build a successful ground effect chassis around the flat-12 engine. Sour grapes, in other words. At Zandvoort, Gilles had a lot to say on the subject. ▶



Fifth Column

continued

"Right now, I should be the happiest guy in the world if skirts are retained. Next year, I will have a turbocharged engine and a genuine ground effect chassis. The turbo has a lot more power, and a ground effect car with skirts allows you to use more power for longer. Therefore, I should be in great shape if everything stayed the same. But I would like to see the cars changed, and there are several reasons.

"First, you must drive these cars on rails, and I don't like that. I like it when you can slide the car and make that work for you, when cornering speed depends more on the ability of the driver. You can still do that at Monaco or Long Beach or Montreal, where most of the corners are too slow for ground effect technology and skirts to have their full effect.

"Second, it is physically much more tiring than it was, because of the cornering forces. And if nothing is done, it will become much more tiring in the next year or two. OK, that's a problem for us, to some extent, to make ourselves fitter and stronger. But I don't think great physical strength should be necessary for success as a racing driver. And while you can work on your arm muscles, things like that, you cannot work on the inside of yourself, your stomach and so on.

"Third, I think the spectators will get fed up. I think they are fed up right now. I had some friends over from Canada for the French Grand Prix, and they said it was awful to see the Renaults, for instance, during qualifying. They were being driven like on rails, never out of line, because that's the quickest way with these cars. My friends said it looked like they were bedding in brakes! And that is a nonsense. In the long run, it will kill Formula 1.

"And fourth, it's dangerous. I don't care much about that, but that's the consensus. The other things worry me more.

"On some circuits, like Zeltweg, you're just a passenger in the car. Take a corner like the *Boschkurve*. I remember the first time I went there — only two years ago — you couldn't floor the throttle. You had to *drive* it through there. But now, once you arrive at the point where you feel you can put the power on, you floor it and you're away. A passenger.

"The ratio between horsepower and cornering ability is all wrong. We have far too much cornering speed for cars with 500 horsepower. The power is alright at a place like Monaco, but somewhere like Zeltweg is just plain boring now."

"Eight years ago, I don't believe it was like that. They had 460 horsepower and no grip at all. They had to *drive* everywhere. Nowadays we don't have to drive everywhere — and because of that we cannot make the difference. Only the grip of the car can do that.

"The ratio between horsepower and cornering ability is all wrong. We have far too much cornering speed for cars with 500 horsepower. That power is all right at a place like Monaco, but somewhere like Zeltweg is just plain boring now.

"What's wrong with Zeltweg is that it is too quick for the speed the car is capable of doing. They're not very quick in a straight line, these cars, but very quick through the corners. The downforce accounts for both those things. There isn't enough difference between the speeds on the straights and through the corners at a place like Zeltweg. It would be fine to have the cars cornering at today's speeds if we could have 800 horsepower and do 250mph down the straights. I'm quite serious about that. I genuinely believe that the relationship between power and cornering ability would then be about right. It would give the driver something to do once more. You wouldn't be able to floor it everywhere.

"However, it's not really feasible for all of us to have that horsepower. So we stick with 500, and reduce the cornering ability by the same degree. I think we should do something about the tyres, but the constructors want *all* the change to be in the tyres. They talk about narrower tyres, but in Austria the Goodyear teams had 16ins wide rears and they were all quicker than last year, because of more downforce. So tyres alone are not the answer.

"Apart from anything else, having tyres with less grip

is not the nicest answer, to the driver. When we spin, the tyres stop us very quickly. Look what happens to an Indy car: when it lets go, it spins for ever.

"For that reason I would prefer not to have the tyres changed very much. What we must do, I feel, is kill the downforce. Everyone says we would then be 10mph quicker down the straight. So bloody what? It doesn't mean anything. Right now, Formula 1 is *slow* in a straight line, slower than NASCAR, USAC and CanAm. If you kill the downforce, you put straightline speed up a bit, reduce cornering speed and, if you keep the tyres about the same as now, you can spin and still stop quickly.



Villeneuve — strong opinions.

"Some guys are stupid enough to say that skirts slow you down if you spin. Jesus Christ! The skirts are working when you corner on rails, but if you're sliding there is no more downforce.

"I don't understand these guys who say they want to keep skirts. They say it will help Ferrari and Alfa if they are banned, right? In spite of having more power, we have been out of it this year because we haven't had a full ground-effect chassis because here at Zandvoort I would be, let's say, hard on that extra horsepower for 45 seconds. Take away the skirts, and I'm only able to be on it for, say, 40 seconds. So if you take away the skirts, kill the downforce, you must *reduce* any horsepower advantage. If Renault had not had tyre problems for most of the season, they would have dominated virtually every Grand Prix.

"Like I said to Tyrrell and Ducarouge, put a Renault engine in one of your cars, leave the Cosworth in the other, and which would be quicker? With skirts or without, it would make no difference: the car with more horsepower would be quicker.

"So then they say they'll agree to ban skirts if we accept the Duckworth fuel valve idea. That's nonsense, too. The fuel valve will have no effect on a car's competitiveness. It would have to be common to all engines, and it would reduce horsepower in the same proportions. Ferrari would still have more power than a Cosworth, so how would that help them? All it would do is make Formula 1 a joke, and a dangerous one, because 420 horsepower or whatever would be ridiculously little. The fuel valve would just reduce everyone's power. In the same way, if they banned skirts tomorrow, the Ferrari T5 would still have a poor chassis, and the Williams and Ligier would still have the best.

"What I don't understand is the way all the 'Cosworth' constructors stick together in saying they must keep skirts to be competitive. I'm sure it can't be just that which is keeping them together because only Williams and Ligier and Brabham can make them work. Apart from those three, the rest should be cheering to ban skirts! Since skirts came in, most of those guys have been off the pace — even Chapman for the last couple of years, and he invented it all in the first place!

"From wind tunnel testing we know that at least 50% of the downforce goes away when you take off the skirts. I tested without them at the Michelin track in the wet one day, and I was four seconds slower, spinning the wheels in fifth everywhere. Believe me, there is a very big difference — you only have to experience one skirt sticking to know that.

"So I'm quite sure of what I would like Formula 1 to be. I'd like the balance between power and roadholding to be always in favour of the power because that allows a driver's ability to influence speed through the corners. That is satisfying for the drivers — and for the spectators, too, I believe. I don't really care if we keep the cornering capability of today and have a lot more power, or keep the power of today and have a lot less

grip. That doesn't matter to me, but it's not realistic for us all to have 800 horsepower engines so I'd like to see the end of skirts.

"And don't talk to me about fuel valves. Formula 1 with 420 horsepower would be a joke, particularly with the grip we have now. You would just sit there and go to sleep, and so would the crowds. Formula 1 is supposed to be the top of the tree, after all. . .

"For sure, we have had a terrible season, and people will say this is sour grapes. Everybody goes through that. I haven't complained about my car to the press or anyone this year. I'm not *blaming* anybody. But I am sad that driving really hard is not able to influence results. I am a committed racing driver. I *love* racing cars and driving, and that is my biggest motivation for doing this. Satisfaction. I have driven harder and better this year than last, and look at the difference in my results!

"From testing the Ferrari turbo, I now know what a full ground effect chassis is like. With that — and the turbo — we would be in great shape next year. I probably would be able to drive much less hard and win races. But that isn't why I became a racing driver. . ."

Do I hear the beginnings of thunderous applause from up in the grandstands?

Generation Game

New faces at Zandvoort. At one end of the scale we had 19-year-old Mike Thackwell, who drove Jochen Mass's Arrows during practice. At the other, there was 42-year-old Vittorio Brambilla, returning to Grand Prix racing in a works Alfa.

Many were surprised when Thackwell accepted Jack Oliver's offer, but he handled it all in very mature fashion, in and out of the car. An official qualifying session is not the ideal time to set about discovering the foibles of an unfamiliar car, particularly one in which you cannot properly reach the pedals, let alone heel-and-toe: "I had the choice between seeing where I was going, or working the pedals!"

Mike admitted frankly that he found that first hour a little bewildering: "It was difficult to concentrate on my own driving. I didn't want to get in the way and ruin someone else's quick lap so I had to spend most of my time looking in the mirrors. I think I probably would have got into the race if I'd had that first untimed session to get a bit more mileage, but I got almost to within a second of Patrese's time, so I don't feel too bad about it. After all, Keegan didn't get in, and he was in a Williams.

"I think," he went on, "that it's a colossal jump to Formula 1. People always used to say that it was a bigger jump from F3 up to F2, and I think that was probably true three years ago. But not any more. You have to make a complete readjustment. It's a different world, but it's all a matter of confidence. You have to make yourself believe that these cars will go into corners at the speed they do. Believe me, those first few minutes were hell. But it was good experience for me, and that's why Ken Tyrrell encouraged me to do it. I've learned from it, and I enjoyed it."

On the flip side it was rather sad to see Vitt struggling to get his Alfa up to speed. He made it into the race, but Bruno Giacomelli gave us a point of comparison, and that was unfortunate for Brambilla. He has done very little driving since his dreadful Monza accident, and he looked like a man left behind by the times. He drove the Alfa as he used to drive the Surtees, braking too hard and turning in too slowly to get the best out of the ground effect. And in the race he had another of his incomprehensible shunts.

There has been great pressure to run Brambilla on the Alfa management throughout the season. While Patrick Depailler was in the team there was no question of it, for he would not hear of running three cars: "Either we are serious about trying to win races, or we are not. And I am serious." After Patrick's death, the clamour to bring back Vittorio increased in Italy. Sadly, on the strength of Zandvoort, his supporters will have little argument in the future.

FACING PAGE

Top: Vittorio Brambilla's return to Grand Prix racing was not a success, the Italian and his Alfa being off the pace before shunting in the race. Bottom: Mike Thackwell was calm and mature in his approach to his Arrows drive at Zandvoort.





One of Bernard Devaney's few F2 outings this year was at Silverstone in a March 802 hired from Markus Hötz.

Bernard Devaney

BRENDAN LYNCH looks at Ireland's "forgotten" driver, Bernard Devaney.

Bernard prepares for his first F2 race at Thruxton earlier this year.



Zandvoort circuit was a riot of colour and excitement in July for the annual occasion when the Formula 2 circus arrived in town. At 4.00pm on Sunday afternoon, 10,000 pairs of eyes focussed on the multi-national championship contenders, as 26 feet beat a tense loud-pedal tattoo.

Far away in greenest Northamptonshire, however, only the sound of the odd passing car broke the silence of the little hamlet of Blisworth. Just one native knew of the event in Holland, and he was a driver who would have shown a clean pair of heels to most of the Zandvoort contenders. But as he brought his baby daughter for a run in her pram, he shrugged his shoulders and said: "Of course, I wouldn't want to be anywhere else right now but on the grid. However, I'm not, so there's little point worrying about it. I'll be out for the last two races, don't worry — meantime, Cliona, how about a wheelie?"

A great peal of raucous laughter filled the deserted streets, and dozing dogs and birds took flight, as Bernard Devaney applied some strong Irish boost and gave his daughter the ride of a lifetime along the cobbled footpath. "And what's more," the Dubliner shouted back, "when I get back to F2, I'll put manners into some of those fellas. I've been out for so long, some of them may not remember my face — but it's not my face they'll be seeing most of . . ."

"I'm the Greatest" is a very necessary part of the make-up of any self-respecting driver, but as the girls are wont to complain, the performance frequently lags far behind the promise. Not so, though, in the case of Bernard Devaney, who for three consecutive years has worked wonders in cars, some of which would have made most other drivers despair. In 1977, he wrestled with the recalcitrant Hawke DL17 Formula Ford car, as he watched his contemporaries Daly and Kennedy race over the horizon to the Promised Land of F3. The Hawke was followed by the pretty PRS, which, despite its hesitancy on fast corners, the Dubliner brought to 27 wins and 5 lap records. Then came the uncompetitive Chevron F3 car, and as other drivers discarded the *marque* like rats fleeing from a stricken ship, Devaney persisted to win one championship round and score several other good placings. The energetic Irishman just never admitted defeat and he remembers with justifiable pride: "Despite the Chevron's problems, I was still able to give a lot of them a hard time in the Vandervell Championship!"

The son of a former police officer, Devaney's hard veneer developed from early youth, when according to his unspoiled wife Anna, his childhood sweetheart, Bernard would stand outside the local sweetshop and exact a protection tax from the softer, more affluent candy-lovers. After finally discovering the reason for the decline in custom, the shop proprietor very sensibly laid on a regular supply of goodies for the young miscreant, who thus discovered at an early age that enterprise and persistence inevitably bring results.

As Bernard grew up, he acquired a Honda 125 with which he terrorised the Dublin natives, young and old. Even the luckier owners of more powerful and much-envied machinery failed to get the better of him in impromptu burn-ups, a well-judged kick sending one young upstart into oblivion on a fast right-hand sweep. It was around this time that he heard of another whizzkid who had become the undisputed king of the roads in nearby Terenure, but the pair very sagely decided not to encroach on the other's territory. The second tearaway subsequently became Bernard's good friend and FF rival, Derek Daly.

When Bernard was 15, careful hoarding of holiday earnings plus some help from his father, Michael, enabled him to buy a 197 kart. He quickly established himself as a regular front-runner and won the Irish Class 4 Kart Championship at 16. Up to this time he had seriously considered bike racing, but he now happily acknowledges: "I'm glad I didn't take it up. Many of the guys I knew then were subsequently killed."

By the time he was 18, the Dubliner was determined to make a career in motor racing and, doubling as a barman and a petrol pump attendant, he eventually acquired sufficient funds for the down-payment on a Formula Ford car. An unofficial race-tax on the petrol also helped considerably and the result was a new

Crosslé 25F which Bernard bought "on the drip".

After five races, however, the £80 monthly repayments proved too much and Bernard was forced to sell the car. But a deal with John Murphy of the Mondello Racing School soon saw him back in action with an Alan Smith-engined Hawke and his successes included a second place on his first visit to Aintree in 1975. The following year, Devaney crossed the water to lay siege to the British racing establishment with Derek Daly and David Kennedy.

"The other two had some money," Bernard recalls, "but I wasn't so flush and I had to restrict my racing. I concentrated on the Brush Fusegear Championship which I led until disqualified on a technicality. That was a big disappointment, but I just had to forget about it and knuckle down again. The others were cleaning up at this stage and Derek and myself had some hard dices that year. I remember one almighty ding-dong we had at Oulton Park, not for first but for sixth place! We had both been back on the grid and as we started to charge up the front it all quickly became very vicious. We were banging wheels the whole way round, my Warwick Trailers logo was practically erased from the bodywork, and we even tried to push each other into the pit-road. I won in the end, but even if I hadn't, it was a dice to remember. Those were the days . . .!"

At the end of 1976, both Daly and Kennedy secured the only available Irish sponsorship to progress to F3, but with a promise from Derek McMahon that he would help him once he got Daly into F1, Bernard got on with his Formula Ford racing as Hawke works driver. "I just had to plod on and make the best of FF" he recalls, "but the Hawke drive went disastrously wrong as the car was hardly driveable, let alone competitive. Towards the end of the season, we moved back to the 1976 design and we started to win again."

As his compatriots started to make F3 news, Devaney frequently made the FF headlines too. His hard driving resulted in more than one brush with authority and watching him wrestle with the elastic Hawke was like something out of a David and Goliath fable. As the cars swept past the stands in those '77 races, the more knowledgeable spectators invariably rose from their seats to see what Devaney's car had shed this time. "Of course I got into trouble sometimes," the Dubliner agrees, "but what was I to do — sit down and cry about the car being useless? I regarded myself as a racing driver and as such I felt it was my job to drive the car to the limit and beyond. I'm not saying, though, that I didn't enjoy it as well!"

At the beginning of 1978, Bernard was considering a Supervee offer from the States, but an April call from Vic Hollman of the new PRS firm saw him make a sceptical return to the British FF scene. "I was a bit doubtful," he confesses, as it was a new car and I didn't particularly want to get involved in any further development work after my year at Hawke! Despite not sitting in the car until race morning, Bernard gave the new PRS a fairytale Silverstone debut success, as he showed a clean pair of heels to Acheson and company to win and set a new lap record.

He had started the season too late to concentrate on any one championship, but in races up and down the country he scored no fewer than 27 wins, as well as setting 5 lap records. The PRS was a good car, but according to some drivers less than fantastic on fast bends, and Devaney's success rate once again reflected his uncompromising and determined driving. He was instantly recognisable at places like Donington, where regular demon late-braking at the chicane would see him gobble up places like a killer shark in a shoal of lesser fry. Clouds of blue smoke added further well-intended terror to the demonic crossed-up image which overflowed his opponents' quaking mirrors, and one Donington marshal was heard to remark "All this guy lacks is a pair of horns . . ."

With Daly now in F1, Derek McMahon stood by his promise to launch Devaney on the same road and the Dubliner started the 1979 Vandervell F3 Championship season with the ill-fated Chevron B47 car. Derek Bennett's death and the Chevron's lack of competitiveness effectively sidelined Bernard's championship ambitions, but he persisted with his usual terrier-like zeal to achieve one Vandervell win, a strong second and several other placings. What he would have done with a March is not difficult to imagine. "I owe Big D a lot," Bernard says, as he recalls that season. "Without Derek's help I couldn't have had an F3 drive at all, while I must also thank the Warwicks and Frank Keane of BMW Ireland, for their support."



Nobody was competitive in F3 with the Chevron last year. Devaney taking just one Vandervell win.

Devaney could be forgiven for hoping that 1980 would bring a trouble-free season for a change, but he had to kick his heels until Derek Daly and German journalist Klaus Muller arranged an F2 drive with the Swiss March man, Markus Hötz. In the four races he contested for Hötz's Lista-sponsored team, only the consistent unreliability of their Heidigger engines robbed him of certain championship points and at Silverstone, for example, Bernard drove from 17th place to sixth, despite a tightening engine which eventually went the way of the others.

The Dublin driver is now well accustomed to such disappointment and frustration and he has developed a useful facility for concentrating on the positive side of events. "I may not have finished races," he says, "but I learned a lot about F2 and at places like Hockenheim I was amazed by the ease with which I could catch most drivers. The car handled well and I know that with a reliable engine I would have got results."

Off the circuit, the 27-year-old Irish driver lives with his wife Anna and their year-old daughter in the peaceful village of Blisworth. The Northamptonshire hamlet is a quiet backwater on the leafy banks of the Grand Union canal, a welcome oasis of peace and birdsong far removed from the raucous world of motor racing. But the forward-looking, race-obsessed Devaney is not yet into such Thoreau solitude. "I live here because it's near Silverstone and less than an hour from London and the airport," he explains. "Canal? I never knew there was a bloody canal here! When I'm finished with racing, then I suppose I'll go out and find it and

hang over the bridge with the rest of the village elders. But I think I'll still be seeing only racing cars in the water . . ."

Bernard bears no bitterness over the fact that his contemporaries Daly and Kennedy have made it to F1, while he has apparently wasted valuable time with a series of disappointing drives. The experiences and frustrations of the past three years have all been put to positive use and they have sharpened his already abrasive driving edge, as well as making him even more determined to succeed. Given half a chance in F2 or F1, the raw ebullient Dubliner will almost certainly be as good as his word and "put manners" on most of his rivals. The Dubliner has always been a first-class driver; now he is a hungrier and more experienced one. His aborted F2 drives once again highlighted his natural speed and staying power, and what really puts it all into perspective is that Bernard regularly out-qualified many of his more experienced rivals, despite the practice problems and a complete lack of testing — and all this on circuits he'd never seen before!

"My ambition is to get a good F2 drive for next year and also to make my F1 debut in 1981. Silverstone is my home circuit and I'll certainly try for a drive in next year's Grand Prix. I'd also love to do some saloon or Group 5 racing to round off this season. But GP racing is what I've set my sights on and I won't rest until I get a good F1 drive. Knowing myself as well as I do, I know I won't be happy then until I win the World Championship. But that can wait, but not for too long, mind you. There's a limit even to my patience!"

Bernard Devaney with his long time mentor and sponsor Derek McMahon.





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Winter

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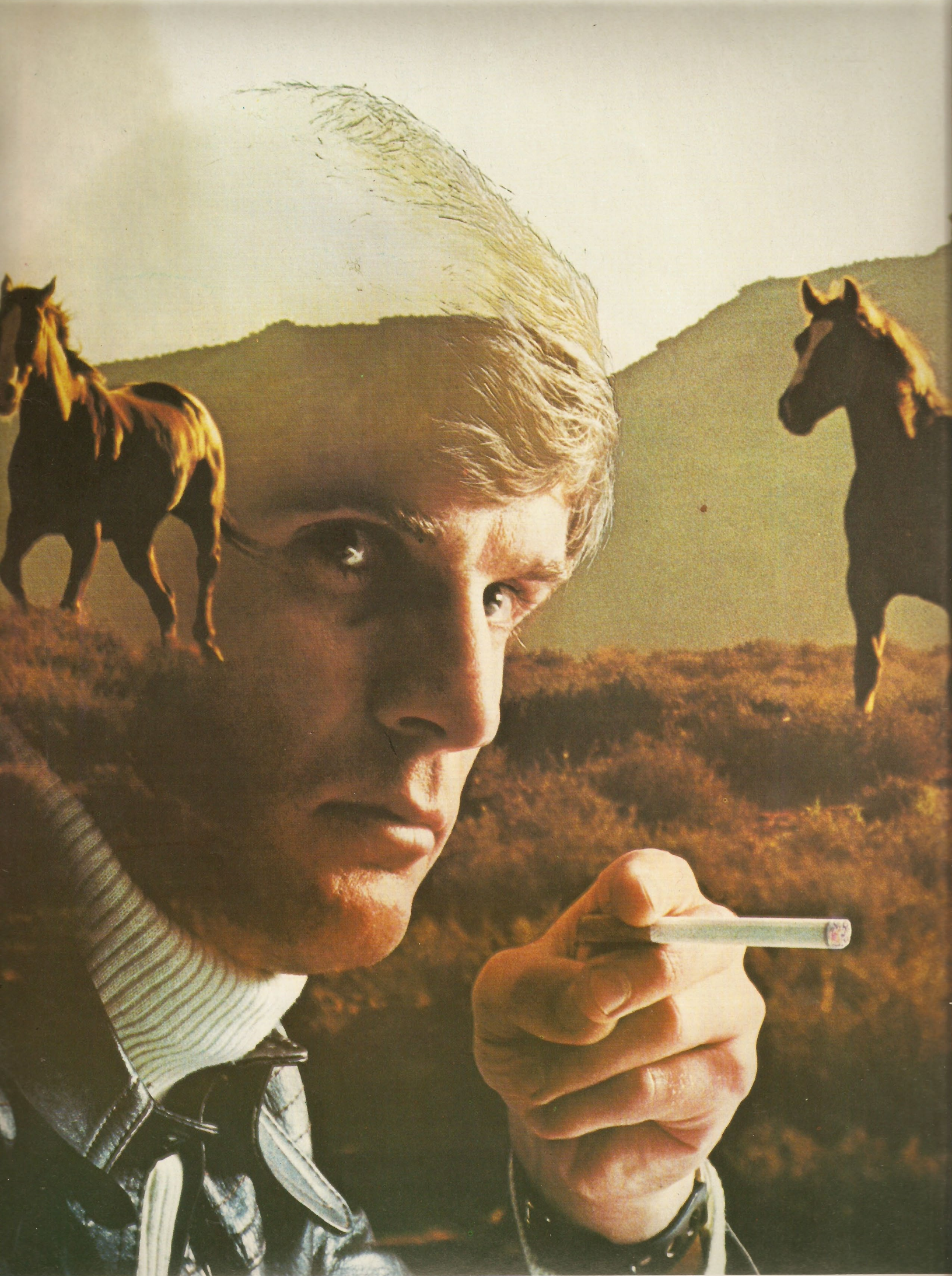
Leon Walger

2

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Backstage

RUPERT SAUNDERS

Fumes over Finland

They are restocking the Lakes in Finland at the moment; not with fish but with water. At least that's the only explanation that I can think of for the continuous rain which seemed to fall during all three days of the 1000 Lakes Rally. And believe me, with a 1000 lakes, it takes an awful lot of water to refill them.

Ironically, Finland had been having one of its best summers ever and, according to Murphy's Law, the day that we left Finland the sun was starting to shine again, the country looking clean and tranquil. Everything that you hear about Finland is true. From the air it looks as though there must be more water than dry land. Such land as there is appears to be one huge pine forest; Christmas trees as far as the eye can see. The air is clean and fresh. The girls are the most beautiful in the world.

Everything that you have ever heard about Finnish rally spectators is also true. As they stand beneath the dank trees they sway gently in the breeze. With each expression of excitement at the passing cars, wafts of vodka fumes fan out over the surrounding countryside. If somebody were to strike a match, the whole country would burst into flame — which could be another reason why it rained so hard during the rally. It reduces the fire hazard.

After a great deal of study, from afar I hasten to add, I think that I have got the pose right. The knees bend slightly, the body is inclined at about ten degrees to the vertical. The bottle is held in a half outstretched hand and used as a counterweight. There is only one rule. Don't fall over until the bottle is empty.

What makes this behaviour so incredible is that Finland must have the strictest drinking and driving laws in the world. During the course of the rally spot checks were frequent and the police were under orders to pull in any car, service vehicle or truck that passed. Needless to say, rally service crews, despite the frustration of being stopped, managed to see the funny side of it all.

John Davenport, driving a Finnish registered BL car, was stopped twice — within 200 metres. One of his service vans, British registered, right hand drive, was stopped and, without batting an eyelid, the policeman passed the breath test machine through the left hand window. The mechanic driving the maps duly blew into the bag and passed it back. "Thank you sir, no problem," clipped the policeman and they were on their way.

If the breath machine does register then prison is automatic, and only the first step. The police are equally harsh on speeding and Finland operates a

FACING PAGE

Markku Alen and Ilkka Kivimaki led the 1000 Lakes Rally from the first stage in their Fiat 131 Abarth. The rally was held in wet, slippery conditions but, even so, speeds were higher than in previous years and retirements fewer. (Photography: Colin Taylor Productions)



Erkki Pitkanen drove a DAD prepared Datsun 160 into eighth place in Finland.

unique system. The driver pays a fine according to his circumstances and the policeman has a little computer into which he taps such information as salary, number of children and marital status. Don't think about lying; they check up on your answers later.

The outcome is that nobody who is following the rally either drinks or speeds.

Financing the rally

The heavy rain in the days before the event was more than just a nuisance for the rally organisers, it was also a major worry, for one of their main sources of income is spectator revenue. If the rain kept people away, then the rally would not make money.

There are three sources of income for the event; the spectators, the entry fees and the sponsors, this year the Rantasipi hotel chain. Like British rally organisers, the Jyvaskylan Suurajot RY have to pay for the forestry roads that they use, though, with the stage surface being so hard, damage is minimal.

The roads are either public highway or are owned by the local farmers and a consortium of these farmers is paid for using the roads. The rate is not settled in advance but a figure which will cover the cost of repairs is thrashed out between the consortium and the rally organisers. "That cost is going up all the time, of course," commented club chairman, Hannu Kiiski, ominously.

The gathering of money from the spectators is the responsibility of the marshals on the stage and they stop cars on the approach roads to stages or catch people as they walk in at the stage start or finish. The charges vary according to the attraction of the stage or corner or jump. A particularly good jump will cost more to spectate at than a dull corner and, although a few people slip through the net, the vast majority are quite happy to pay up.

Control of spectators on the stages is done firmly but efficiently and there are always plenty of marshals around, actually working rather than apparently using their rank to get the best viewing points of the action. Apart from the almost traditional row between a marshal and one of the British rally photographers — a lensman who seems to have an unerring ability to get into trouble — I didn't hear of any problem and certainly the press pass system worked as well as on any other event this year.

Spectating drivers

The 1000 Lakes Rally is the event which everybody wants to watch, even the rally drivers who have retired actually go out on the stages to see how their rivals fare. Despite his personal disappointment, Pentti Airikkala spent much of the second day of the event watching, both on stages and in the service areas. Hannu Mikkola retired late in the event but made it quite clear that had he dropped out earlier on, then he would have stayed around until the finish.

When news came through that Mikkola had retired with a broken drive-shaft, the Toyota team decided to change the shafts on Rainio's car as soon as possible. At

the next service point they were parked next to the Polonez factory service crew, who wandered over to watch the action. Now, the Toyotas have a very new system which means that the service crew can change the shafts without even taking the wheels off — a whole new technology as far as the Poles were concerned to judge by the expression on their faces.

Breaking the news

Best story from the 1000 Lakes Rally concerned the weekend before the event, when Bruno Berglund phoned Tony Fall to tell him that DOT Sweden had a problem with Bjorn Johansson's Opel Ascona.

"It's the steering, Tony, we're having trouble with the steering," Bruno explained.

"What sort of trouble? Are the steering arms bending or something?"

"No, it's more the steering wheel than the steering arms."

"We've never had any problem with steering wheels I don't understand."

"Well," says Bruno. "The main problem is that the roof line is so low that we can't turn the steering wheel any more."

Incredible, that same Ascona started the 1000 Lakes Rally looking as immaculate as ever.

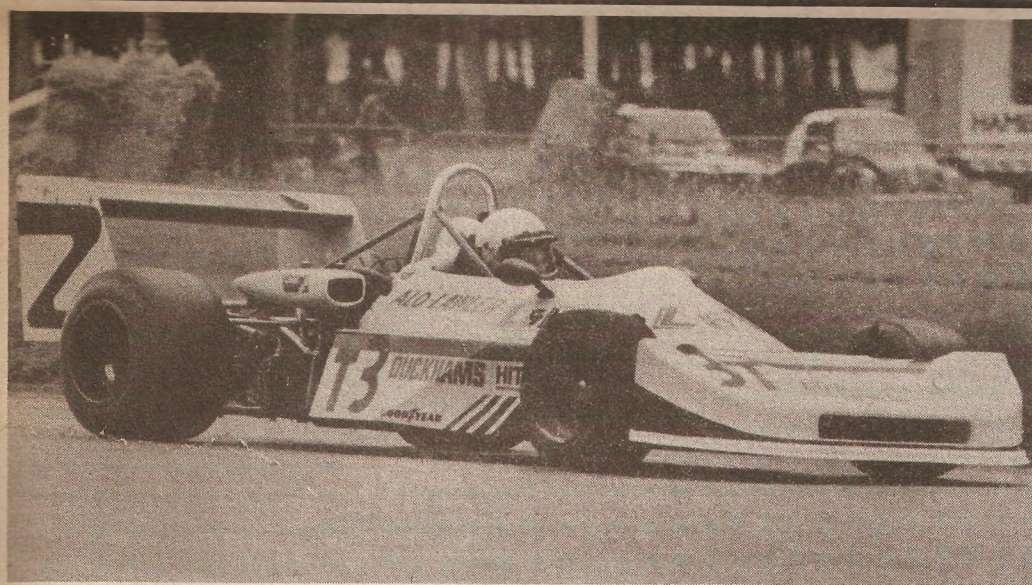
Getting hyped up

Rally drivers are, by nature, a pretty relaxed bunch of people — except in the couple of days before the start of the 1000 Lakes Rally. Then, all the build up and pre-rally tension becomes apparent. The two week period when training is allowed ends on Thursday day of scrutineering, and the rally doesn't start until Friday evening. The co-drivers are busy, writing up the pace-notes and organising the service schedules. The drivers wander around rally headquarters like lost souls trying to find something to take their minds off the coming battle.

When a driver of the experience of Hannu Mikkola admits to being nervous before the start — the only rally in the world that he gets nervous for — you begin to understand the tension. Markku Alen spent the morning of the start sitting in the hotel coffee shop, staring out over the lake, not talking to anybody. Asking a question provoked a monosyllabic reply and a blank look from the staring eyes.

The tension builds up through the day and is only released when the time finally comes to walk out to the cars and start the engines. With the first stage just 50 metres from the start ramp, there is no time for thought and the next two days are ones of intense competition.

On the 1000 Lakes Rally the speeds are so high that we are starting to experience the kind of mechanical problems more usually associated with motor racing. Anders Kullang's tyre deflation on the Opel and his subsequent accident could be taken as a warning for the future. Incidentally, the Opel didn't miss the spectators as such; it actually flew over the top of them. Bruno Berglund remembers looking down and seeing the shocked faces pass by the window.



Alo Lawler easily dominated the Formula Atlantic Marlboro Grand Prix in his Ralt RT1.

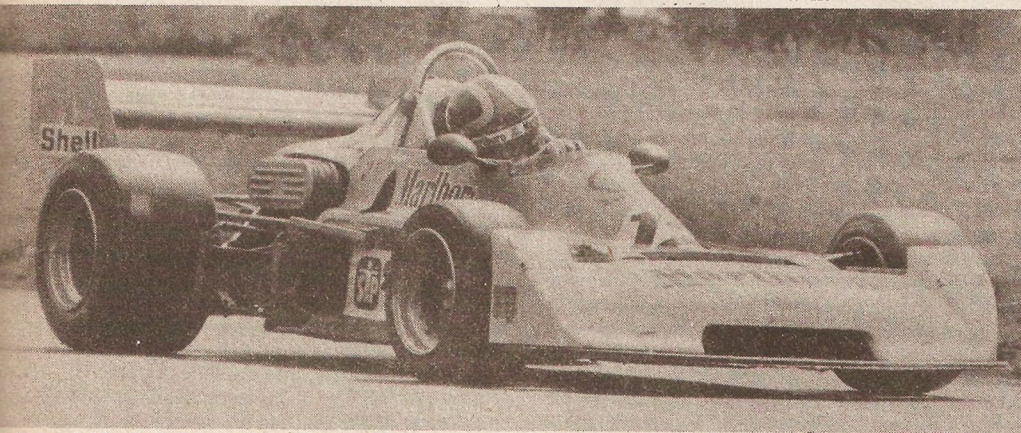
Alo there!

Lawler wins poor Atlantic race — Jordan and Gibson retire — Reasonable supporting programme — Report & Photography: BRIAN FOLEY.

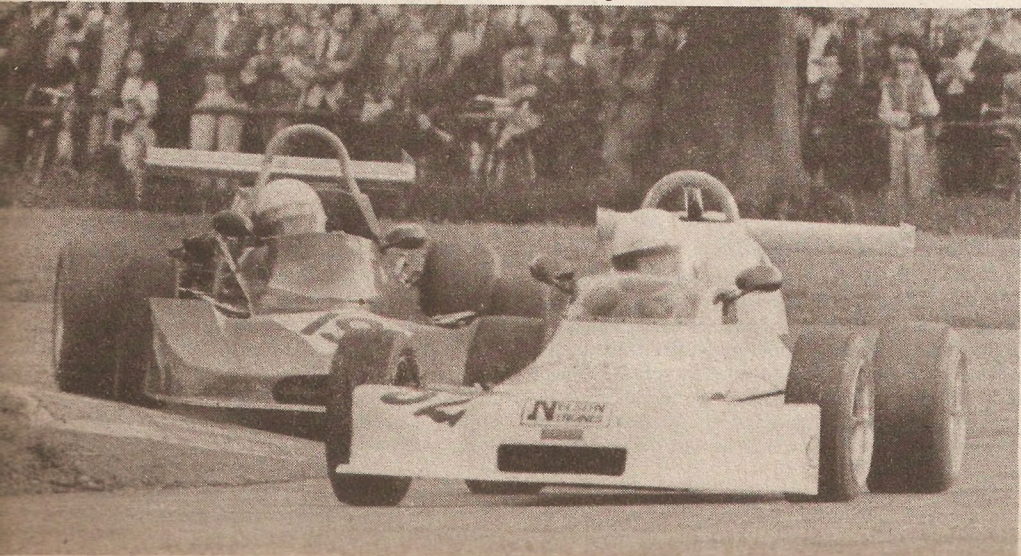
Formula Atlantic racing, Irish style, took quite a nose dive at Phoenix Park on August 31. What should have been the highlight of the Irish MRC's two-day road races was nothing short of a fiasco. Alo Lawler totally dominated the Marlboro Grand Prix in his Ralt RT1, fastest in practice and leader from start to finish. Tyrrell Arnold (Modus M3) and Richard Parsons (Chevron B34) were a lap down on Lawler, and Welshman Tony Westwood finished two laps in arrears with his March 79B.

PHOENIX PARK

Like most of the races, the Marlboro GP was televised live by RTE, the first time Irish TV has been to Phoenix Park since 1968. In the heyday of Atlantic racing in Ireland, there were some hectic dices and good support from Britain. With Atlantic racing on the decline in Ireland this season, the much needed British entries did not materialise for Phoenix Park.



Above: Eddie Jordan retired his Chevron B39 after briefly holding second place. Below: Colin Lees (Delta T80) was unable to keep Jay Pollock's works Crosslé 41F at bay for much longer in the FF2000 race.



A Rich Heritage

On the outskirts of Dublin, Phoenix Park — a public park — has been the venue once a year for a major race meeting promoted by the Irish Motor Racing Club. The first race, held in 1929, was won by Boris Ivanowski in an Alfa Romeo 6C — that year's race was for the Eireann Cup, but since then the feature event has been known by many titles, this year being the first Marlboro Grand Prix. Notable winners over the years include Rudi Caracciola (1930 — Mercedes-Benz SSK), Sir Henry Birkin (1931 — Alfa Romeo 8C), Raymond Mays (1937 — ERA R4C), Desmond Titterton (1953 — Allard J2), Sid Taylor (1966 — Lola T70 Mk2), John Watson (1967/8 — Brabham BT16), Alan Rollinson (1969/70/72 — Brabham BT30/Lola T300) and Tony Trimmer (1976 — Lola T360). The feature race was run to *Formule Libre* regulations until 1973, since when Formula Atlantic rules have prevailed.

Apart from Irish-born Lawler and Westwood from Caerphilly, the only other overseas entry came from the exiled Eddie Jordan, with a Chevron B39 entered by Marlboro Team Ireland. This was the actual car driven to victory in the Park feature race in 1978 by Harold McGarrity. Lawler brought over his new Ralt RT4 as well as the RT1, but opted for the older model. The expected challenge from Jordan fizzled out, Eddie retiring on lap 26 after being elevated to second a lap earlier when Gary Gibson fell out with his Chevron B42. Other retirements included Patsy McGarrity (Chevron B42), David Lambe (Lola T460) and Mike Nugent, the latter actually pulling out of the race at the first corner with his Argo JM3. Trevor Templeton practised his Chevron B42 but engine trouble saw him a non-starter.

For Alo Lawler it may have been a hollow victory, but at least he has supported Atlantic racing regularly at Phoenix Park for the past three years, finishing second in 1978 and 1979 in Lolas. His fastest lap of 1m 14s (103.37mph) was 2secs off the record set by race winner David Kennedy last year in a Ralt RT1.

The highlight of the whole meeting was the FF2000 dice between Jay Pollock (Crosslé 41F) and Colin Lees (Delta T80), which went to Pollock by a very narrow margin. Maurice Dunne won the FF1600 final in the Brian Tuite Racing/Hales Freight Van Diemen RF79. English winners were Stephen Curtis, who drove his immaculate Talbot Lago to victory in the historic race, and Basil Dage won the 'GT' race in his Imp. Perhaps next year many more English drivers will for once take this unique opportunity of racing on a genuine road circuit.

The rain clouds which gathered before lunch to make conditions very slippery for the first Formula Atlantic timed practice were still hanging over the Park when Saturday's racing started, with the FF1600 'B' race. Apart from the occasional early afternoon drizzle, the rain held off and even the sun made a few rare appearances. Robert Agnew was the first race winner of the weekend, winning by quite a comfortable margin in his Royale RP26 from David Eastwood (Crosslé 30F). Guy Cooke in another 30F took third by 0.8secs from Eddie McNerney's 32F. There was a battle between Derek (the other one) Daly's PRS and Fiona Butterfield (Crosslé 32F) for fifth, with former stock car racer Daly taking the place. David Kennedy's girlfriend Fiona actually had the same time as Royale RP26 driver Matt Dunne.

The beautiful Talbot Lago of Stephen Curtis was in a class of its own in the IMRC historic race, the French GP car winning easily from the surprisingly quick Aston Martin DB2 of Jim Murray.

The Formula Ford 'A' race saw the lead change several times. First, Tommy Cunneely led in the DAF Trucks Crosslé 32F, then Cyril McCabe in a Van Diemen RF79 and the unknown Alan Kelly in a PRS. Kelly then spun, so McCabe was back in front, but Tom Graham then went ahead to win by 6.2secs in a Crosslé 40F. A tremendous battle for second was resolved in the order of Dave Griffin, Cunneely, Ken Dixon and McCabe, all covered by just 1.2secs. And there was practically nothing between Mick Clifford and Tommy Doherty behind this group. Kelly recovered to finish 12th, but again John McCracken was in the wars, having a big off at Mountjoy Corner with the Derek McMahon Van Diemen and finishing well out of contention.

Everyone in the Formula Vee race made a mess of the first corner and, when the mist had settled, Shay Lawless had a huge lead. The race came alive in the closing laps when it was obvious that the dicing pair of Ian Dalgetty and Mick Merrigan was catching the leader. It was close, but not close enough for Dalgetty was 1.6sec down on Lawless at the finish.

The Dunlop Hawthorn Trophy race for production saloons was run as a team race on handicap (rather than the more popular scratch race format) and, to turn it

PHOENIX PARK (IRL)

Aug 30/31

Marlboro Grand Prix

30 laps — 63.75 miles

- 1, Alo Lawler (Ralt RT1), 37m 39.2s, 101.58mph;
 - 2, Tyrrell Arnold (Modus M3), 29 laps;
 - 3, Richard Parsons (Chevron B34), 29 laps;
 - 4, Tony Westwood (March 79B), 28 laps;
 - 5, Jay Pollock (Crosslé 41F), 28 laps;
 - 6, Arnie Black (Crosslé 41F), 28 laps;
 - 7, Ivan Robinson (Crosslé 41F), 27 laps; 8, Tom O'Leary (Chevron B48), 27 laps; no other finishers.
- Fastest lap:** Lawler, 1m 14.0s, 103.37mph.

SUPPORTING RACES

Formula Ford 1600 'B' Race (10 laps): 1, Robert Agnew (Royale RP26), 15m 23.2s, 82.86mph; 2, David Eastwood (Crosslé 30F), 15m 39.8s; 3, Guy Cooke (Crosslé 30F), 15m 43.6s; 4, Eddie McInerney (Crosslé 32F), 15m 44.4s; 5, Derek Daly (PRS RH02), 16m 01.6s; 6, Fiona Butterfield (Crosslé 32F), 16m 02.4s. **Fastest lap:** Daly, 1m 33.0s, 85.00mph.

Historic (10 laps): 1, Stephen Curtis (Talbot Lago), 17m 47.8s, 71.64mph; 2, Jim Murray (Aston Martin DB2), 18m 01.8s; 3, J. McShannon (MG-TF), 19m 03.0s; 4, John Garvey (Austin Healey 100), 19m 41.4s; 5, Ian Titterington (BMW 328), 9 laps; 6, Derek Ryan (Porsche), 9 laps. **Fastest lap:** Curtis, 1m 44.4s, 73.27mph.

FF 1600 'A' Race (10 laps): 1, Tom Graham (Crosslé 40F), 14m 59.6s, 85.04mph; 2, David Griffin (Van Diemen RF80), 14m 05.8s; 3, Tommy Cunneely (Crosslé 32F), 14m 06.0s; 4, Ken Dixon (Crosslé 35F), 14m 6.6s; 5, Cyril McCabe (Van Diemen RF79), 14m 07.0s; 6, Michael Clifford (Crosslé 35F), 14m 08.4s. **Fastest lap:** not given.

Formula VW (10 laps): 1, Shay Lawless (Project 73B), 17m 01.0s, 74.93mph; 2, Ian Dalgetty (Cheetah), 17m 02.6s; 3, Mick Merrigan (Sheane R3A), 17m 03.0s; 4, John O'Meara (Comet 80V), 17m 13.6s; 5, Cyril Lynch (Berlyn), 17m 29.4s; 6, Peadar O'Brien (Allmac), 17m 29.6s. **Fastest lap:** Merrigan, 1m 37.2s, 78.70mph (**Class record**).

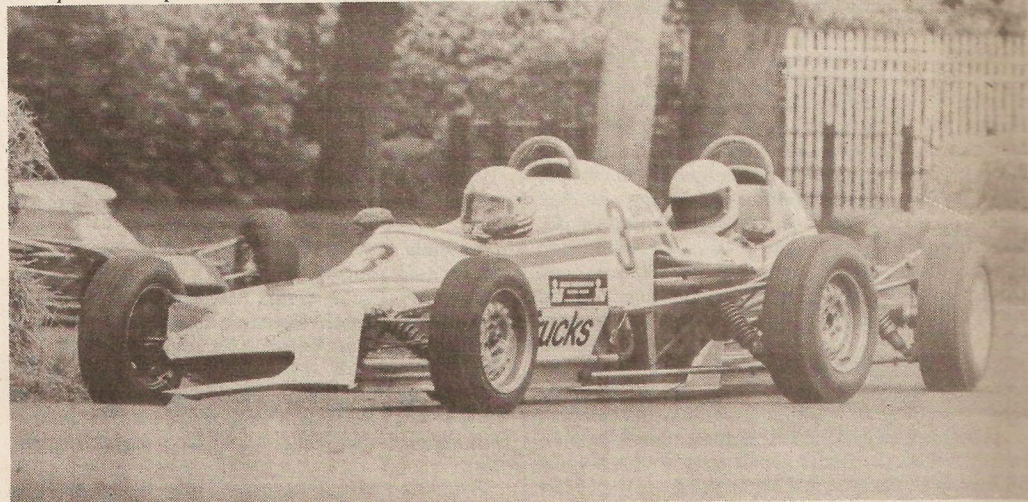
Dunlop Hawthorn Trophy, Prod Saloons Handicap (12 laps): 1, Colin Leech (Fiat 128 3P), 21m 30.8s, 67.93mph; 2, Gerry McGarrity (Honda Civic), 21m 34.4s; 3, George Windrum (Opel Monza), 21m 46.4s; 4, Norman Williams (VW Golf GTI), 21m 48.4s; 5, John McCullagh (Ford Escort 1600 Sport), 21m 50.4s; 6, Bob Montgomery (Opel Kadett GT/EO), 21m 52.0s. **Fastest finisher:** Montgomery, 75.49mph.

Team awards: 1, Dealer Team Opel A (Frank O'Rourke, Montgomery and Windrum — Kadett GT/ES), 53 pts; 2, Fiat Team 4 (Leech, Sean Connaughton and Frank O'Meara — 128 3Ps) 51 pts; 3, VW Team 1 (Larry Mooney, Derek Shortall and Norman Williams — Golf GTIs), 50 pts; 4, Team Ford (Harold Hagan, Robin Steenson and John McCullagh — Escort 1600 Sports), 48; 5, Fiat Team 1 (Peter Lynch, John Drake and Mervyn Miller — 128 3Ps), 43 pts; 6, Savoy Motors Honda Team (Des McCrae, Harold McGarrity and Gerry McGarrity — Civic & Preludes), 41 pts.

Ford of Ireland Trophy, FF 2000 (15 laps): 1, Jay Pollock (Crosslé 41F), 20m 36.2s, 92.82mph; 2, Colin Lees (Delta T80), 20m 37.4s; 3, P. J. Fallon (Delta T80), 21m 02.0s; 4, Ivan Robinson (Crosslé 41F), 21m 02.2s; 5, John Walker (Crosslé 33F), 21m 04.0s; 6, John Hayes-Harlow (Hawke DC16), 21m 06.4s. **Fastest lap:** Lees, 1m 21.4s, 93.98mph.



Above: Le Mans type start to the Dunlop Hawthorn race for prodsaloons, with the Opel Monza of George Windrum powering away alongside Gerry McGarrity's Honda Civic and Colm Leech's Fiat 128P. The figures on the right are awaiting the start signal for the other groups of cars in this handicap race! Below: Phoenix Park's road circuit provides a unique backdrop to this FF1600 dice between Tommy Cunneely's damaged Crosslé 32F and Alan Kelly's PRS.



into the complete gimmick for RTE television cameras, there was a Le Mans type start. Helpers ran with ignition keys across the road to the belted-in drivers! As is usual with handicap races, it was all confusion until someone waved the chequered flag and placings were announced. Colm Leech 'won' the race in a Fiat 128 3P from Gerry McGarrity (Honda Civic) and George Windrum (Opel Monza).

The Dealer Opel Team of Windrum, with Frank O'Rourke and Bob Montgomery, won the team award, from the Fiat 128 3P team of Leech, Sean Connaughton and Frank O'Meara, and the VW Golf GTI team of Larry Mooney, Derek Shortall and Norman Williams. Opel Kadett GT/E drivers Frank O'Rourke and Eddie Regan were in trouble, O'Rourke having to get a push start and Regan's car suffering from uncharacteristic unreliability. Bob Montgomery (Kadett GT/E) was the fastest finisher, averaging 75.49mph; Larry Mooney averaged 73.76mph, Derek Shortall 73.62mph and W. Alexander 73.53mph in his Commodore Coupé GS/E.

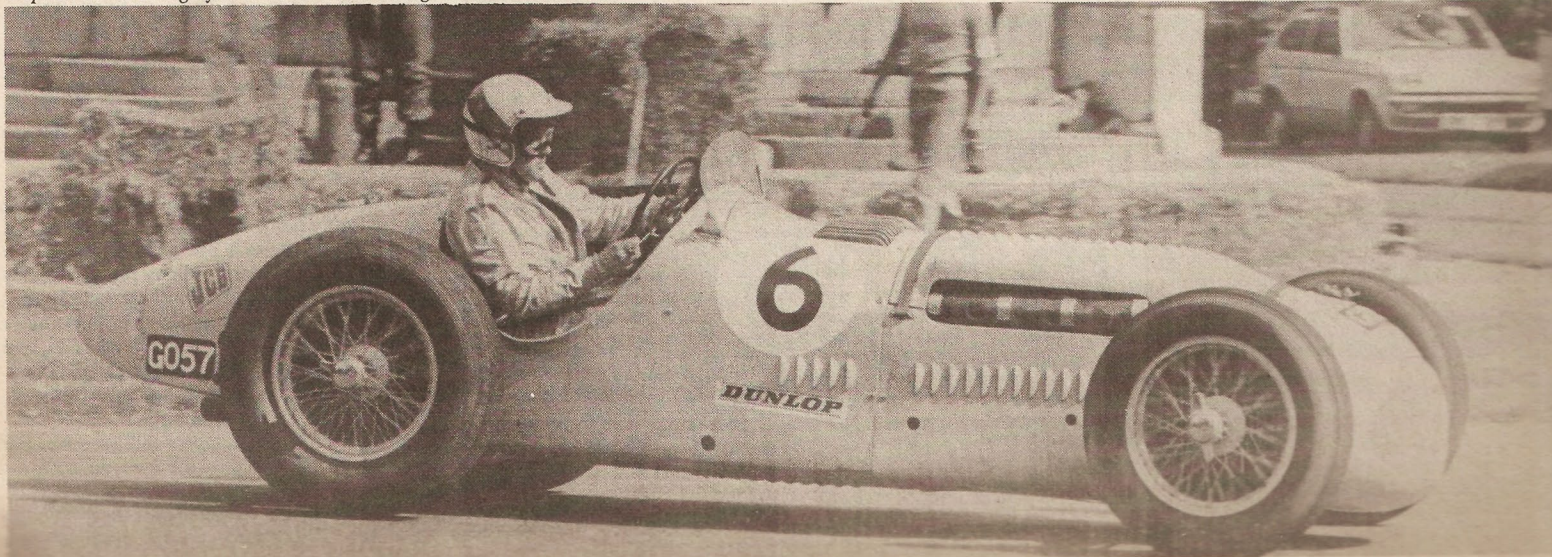
Fastest in practice for the FF2000 race (the Ford of Ireland Trophy and a round of the McCormick MacNaughton Championship) were Colin Lees (Delta T80) and Arnie Black (Crosslé 41F), both on 1m 21.8s. Jay Pollock got down to 1:22.0 with the works Crosslé 41F, and Ivan Robinson in another 41F set 1:22.8. Jim Walsh in the John Murphy/Mondello School Royale RP27, Chris Murphy in his Pernod Royale RP27 and Bill Gowdy (Reynard SF80) were all on 1:23.0, while P. J. Fallon's best in the Glucoplus Delta T80 was 1:23.2.

In the usual Mountjoy *mêlée*, Arnie Black picked up a puncture, which caused his retirement at the end of the first lap. The dice for the lead between Pollock and Lees was nothing short of a classic, making fantastic television viewing as the cameras followed the duel around the circuit. For four laps Lees led, until Pollock slipped through on the inside at Mountjoy. Lees never let up in his chase but a missed gear change on the last lap saw Pollock pull further in front to win by 1.2secs. P. J. Fallon held off Robinson's Crosslé for third, while a spin dropped John Walker from third to fifth — he was still the best placed English driver in his Crosslé 33F.

Fine weather greeted the huge Sunday crowds and racing opened with the 'GT' race for modified saloons, modsports and GT cars. Basil Dagge's Imp was too quick for Liam Plower's MG Midget, but Ian Higgins was shunted off and had to retire his neat Ginetta G4. The IMRC 'Challenge' race for Escort 1600 Sports was won by Drew Wylie, with John Treacy winning the Mini 850 division. A production saloon race, an extra on the programme, saw the Opel Kadett GT/Es of Bob Montgomery and John Smith beat the VW Golf GTIs of Larry Mooney and Derek Shortall.

Colin Lees and Tommy Byrne were the favourites for the ShellSport Formula Ford Final, but both were Mountjoy corner victims. Byrne had quite a moment when he got his Van Diemen RF80 on the grass and demolished a signpost sideways, to the detriment of the car but not himself! Maurice Dunne led all the way in the Brian Tuite Racing/Hales Freight Van Diemen RF79, winning comfortably from Martin Boyle and Tommy Doherty. This was not a classic race, and many of the hot shots did not last the pace.

Stephen Curtis's magnificent 4.5-litre Talbot Lago won the historic race.



From our correspondent

The Irish scene

BRIAN FOLEY discusses the state of racing in the Emerald Isle

Racing in Ireland is going through a strange patch at the moment. The heady days just past, when graduates from the Irish School of Racing included such names as Derek Daly, David Kennedy, Bernard Devaney, and Michael Roe, are difficult to follow, and so far the 1980 Formula Ford 1600 season has failed to throw up a new hero.

Entries are good for every meeting and competition is really electric, interlaced with the invariable 'aggro', plus the 'thrills and spills' to attract the crowds. Colin Lees had been expected to make rapid progress to stardom, as the best of the bunch last year, but the cards didn't fall right for him. He should have gone into Formula Atlantic this season, after a number of successful years in Formula Ford. He lost the Northern Irish and Irish Nationwide Building Society Championships last year to fellow Ulsterman Arnie Black, and finished the Mondello season with a nasty roll after a coming together with Brendan McKenna; the latter was suspended for 12 months.

Lees was back in winning form this year at Mondello on March 17 with a Crosslé 35F, and on Easter Monday the final was a real thriller, with John Gunning in a Royale RP27 snatching a last lap victory from McCracken. The wily Lees kept back from the two dicers up front to finish third. Maurice Dunne won in April and Lees was involved in an incident with Paul Bishop on the last lap. Lees recovered to finish third, behind Mick Dillon but was disqualified, along with Bishop, for 'dangerous driving'. McCracken and Dunne had a start-line shunt at the May Mondello and Dillon scored with his Ingersoll Rand Van Diemen. McCracken was again in the wars on the June Holiday Monday, shunted off by Tommy Byrne at Shell after leading for 18 laps! And Dillon was there to pick up his second win in a row, followed by Bishop and Dunne.

Anthony Murray won the Marlboro Trophy feature race at the Leinster Semperit meeting on July 6, holding off Bishop all the way, and, when the latter tried a last lap overtaking manoeuvre at Shell, Murray held it as Bishop spun off in his Van Diemen. A post race check revealed irregularities in the engine of Murray's Crosslé 32F, of which the driver was not actually aware. However, he paid the penalty and had the race taken from him, which elevated Dunne to first from Dillon and Duffy.

Lees was back on the Mondello scene on July 20, winning easily in the new Crosslé 40F from Dunne and Marty McCarthy in a new Van Diemen RF80. Bishop scored his first win on a very wet August Holiday Monday, despite the close attentions of Dunne. Lees tangled with McCracken and both retired, while Murray and Cunneely came in third and fourth, respectively.

This was the build up to the recent Duckhams Festival on August 17, a race previously won by Derek Daly, Bernard Devaney (twice), Michael Roe, David McClelland and Dave Griffin. But this year there is no Anthony Murray's Crosslé holds the inside line as Maurice Dunne's Van Diemen goes for the outside in a typically close Mondello Park FF1600 race.

one outstanding driver in Irish FF1600, and no-one has equalled Devaney's two-year-old lap record of 62s. No, the class is not going to produce another Daly, Kennedy, Devaney, Acheson or even another Eddie Jordan: not this year at least. It could happen if some of our lads go racing full time in the UK in 1981, but the opportunities are not there to progress beyond club racing for the stay-at-home boys.

Formula Atlantic in decline

For seven years, Formula Atlantic has been Ireland's premier class, and indeed during those years there have been several exciting races and some memorable highlights. Ian Flux won the Hitachi round at Mondello back in early June, but the Brits were being soundly beaten by Mike Nugent until the Ulsterman experienced a broken gear lever with his Argo JM3. Since then Nugent has been top dog at Mondello, winning three races in row. Reigning champion Gary Gibson has been the only one really to challenge Nugent, and when the latter missed a gear at the July 6 meeting Gibson went on to win the Semperit Trophy with his ex-Daly/ICI F2 Chevron B42.

Sadly, Atlantic hit an all time low on July 20 when only five cars started and only three finished, Nugent and Gibson a lap in front of Pat Fitzpatrick's old Crosslé 22F.

Formula Ford 2000 is struggling hard for identity between Atlantic and Ford 1600, and not doing too badly entry-wise in its first year. Crosslé 41F drivers Arnie Black and Ivan Robinson have been doing all the winning, with P. J. Fallon in his Glucoplus Delta T80 the most consistent runner-up. Jim Walsh scored a good win on August 17 in John Murphy's Mondello School Royale RP27, coming through to take Robinson on a very slippery track which caused early leader Black to spin.

Stuart Cosgrave, Director of Motor Racing Circuits Ltd at Mondello Park, has a suggestion that might save Atlantic, an idea for a revived 'Formula Ireland' which would be a mixed cocktail of Atlantics in detuned form, F3s and possibly Ford 2000s (see panel). It wouldn't be an International class, but, as Cosgrave outlines it, the formula would provide Irish drivers with an opportunity to do F3 or Atlantic races abroad. Certainly it's not an ideal solution, but all alternative suggestions would be most welcome. As it is, Atlantic has become too expensive, and one man who can testify to this is one of the formula's most dedicated supporters — Ken Fildes. He has been running his Chevron B29 on a shoestring, and getting really nowhere. As he put it: "I spent £900 one week, but the quick blokes had 'sticky' tyres for the next race so I was back to square one." Ken is well capable of mixing it with Nugent and Gibson, in a competitive car, but has decided to give even the Phoenix Park meeting a miss in favour of recouping some money by hiring the car to Dan Daly! At least

A proposal for Formula Atlantic

The currently depressed state of Formula Atlantic requires urgent attention if the class is to survive. With this in mind, Motor Racing Circuits Ltd have had preliminary discussions with the 500 MRCI (Kirkstown) and the Secretary of the Formula Atlantic Association of Ireland with a view to holding in the near future a meeting, at which various proposals will be considered as to what form the major category should take in 1981.

Motor Racing Circuits Ltd intend to put forward proposals that Formula Atlantic cars remain, but that they should be restricted by new regulations. The proposal basically is that vacuum tightness control apparatus of the induction system, such as the restrictors fitted to F3 cars be fitted to Formula Atlantic cars, which would have the effect of limiting the engine revolutions and thereby reduce the engine blow-ups so prevalent with Formula Atlantics and almost unknown in F3 races.

This modification, and perhaps others (tyre restrictions?), would have the effect of slightly reducing the overall speed and acceleration of Formula Atlantic cars to a level where they would be virtually identical to F3 cars.

With this object achieved, Formula Atlantic cars obviously would be less expensive to run and hopefully more attractive to intending competitors, although it would have to become a National Formula.

As the speeds would be comparable to F3 cars, consideration is to be given to running a new class, similar to the old Formula Ireland of some years ago, with both Formula Atlantic 'Irish Style' and F3 cars eligible to compete (possibly with awards to each class).

This would be attractive to up and coming drivers from within the Formula Ford ranks, and would give them an opportunity to purchase secondhand F3 cars (of which there should be many at the end of season) and complete in Ireland alongside the premier class, Formula Atlantic. They would also be able to compete in prestige F3 races, such as Monaco, Brands Hatch GP and Austrian GP meetings, having had home experience with these cars. Results from Formula Ford 1600 excursions by Irish competitors having been so encouraging, similar F3 results could be expected.

Interested parties are requested to contact Motor Racing Circuits Ltd with comments on the proposals, so that overall reaction to the scheme can be considered. The modifications to Formula Atlantic would be of a "bolt-on" nature, leaving the cars free to compete in Formula Atlantic races elsewhere unrestricted.

STUART COSGRAVE
Motor Racing Circuits Ltd

Fildes had the consolation of winning the Pioneer Hi-Fi Stereo Hillclimb Championship this year — he is among those who would probably continue racing in a Cosgrave-style 'Formula Ireland'.

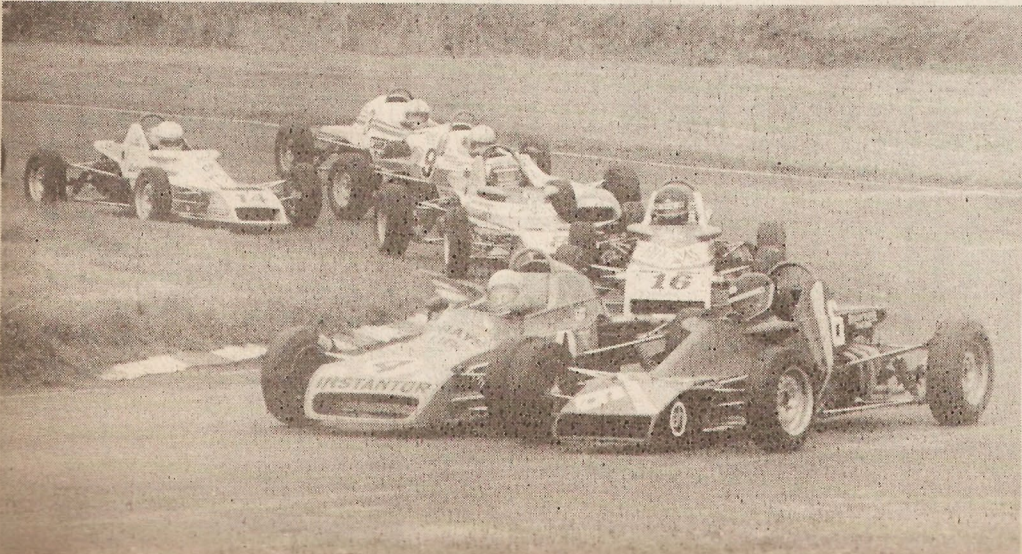
The lesser categories

Formula Vee and Production Saloon racing are both in a very healthy state. F/Vee Championship leader Mick Merrigan says that a new Sheane, complete with 1600cc engine, costs around £2,500, which is quite realistic. For 1982 the air-cooled engines will be replaced by water-cooled Golf engines, and already David Sheane has tried such an engine in a race. In order to keep the costs down, only 1100cc engines in standard tune will be permitted.

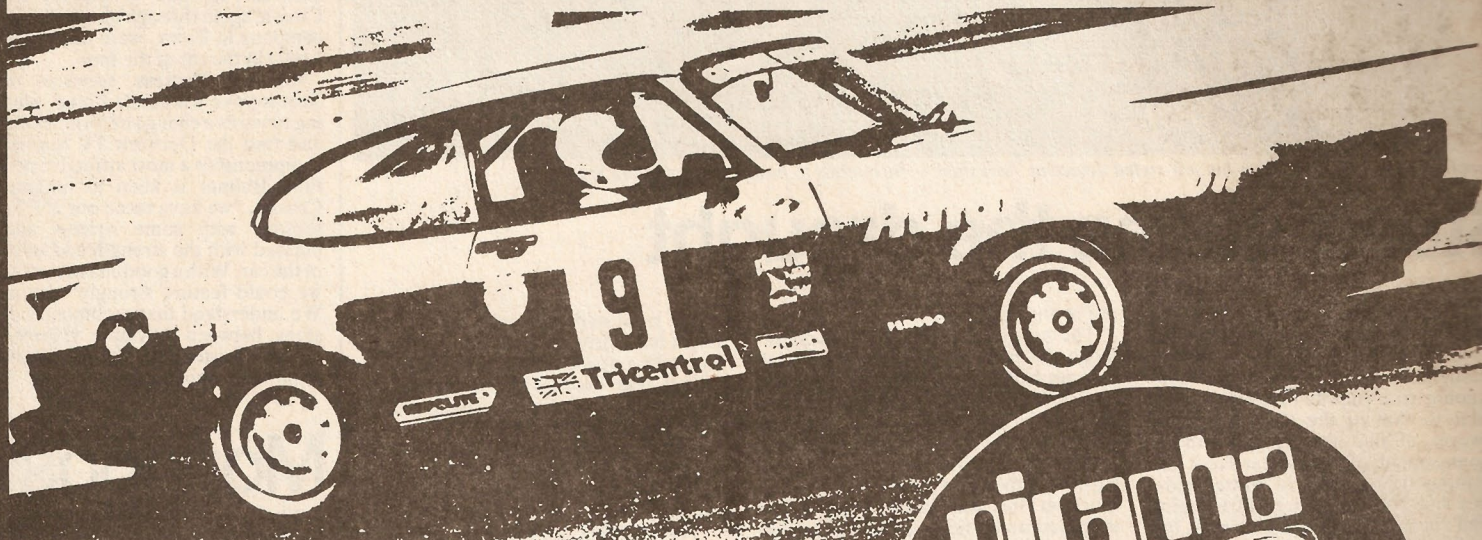
Prod saloon racing is dominated by the Opel Kadett GT/Es of Frank O'Rourke, Eddie Regan and Bob Montgomery, who have the legs of the VW Golf GTIs of Larry Mooney and Derek Shortall. In the 1300cc class, the Fiat 128 3Ps cannot match the Kadett SRs of O'Rourke and John Smith, where again the power of the cheque books is dictating the pace. A new and welcome addition to the class is 18-year-old Marie Moloney from Dungarvan, who finished second to Eddie Regan in a similar Kadett GT/E on August 17 in his third race ever!

Modsports racing continues to battle against falling entries, but recently has shown signs of a revival. The quickest MG Midget drivers are John Keaney/Liam Plower, Morgan Dempsey and Johnny Flynn (Keaney and Plower share one car and never race against each other). Modified saloon racing urgently requires more cars to compete against Gordon Byrne's 1.3 Mini, and the quick 1-litre Imps of Ned Murray and Dan Rooney. George Frayne's Fiat Ritmo looks and sounds the part, but has not emerged as a race winner yet.

The unique aspects of Irish motor racing — like the fabulous Phoenix Park road races (see page 50) — survive, but the trend is one of declining entries in all categories. All I can hope is that prospects look up for 1981, and that Irish motor racing gives another youngster the chance to make his name like Daly et al.



The facts speak for themselves!



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J.W. Speedparts, Jack Whitehead Ltd., Southlands Road Garage, 249, Southlands Road. 01-460 7382.

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York: Motorists Mecca, 148, Michelgate. Tel. 24017.

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Abergele, Clwyd: Slaters of Abergele Ltd. Tel. 822021.

Mold, Clwyd: Lewis & Hall Engineering Services, Brannons Yard, Ponterywl. Tel. 56784.

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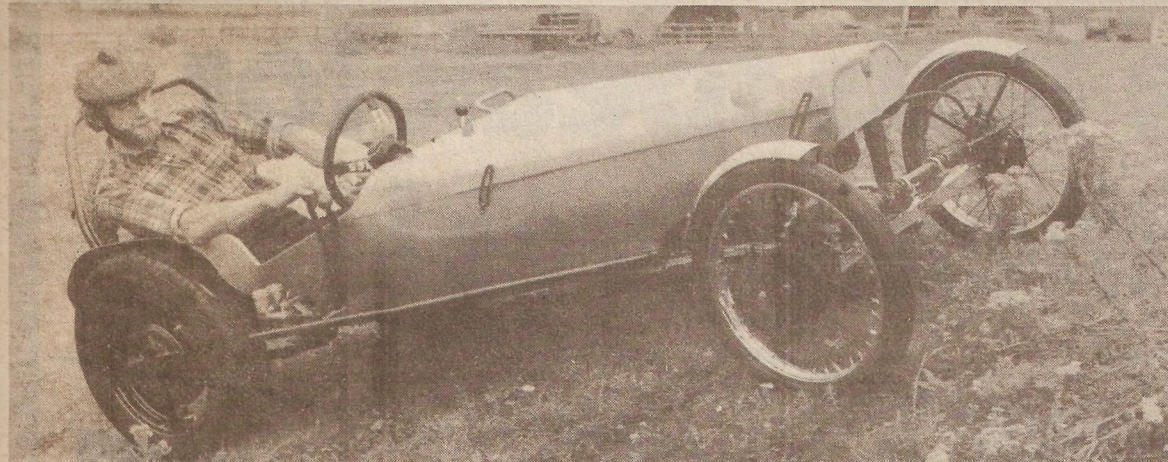
Stirling: D.R.E. Racewear & Accessories Ltd, 70, Port St. Tel. 62031.

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Stuart Butterfield demonstrates his self-styled device in Yorkshire — he intends to build replicas of the Stuart!

Stuart stems the drought

With Julian Fack having said that the Mark 3 Facksimile was going to be the last, and with the supply of Ibexes seemingly drying up, it looked as if there was going to be a new famine of trials cars similar to that in the early seventies. However, all that has changed with the announcement of a new car from the enormous trials family of Butterfields. Stuart and Tony have been threatening to build new cars for some time now, but when the first of the completed cars — the Stuart — appeared, it was coupled with the announcement that replicas would be built if there was a demand. Bearing in mind that only Mike Martin in Northern Ireland is building complete cars in any quantity, the demand is surely

not in any doubt.

The brothers are the first to acknowledge the help given to them by trials veteran Lol Hurt. Lol has been in the business for nearly 30 years, and the latest of the Imp Specials, while differing from virtually every other car competing, is still one of the most successful. It is not surprising then that the car is based very much on Hurt's car, with the Imp engine mounted on its side, and front and rear leaf springing. The front suspension with central radius arm and longitudinal leaf springs was unique to Hurt's car.

A Standard 8 gearbox and 5.5 differential are used, while the rear wheels have integral drum brakes. The car is built right down to the rules being, 48ins wide

at the front and 49ins wide at the rear. Right hand drive is used, unlike Impunity, with outside fiddles and new dog basket rear mudguards to replace the Mothercare baby baths which are no longer available!

As befits a 'bodywork' man, the finish is superb, in chocolate and gold. Only Stuart's car is completed, but Tony's should be ready before too long.

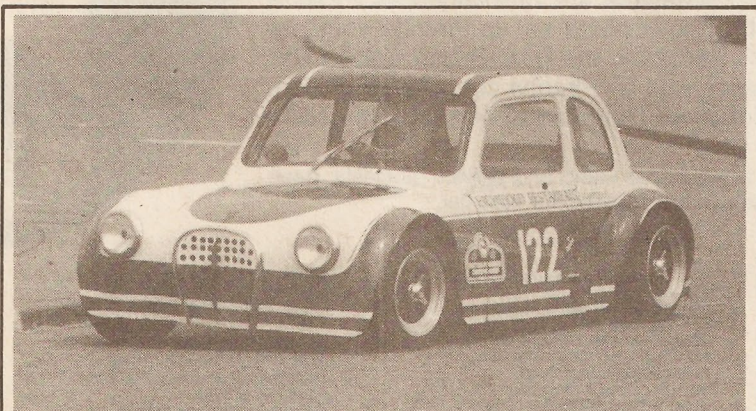
The brothers are looking forward to building some complete cars as replicas — kits will not be available — and Stuart can be contacted on Guiseley 77388. This announcement could not have come at a better time, when people in the sport have been getting really worried about the lack of available new cars.

Big charity car show

A marvellous day out for all the family, that's the prospect if you can get to Turville, near Henley-on-Thames on Sunday, September 21 where the enterprising Jim Cowles, 'Mine Host' of the Bull and Butcher public house has organised a splendid charity racing car show in aid of the Stoke Mandeville Hospital Appeal. Generous sponsorship and assistance from Rothmans, the London and South of England building society, Lloyds & Scottish, Autofarm and Esso has enabled Jim to assemble around 60 competition cars — from F1 to FF1600 — and arrange flying displays too, gates opening at noon at a charge of £1.50 per car.

Among the exhibits (many of which will be housed in a huge, open-fronted marquee) will hopefully be an F1 Brabham, one of the RAM Racing Williams FW07s, Colin Bennett's Lotus 78 and Fittipaldi F5B, a works March 802, Brett Riley's March-Alfa Romeo 803, a CanAm March and Steve O'Rourke's Le Mans Ferrari 512BB from Michael Cane Restorations, a G1 Rover, Tony Pond's Ypres rally-winning TR7, Kimber Crossley's Phantom clubmans car and an exhibit from Tiga Racing Cars.

Lloyds & Scottish are represented by machinery from their hugely successful historic racing series including a 250F Maserati and Bruce Halford's Lotus 16 while Gordon Chapman's marvellous E-type ERA will be present. Jaguar's XJ13 and a display of C and D-types is also promised. The Rothmans aerobic team-leader David Perrin will fly his Pitts Special, Anthony Hutton his Harvard and/or Yak and Tony Bianchi a Spitfire to thrill the crowds. Stalls, raffles and competitions have been laid on and the licence extends right through to 10.30pm. Support this worthwhile cause, please.



Quite the most remarkable 'super saloon' we have seen for a long time is the very special Austin A35 derivative pedalled to great effect on the Northern sprint and hillclimb scene by brothers Andy and Alex Williams. Followers of the Dutton Forshaw/Longton & District MC championship will be familiar with the car (which can be seen in the Isle of Man on September 20) but the specification warrants closer examination.

The chassis is a modified Lotus Elan unit, fitted with outriggers to take an integral roll cage, upon which is bolted the aluminium and fibreglass bodyshell. Topped off by a patriotic red, white and blue paint job, reminiscent of the Big Cat Jaguar XJ12 G2 cars, the machine is powered by a 1-litre Sunbeam B1 engine prepared by Skip Brown Engines of Nantwich. Further backing comes from the Richmond Restaurant at Liverpool.

Dino's Prescott cup

The Bugatti Owners Club's prestigious Prescott Gold Cup for 1980 has been won by Farnham Ferrari fanatic Dudley Mason-Styrton in his glorious 1966 Dino 206SP. Mason-Styrton, a partner (with fellow competitor Peter Raven) in the Rardley Motors concern which offers specialist services to Ferrari owners in Surrey, clinched the award on Sunday at the Gloucestershire hill. The annual competition is decided in favour of the driver who betters his particular pre-set class bogey time by the greatest margin during the year.

In fact Dudley did not realise that he had won the coveted Gold Cup until well after his second run — at the time,

indeed, he was more annoyed with himself for missing Willie Green's long-standing Ferrari class record by a mere 3/100sec. His anguish turned to joy when he was presented with the huge trophy after the meeting however — the record can wait until next season. The car can be seen at Brighton on Saturday.

An ex-works machine, the 230bhp Dino's best result in its competition heyday was second overall in the 1966 Nurburgring 1000kms crewed by Lorenzo Bandini and Lodovico Scarfiotti (Phil Hill and Jo Bonnier won the race in their Chaparral 2D) while it was also driven by Mike Parkes and Jonathan Williams on such events as the Targa Florio.

Bulmer goes for S2000

Mike Bulmer's Olympic Express racing team, who campaign a Crosslé chassis in FF1600 events, were seen at a recent Donington test session showing great interest in the latest product from the Ulster company, their neat 42S Sports 2000 car. Steuart Veitch, the English Crosslé agent through his Jubilee Racing company in Essex, were running David Leslie in the car at the time.

Olympic Express, sponsors of the Bromsgrove wholesale florist, are looking towards a change of formula for 1981 and find the Derwent TV Sports 2000 championship a most attractive proposition. Bulmer is keen to remain with Crosslé, "we have raced our 35F for two seasons with some success and are pleased with the strength and reliability of the car. With a good chassis and engine we could feature strongly", he added. We understand that preliminary discussions between Olympic Express and David Minister have already taken place regarding engine preparation for 1981.

Monoposto changes for 1981

After much deliberation over the past few months, the Monoposto committee has decided to revise the Monoposto formula regulations from January 1, 1981, a second class will be introduced for cars with standard FF1600 engines alongside the existing machinery and strictly limited "individual sponsorship" will be allowed. Works drivers and fully sponsored entries remain expressly excluded.

Works Tiga Atlantic for Taylor

The resurgence of interest in Formula Atlantic as an economically viable alternative to Aurora F1/F2 or F3 looks likely to bring about a revival in 1981 of the category which was so popular in Britain between 1973-1975. One of the leading contenders for the title will undoubtedly be Ian Taylor, sole UK concessionaire for Tiga cars and chief instructor at the Scorpion racing drivers' school, who confirmed plans to compete in the series last week.

Taylor has virtually clinched this year's Derwent Television Sports 2000 championship in a Tiga-Nelson SC80 backed by Queensgate Property and Construction Ltd, and his sponsors are keen to progress into Formula Atlantic with the Hermitage man. Further backing for the venture will be announced soon although Ian will be running the works Tiga chassis, based on the Caversham company's current F2 design apparently, with full back up from Tim Schenken and Howden Ganley.

With two FF1600 championships and titles in FF2000, Sports 2000 and F3 already under his belt, Taylor is naturally keen to add another major accolade to his impressive tally — the Queensgate Tiga will be hard to beat we imagine.

Bell stars at Brighton Trials

Ardent enthusiasts and curious bystanders will line Madeira Drive at Brighton on Saturday when the local motor club plays host to the RAC British sprint championship contenders, competing in their historic annual Speed Trials event. The 1km course is marked out along the seafront as usual where the upper promenade offers unparalleled views of the entire competition. Derek Bell will represent the event's sponsor, BMW dealer's Chandlers of Brighton, in an F1 car and a BMW saloon.

Heading the entry will be current championship leader Mark Williams in father Ted's superb 3.3-litre Hesketh-DFV 308E from the Redland Motor House of Bristol team while Paul "Superchef" Edwards with the Nolton Group's fearsome March-GA 76A, Allwood Cars proprietor Allan Humphries's similarly-powered March 761

and Johnny Williamson's massive Chevron-Chevrolet B28 will run him close. Crowd favourite Terry Smith will be trying for his third successive Brighton victory with his enthusiastically driven March-Repco; Simon Riley comes out of retirement (for the second time this year?) with his ex-Lane March-DFV 741 and quick 2-litre machinery for Ray Rowan (March 782) and David Render (Lola) will be well to the fore.

Your chance then, to witness some of the fastest single-seater racing cars in the country reaching speeds of over 160mph (given favourable conditions, of course) on a main road at the South's premier seaside resort. The Brighton & Hove MC are running classes for sports and saloon cars too, practice and competitive runs starting mid-morning and continuing all afternoon.

Bennett aids Tim Davies

Tim Davies's Autowindcreens Royale RP27 FF2000 chassis has been running for the past three weekends bearing allegiance to Colin Bennett Racing, the preparation company run by the amiable former Lotus F1 mechanic from premises in Warrington. Although Davies's sponsors were able to provide him with a brand new Royale in mid-season when the Reynard SF80 he had been using proved disappointing, finances have run very low in recent weeks and the Welshman's runner-up spot in the BRSCC Motorcraft championship was slipping from his grasp.

Still, Bennett to the rescue! Impressed by Tim's attitude and ability, Colin and his co-directors decided to help him out of their own pockets, providing new tyres and considerable mechanical expertise for Davies's self-run team. A great deal of assistance has also been forthcoming from the Wardropper brothers at Scholar Auto Developments whose engine has run superbly of late. Since the tie-up with Bennett and an engine rebuild last month Tim has scored a second place at Snetterton and a pair of tremendous wins — at Brands Hatch and Thruxton — which mean that, mathematically anyway, Richard Trott can still be beaten to the remaining national FF2000 title!



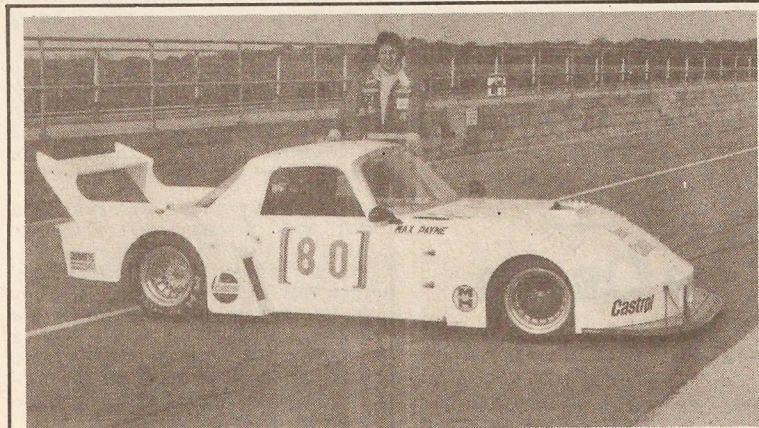
Martin Holman in the WTA/Rushbrook Royale at Mallory Park.

Rushbrook's racer

World Fransport Agency, international freight forwarders, have signed a two-year contract with Ken Stanford's Rushbrook Racing concern to run the promising young Martin Holman, initially in FF1600. Stanford has very ambitious plans for the team, with a view to moving into F3 also next year. It is envisaged that if further negotiations are successful Holman (runner-up in last year's Dunlop

'Star of Tomorrow' series) may take part in a couple of F3 races next year before making the transition full time in 1982. "We certainly aim to be around for some time", said Stanford on Sunday, "and we will do everything properly, as a fully professional operation".

The team's 40-foot motorhome is based at Brands Hatch and Holman is working already towards next season when he will compete in the European, Townsend Thorsen and other selected FF1600 events. A new Royale (the 1981 model) is on order for the Formula Ford Festival in November and the equipe are running the works Rowland engine, following determined efforts by Denny Rowland to come back into British FF1600 with a bang.



Latest Ark Elan

Derek Matthews of Ark Racing at Willenhall has designed and built another advanced Lotus Elan for Birmingham bacon importer Max Payne to compete in events at home and on the continent next season. Based on an aluminium monocoque, the car is propelled by a 2-litre Ford engine specially built by Phil Marks Engine Developments of Walsall.

The engine is used as a stressed member in the design and a full Safety Devices roll cage is also integral. Chevron and March uprights are mated to fabricated wishbones all round, Koni dampers and coil springs being standard. Girling twin-pot calipers with 10 1/2in discs take care of retardation. M&H shod Compomotive split rim wheels (13in diameter with 10 and 14in width) take the power to the road from the five-speed Hewland FGA gearbox. Three-piece fibreglass bodywork carries an adjustable splitter at the front and a G5 side-plate wing behind. Extensive testing is planned, prior to a season on long-distance racing.

Birrane in Frox SC79

A deal has been concluded with Richard Tyzack's Eurosports 2000 organisation whereby Martin Birrane will be seen alongside James Weaver in their second Tiga for the remainder of the Derwent Television Sports 2000 championship. Birrane's mount is the ex-Weaver SC79 chassis which was driven so successfully at the beginning of the season by the young star.

Birrane started racing in 1967 and has driven in a wide variety of machinery, from F5000 and Atlantic through 2-litre sports cars to super saloons and prod-sports. His Crowne Racing team won the European 2-litre sports car championship in 1973 with Chris Craft driving a Lola T292. Martin's Frox sponsorship started in 1975 — Frox's Tony Rosen later took over his ex-Hill Capri V8 — and will appear on the Eurosports Tiga for the first time at Silverstone this weekend.

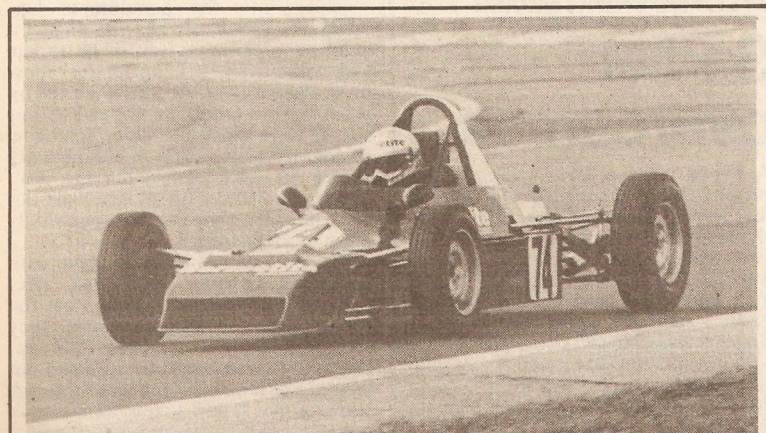
Rainey on form again

Joy Rainey capped a remarkable season of speed hillclimbing on Sunday by lowering the Prescott ladies record yet again in her ingenious Murrain clubmans car. All season a battle has raged between Joy and the rapid Mallock U2 of Maggie Blankstone over ladies honours and, despite some intense pressure from her rival, Miss Rainey has annexed the record on virtually all the important national climbs.

The FVC-powered Murrain with its superbly engineered automatic clutch system, has shattered the previous best mark at every Prescott meeting this year and, apart from the damp event at the start of the season, has mirrored the achievement at Shelsley Walsh. Prior to this season the Prescott record stood to Agnes Mickel's Brabham DT35 at 48.76s (set in September 1972!) but on Sunday Mrs Blankstone lowered Joy's early-season best of 46.24 to 44.24, and the pressure was reversed.

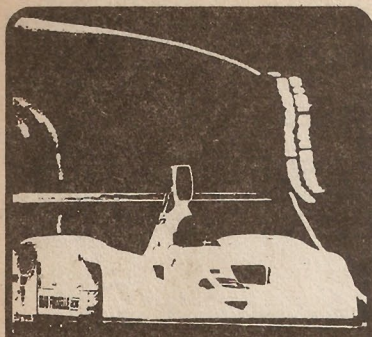
Problems on the first ascent caused the Murrain to falter on the hill leaving Murray Rainey to strip and rebuild the Sodastream compressed air-operated clutch between runs. The Australian engineer's mechanical prowess is undeniable for his daughter rocketed up the hill in an incredible 43.92s to recapture her record. And for next year? "We're looking at some turbocharging ideas right now", announced Murray!

● Reigning 'low cost' FF1600 champion Simon Davey looked to be without a race at Aintree on Saturday when the quillshaft in his aged Hewland Mk6 gearbox broke after just three laps of practice. "Now Mk6 quillshafts are about as rare as hens teeth anyway", (especially at Aintree on Saturdays) but Simon was amazed when Jubilee Racing produced one which they had been using as a clutch aligning tool for several seasons. Having bought the 'new' shaft and rebuilt the 'box, Davey's Dulon MP15 finished third in the race, good enough to regain his second place in the series, only five points adrift of Andy Wallace's Hawke.



FF fun for Fish

Hermetite Zipkart's 19-year-old hope Calvin "Flying" Fish made the transition from 250cc superkarts to FF1600 single-seats at Silverstone on Sunday and showed considerable promise until he clipped Don Hardman's spinning Crosslé at the chicane. Fish was driving a Rushen Green Racing Royale RP26 and intends to compete in the FF Festival at Brands Hatch in November.



International Races

MONZA F2

Warwick in Italy

At the end of a thrilling non-championship Formula 2 race at Monza last Sunday, Hampshire driver Derek Warwick emerged victorious with his BP-Toleman-Hart for the second time this year. Right behind him at the finish, was the similar Toleman TG280 of Alberto Colombo with a clear sweep only averted by the fine drive of young Italian Riccardo Paletti, who brought his March 802 home a rousing third, narrowly clear of Siegfried Stohr's Docking/Spitzley Toleman. The top four were covered by a mere 2.44secs at the flag, with Maurizio Flammini (Ralt RT2) and Brian Henton (BP Toleman) filling the rest of the top placings, the newly crowned European Champion having pitted early on for a new nosecone.

The first four fought a superb battle for the lead for virtually the whole of the 35 lap race with pole winner Stohr and March team leader Teo Fabi disputing the lead from the green light start. Fabi led through the first chicane but Stohr was past by the end of the opening lap and the March challenge lasted only mid-way around the next lap before the Milanese pulled off with yet another blown engine. Henton was also in trouble, having had

MONZA (I)

Step 7 Non-Championship Formula 2 race

35 laps — 123 miles

- 1, Derek Warwick (Toleman-Hart TG280), 1hr 01m 03.01s, 123.956mph;
 - 2, Alberto Colombo (Toleman-Hart TG280), 1hr 01m 04.16s;
 - 3, Riccardo Paletti (March-BMW/Mader 802), 1hr 01m 04.28s;
 - 4, Siegfried Stohr (Toleman-Hart TG280), 1hr 01m 05.54s;
 - 5, Maurizio Flammini (Ralt-Hart RT2), 1hr 01m 19.12s;
 - 6, Brian Henton (Toleman-Hart TG280), 1hr 01m 23.19s; etc
- Fastest lap:** Henton, 1m 42.79s, 126.220mph.

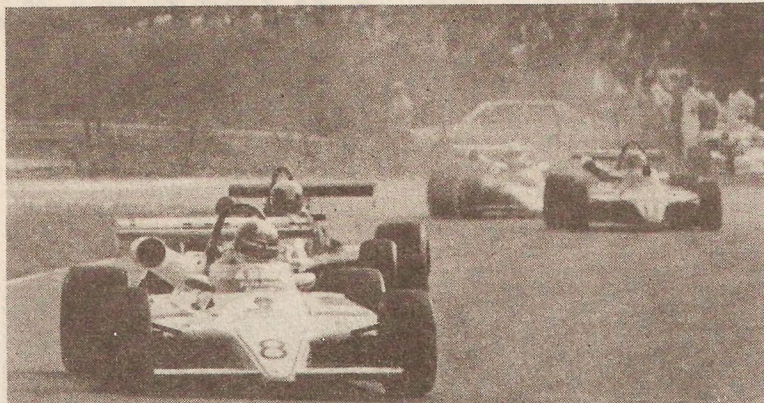
Warwick — spoils of victory.



the door firmly shut by Fabi as he tried to take second place at the first chicane. The Toleman's nose was taken off and Brian made for the pits to fit a replacement.

This left Warwick to chase Stohr with the Maurer of Beppe Gabbiani also in contention along with the impressive Paletti, Colombo and Flammini. On lap 7, Warwick was through into the lead and this he held until the end, fighting off stern challenges, particularly from Paletti in the closing stages until Colombo found a way by at the very last corner.

Further down the order, Eje Elgh made a welcome return to F2 at the wheel of a Maurer, running well into ninth place despite a couple of pitstops, and reporting no ill-effects from his injured arm. Full story next week.



Warwick leads Gabbiani, Colombo and Paletti through one of the Monza chicanes. The top four at the finish led home by Warwick, were separated by only 2.4 secs.

VALLELUNGA G5

The Osella file

The Group 5 World Championship of Makes continued last weekend with a 6 Hours race at Vallelunga, near Rome. Unfortunately, G5 interest was very thin indeed, although the British flag was flown to good effect by Derek Bell, who shared Siegfried Brunn's Porsche 908 to finish second overall behind a G6 Osella, and by Tony Dron/Richard Cleare, who won the G4 class and finished 10th overall in their Autofarm/Texaco/Tred-rite Tyres turbo Porsche 934.

Giorgio Francia and Roberto Marazzi qualified on pole position with their rapid 2-litre Osella PA8, surprisingly 0.04sec faster than the works entered car of Vittorio Brambilla/Lella Lombardi, which set a 1m 12.10s. As expected, the local G6 cars dominated the proceedings with 'Gimax' making it an Osella one-two-three in qualifying.

Brambilla led away from the start and indeed throughout the first hour but, once again, 'Vitt' was destined not to finish as a broken drive-shaft stranded him out on the circuit. Francia and Marazzi were therefore untroubled in

VALLELUNGA (I)

Step 7 World Championship of Makes, round 11 6 Hours

- 1, Giorgio Francia/Roberto Marazzi (2.0 Osella-BMW PA8), 271 laps, 6hr 01m 13.5s, 89.51mph;
- 2, Siegfried Brunn/Derek Bell (3.0 Porsche 908/3), 267 laps;
- 3, Riccardo Patrese/Eddie Cheever (1.4 Lancia Beta Monte Carlo Turbo), 266 laps;
- 4, Frisoli/Bardinelli (2.0 Osella-BMW PA7), 263 laps;
- 5, Edgar Dören/Jürgen Lässig (3.0 Porsche 935), 262 laps;
- 6, Claudio Francisci/Gimax (2.0 Osella-BMW PA8), 262 laps;
- 7, Henri Pescarolo/Jürgen Barth (3.2 Porsche 935), 260 laps;
- 8, Giorgio Pianta/Bernard Darniche (1.4 Lancia Beta Monte Carlo Turbo), 260 laps;
- 9, Gero Bernadini (2.0 Osella-BMW), 236 laps;
- 10, Richard Cleare/Tony Dron (3.0 Porsche 934 Turbo), 234 laps etc.

Fastest lap: Vittorio Brambilla (2.0 Osella-BMW PA8), 1m 15.1s, 95.32mph.

Citicorp CanAm Challenge After eight of ten rounds

- 1 Patrick Tambay (Lola)57
- 2 Al Holbert (CAC-1)31
- 3 Geoff Brabham (Lola)23
- 4 Bobby Rahal (Prophet)18
- 5 Danny Sullivan (Intrepid/Lola)14
- Elliott Forbes-Robinson (Lola)14

Next round: Laguna Seca, October 19.

IMSA GT Series

After ten of 12 rounds

- 1 John Fitzpatrick (Porsche)139
- 2 John Paul (Porsche)116
- 3 Ted Field (Porsche)83
- 4 Hurley Haywood (Porsche)59
- 5 Dick Barbour (Porsche)55
- 6 John Paul Jr. (Porsche)55

Next round: Sep 21, Road Atlanta, GA

Rossiter's Spax-Lola continued to lead until mechanical trouble allowed Crang and the hard-driven Chevron of Kurt Thiim to close up. In his efforts to get past, Thiim ran into the back of Crang's Tiga, spinning him down to fifth place. Thiim's efforts only brought him a puncture and Peter Sadler therefore took over the front before going to win the 15 lap race by 1sec from Elgaard.

Crang recovered well to take third place ahead of more Tigas driven by Bjorn Forst, Mike Kimpton, John Raden and Charles Sawyer-Hoare, with Robert Parker eighth in his Lola T492 ahead of John Webb (Robinson) and the penalised Rossiter.

JYLLANDSRING (DK)

Aug 31 Sports 2000 Race 15 laps

- 1, Peter Sadler (Lola-Nelson T590), 12m 37.0s;
- 2, Peter Elgaard (Tiga SC80);
- 3, Neil Crang (Tiga-Nelson SC79);
- 4, Bjorn Forst (Tiga SC80);
- 5, Mike Kimpton (Tiga-Nelson SC80);
- 6, John Roden (Tiga SC80);
- 7, Charles Sawyer-Hoare (Tiga-Nelson SC80);
- 8, Robert Parker (Lola T492);
- 9, John Webb (Robinson-Nelson RS2);
- 10, Jeremy Rossiter (Lola-Nelson T590); etc.

DARLINGTON NASCAR

Labonte's labours

On Labour Day, Monday September 1, Texan Terry Labonte became the youngest winner of a Grand National NASCAR race since Richard Petty's first win over 20 years ago when he won the Southern 500 at Darlington. This fine victory came exactly two years after he made his NASCAR Winston Cup debut at the same speedway and his enviable record in one of the series' most prestigious events now reads a fourth, a third and a win! Twenty three-year-old Labonte hardly knew what to say in Victory Lane but it was certainly a popular win for the Stratagraph Chevrolet driver.

The Corpus Christi driver had been well in contention for the whole event but his chances of victory seemed slight as the closing stages saw a fine battle for the lead between David Pearson (Hoss Ellington/Hawaiian Tropic Chevrolet), Dale Earnhardt (Osterlund Racing Chevrolet) and Benny Parsons (Melling Tool Chevrolet) with Labonte a few lengths further back and battling with Harry Gant's Race Hill Farms Chevrolet.

Going into the penultimate lap, though, a slower car blew its engine a hundred yards or so in front of the leaders and, with no time to hang out the yellow flags, Pearson was the first to hit the oil patch at Turn One! The 'Silver Fox' got into a huge sideways slide, somehow managing to keep control, although not before his Chevrolet smote the wall. Earnhardt also slid up into the wall, but more heavily, while Parsons spun wildly down onto the infield.

Pearson was still in the lead but with bodywork rubbing onto one tyre, Labonte closed fast. Knowing that the yellow flags would be out as soon as they crossed the line to start the final lap, Pearson tried to block out Labonte but the red Chevrolet just squeezed through and took the yellow a mere foot or so in front before cruising on round the final lap — with no overtaking allowed — to score a fine opportunist win. Harry Gant was also in very close order, while Parsons limped round into fourth place before Neil Bonnett's Mercury.

Earnhardt made it back to the pits to clinch seventh place behind Bobby Allison's Ford Thunderbird. Into ninth place, behind Dave Marcis, came Richard Petty's STP Chevrolet although

scoring an easy victory, while Brunn and Bell, both of whom were absolutely exhausted after their respective stints, brought the heavy 908 into second place. Their only trouble was brought about by the tremendous heat, although the last couple of laps were driven with a deflating rear tyre and Brunn did extremely well to fend off the G5-winning works Lancia Beta Monte Carlo Turbo for second place.

Frisoli/Bardinelli drove yet another Osella into fourth place ahead of Edgar Dören/Jürgen Lässig (Porsche 935), with the 'Gimax'/Francisci car having been delayed mid-way through the race and ending up sixth ahead of Henri Pescarolo/Jürgen Barth, who were never really in contention on this tight, twisty circuit in their 935.

Into 10th place, despite losing a little time in the pits repairing damage after Richard Cleare fell foul of the rough verges, came the British G4 Porsche. Tony Dron drove a storming final stint to pull back the deficit lost to the Pallavacini/Bernard 934 and eventually won the class by a slender 20secs.

JYLLANDSRING S2000

Sadler overcomes

A strong party of British Sports 2000 runners made the long trip to Denmark the weekend before last for a non-championship race, and the Lola T590 of Peter Sadler emerged victorious from the wet and cold meeting, with Neil Crang's Tiga also running strongly into third place behind the similar car of Peter Elgaard. Elgaard it was who qualified on pole position in the wet practice session on Saturday, with Neil Crang (Tiga SC79) and Peter Sadler for company on the front row.

The 'hero' of the start, however, was Jeremy Rossiter, who sat way back on the third row of the grid having missed virtually all of the short practice session stuck in the small paddock! Having made up his mind that he wanted to make some impression, Jeremy made an over eager start — for which he 'earned' a 1min penalty — and led the field into the first corner.



Terry Labonte became the youngest NASCAR winner for 20 years when he snatched a last gasp victory from David 'Silver Fox' Pearson at Darlington.

'The King' pitted through sheer exhaustion mid-way through and Joe Millikan once again drove relief for him.

Cale Yarborough, who had been closing in on Earnhardt in the championship stakes, qualified second but soon ran into mechanical trouble and lost a good deal of time in the pits, while Buddy Baker's NAPA Regal Ride Chevrolet blew up and Darrell Waltrip, who qualified on the pole, ran strongly and looked in good shape before the timing chain broke while leading, forty laps from the end.

DARLINGTON (USA)

Sep 1
Southern 500,
NASCAR Winston Cup
Grand National Series,
round 23

367 laps — 500 miles

1, Terry Labonte (Chevrolet Monte Carlo), 367 laps; 2, David Pearson (Chevrolet Monte Carlo), 367 laps; 3, Harry Gant (Chevrolet Monte Carlo), 367 laps; 4, Benny Parsons (Chevrolet Monte Carlo), 367 laps; 5, Neil Bonnett (Mercury), 367 laps; 6, Bobby Allison (Ford Thunderbird), 366 laps; 7, Dale Earnhardt (Chevrolet Monte Carlo), 366 laps; 8, Dave Marcis (Chevrolet Monte Carlo), 365 laps; 9, Richard Petty/Joe Millikan (Chevrolet Monte Carlo), 365 laps; 10, Dick Brooks (Chevrolet Monte Carlo), 364 laps; etc.

RICHMOND NASCAR

Allison alone

Bobby Allison ran out a convincing winner of last Sunday's Capital City 400 at the Richmond Fairgrounds Speedway, Virginia, his Hodgdon Ford Thunderbird dominating the second half of the race to win by 2secs from Richard Petty's STP Chevrolet Monte Carlo and, making a fine re-appearance after a lengthy lay-off, Lenny Pond.

For the 11th time this season, Cale Yarborough qualified his Busch Chevrolet Monte Carlo on the pole and made most of the early running before succumbing to overheating. Allison then took over the lead with Harry Gant pushing him hard until Gant made a mistake and spun with just under 100 laps to go around the tight 1/2-mile oval, which has, incidentally, been vastly improved since the NASCAR boys' last appear-

RICHMOND (USA)

Sep 7
Capital City 400, Winston Cup
NASCAR Grand National
series, round 24

400 laps — 200 miles

1, Bobby Allison (Ford Thunderbird), 400 laps; 2, Richard Petty (Chevrolet Monte Carlo), 400 laps; 3, Lenny Pond (Chevrolet Monte Carlo), 400 laps; 4, Dale Earnhardt (Chevrolet Monte Carlo), 399 laps; 5, Jody Ridley (Ford Thunderbird), 398 laps; 6, Darrell Waltrip (Chevrolet Monte Carlo), 397 laps; 7, Dave Marcis (Chevrolet Monte Carlo), 397 laps; 8, Terry Labonte (Chevrolet Monte Carlo), 397 laps; 9, Benny Parsons (Chevrolet Monte Carlo), 396 laps; 10, Richard Childress (Chevrolet Monte Carlo), 394 laps; etc.

ance and now features a widened and lengthened pits area as well as new spectator facilities.

This left Allison pretty much in control, although Petty, driving hard, never allowed him to relax, while Pond also ran extremely well in Jim Tester's Chevrolet, a car which he will probably now drive until the end of the year.

Dale Earnhardt lost a lap — not difficult on this tiny track — but always ran strongly and was placed fourth, a lap ahead of leading 'rookie' Jody Ridley (Truxmore Ford) and Darrell Waltrip, who suffered tyre trouble on the Gatorade Chevrolet.

ONTARIO (USA)

Aug 31
Robert Bosch VW Super Vee
Gold Cup, round 10

25 laps — 62.5 miles

1, Pete Halsmer (Ralt RT1), 127.262mph; 2, Billy Scyphers Jnr (Ralt RT5); 3, Peter Kuhn (Ralt RT5); 4, Mike Chandler (March 80SV); 5, Dick Moody (Ralt RT5); 6, Jeff Wood (March 80SV); 7, David Brun (Autoresearch); 8, Bob Cicconi (March 79SV); 9, Kip Penske (Ralt RT5); 10, John Kalagian (March 80SV); etc.

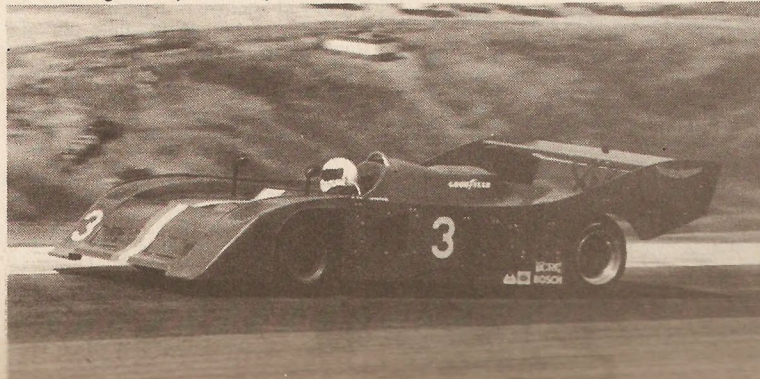
ROAD ATLANTA CANAM

Brabham at last

After many near misses, Geoffrey Brabham finally won a Citicorp CanAm Challenge race last weekend at the wheel of the VDS Team Lola T530. For the early part of the race, Brabham enjoyed a close dice with Al Holbert's CAC-1 but the latter finally fell right back down the order with electrical trouble. Danny Sullivan came through to second ahead of Bobby Rahal (Prophet) and Patrick Tambay (Lola T530). This was the Frenchman's first CanAm defeat of the season but, ironically, his fourth place finish assured him of the title!

Maintaining his excellent form, Brabham qualified the VDS-Lola on pole position yet again, although he was beaten away from the start by Al Holbert's CRC Chemicals CAC-1 and the two circulated in close order for the first 22 laps before the Australian finally

Geoff Brabham has been used to taking pole, but at Road Atlanta he brought his VDS Lola through to his first win after a dice with Al Holbert's CAC-1.



found a way by. At the same time, Tambay, Danny Sullivan (Lola T530), Elliott Forbes-Robinson (Newham Racing Lola T530) and Rahal were involved in quite a battle for third place, although the rest of the field was very thin, with just 15 starters in all.

After Brabham got past, he soon began to edge away and that was how it continued to the finish, Geoff eventually winning by 16secs.

Holbert, however, was in trouble, for the mechanical fuel pump failed and he found that using the electrical pump caused the battery to go flat. He was classified a distant ninth at the end.

EFR was slowed by a couple of cracked exhaust header pipes but carried on at hardly diminished pace until a wheel bearing collapsed. Sullivan and Tambay continued to battle for second place until Sullivan spun, having got past, but he was handed back second place when Tambay's engine went off in the closing stages of the race. Rahal was also elevated a position but Bobby Brown (Lola T333CS) was a lap down in fifth place, as was John Gunn in sixth. As usual, Gary Gove swept up the 2-litre class in his ex-Toleman Ralt, finishing seventh, a lap ahead of Bertil Roos's modified Chevron B27.

ROAD ATLANTA (USA)

Sep 7
Citicorp CanAm Challenge,
round 8

25 laps

1, Geoff Brabham (5.0 Lola-Chevrolet T530); 50 laps; 2, Danny Sullivan (5.0 Lola-Chevrolet T530), 50 laps; 3, Bobby Rahal (5.0 Prophet-Chevrolet); 50 laps; 4, Patrick Tambay (5.0 Lola-Chevrolet T530); 50 laps; 5, Bobby Brown (5.0 Lola-Chevrolet T333CS); 48 laps; 6, John Gunn (5.0 Lola-Chevrolet T333CS); 48 laps; 7, Gary Gove (2.0 Ralt RT2); 48 laps; 8, Bertil Roos (2.0 Roos-Chevron B27), 47 laps; 9, Al Holbert (5.0 CAC-Chevrolet 1), 45 laps; 10, Randy Townsend (5.0 Lola-Chevrolet T333CS).

ELKHART LAKE, (USA)

Aug 31
IMSA GT Series, round 10

125 laps — 500 miles

1, John Paul/John Paul Jnr (3.2 Porsche 935); 2, John Fitzpatrick/Dick Barbour (3.2 Porsche 935 K3); 3, Bobby Rahal/Bob Garretson (3.2 Porsche 935 K3); 4, Preston Henni/Bill Whittington (3.2 Porsche 935); 5, Bob Akin/Brian Redman/Paul Miller (3.2 Porsche 935); 6, Dave Cowart/Kenper Miller (3.5 BMW M1); 7, Bob Tullius/Bill Adam (4.0 Triumph TR8); 8, Don Devendorf/Tony Adamowicz (2.3 Mazda RX7); 9, Dennis Aase/Alan Johnson (3.0 Porsche Carrera); 10, Tony Garcia/Terry Marman/Albert Naon (Porsche Carrera); etc.

AUSTRALIAN SALOONS

Brock still dominant

Peter Brock's Marlboro-Holden Dealer Team continued its apparently effortless domination of Australian touring car racing, with wins on consecutive weekends of the season's first long-distance races.



Britons Brian Redman and Dave Hobbs made themselves a cash \$44,000 on August 23 when they won the Lumberman's 500 race at Mansfield, Ohio in an old CanAm Lola T333 owned by Roy Woods. For Redman this was his second win in the two-year history of the event, having taken Tony Cicale's 2-litre CanAm car to victory last year with Bobby Rahal. Their only opposition this time came from John Morton and Hurley Haywood in the former's Frisbee which qualified on pole position and led away before falling foul of a Corvette during lappery. Extensive bodywork damage brought about Frisbee's retirement, while Vic Schuppan/Howdy Holmes, who took over the lead for a while in a Australian's Elfin, were delayed by braking trouble, which necessitated a lengthy pit stop. Redman and Hobbs therefore, came through to win a 130-lap event from the Elfin with Gianpiero Moretti and Jim Busby (Porsche 935) third ahead of a similar car of Ludwig Heimrath Sr and Jnr. Rich Guider and John DeBriggs brought their 2-litre Margaria Cicale into fifth place ahead of Dave Cowart/Kenper Miller (BMW M1).

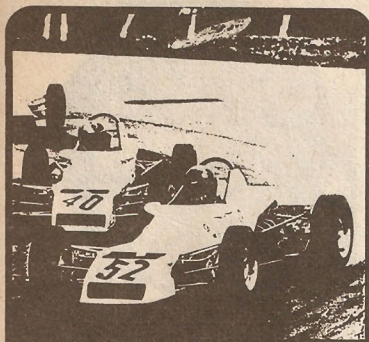
Brock, with former co-driver John Harvey re-enlisted for the long race won the non-title CRC 300 kilometre race at the tight, 1.9km Amaroo circuit near Sydney by nearly a lap on August 10; a week later they drove each to finish first and second in an opening round of the Australian manufacturers' championship in Adelaide. Prize money was a tempting bait in Sydney race (Brock and Harvey collected \$10,000 for the win) and there no difficulty in filling the 25-car grid. In Adelaide it was a different story, the worst championship field for when only 12 cars took part, spread over four classes!

In each race, Brock took pole position the Adelaide race his 12th in a row, surprisingly, in each race, it was on the hitherto uncompetitive XD or Ford Falcons which gave his 5-Commodore a scare in the early stages.

At Amaroo Park, Queensland driver Dick Johnson led the first 26 laps. Brock and Harvey wore him down, although he finished a highly creditable second in the previously untraced car. In Adelaide, Murray Carter took little to dispose of Harvey, then harnessed Brock until the 34th lap of 104, until overheating 5.8-litre V8 engine in Falcon lost oil pressure.

Brock won by a lap from Harvey, finished second despite having two laps to let go. The first went 10 laps from finish, and he rejoined the race without dropping a place. The second went on the last lap and momentary panic occurred when he entered the slip road leading to the pit lane — not having realised he only 200m to go to the finish. Brock took the pits both called him on the radio, and Harvey zigged back onto track to take the flag ahead of Garry Wignston's Commodore which finished while spluttering out of fuel.

BOB JENNIN



National Races

THRUXTON

Welsh wizardry

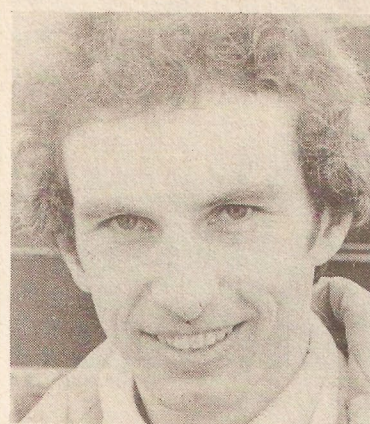
Highlight of the supporting races at the BARC organised Aurora AFX meeting on Sunday was undoubtedly Welshman Tim Davies's victory in the Motorcraft Ford 2000 round, his second consecutive win which reduces, a little at any rate, Richard Trott's lead in the series.

The Brands Hatch based Shell Super Sunbeams, making their first appearance at Thruxton, provided a thrilling opening "Group 1" race. A demon start by Jonathan Buncombe saw him with a narrow lead at the end of lap one ahead of the rest — literally — with poleman Nick Whiting, Barrie Williams, Gordon Spice and Andy Rouse side by side through Club. The next time round Whiting held the advantage with Whizzo second and Buncombe having dropped to third just ahead of the two wheeling Spice — very entertaining, but it was my transport home! By lap 3 Whizzo had gained the lead and put some daylight between

himself and the quarrelling foursome. Rouse appeared in second when it mattered most just ahead of Buncombe and Whiting with Spice a length further away. Tony Lanfranchi took sixth after a fierce set-to with Stirling Moss who was helped into a spin at Club on the last lap.

Malcolm Clube had predicted his splendid McLaren M1C fractionally beneath his lap record, and fully 3 secs quicker than the next man, for the Willhire Historic Special GT race. But Mike Wheatley's Lola T70 IIIB got the better grip off the line to lead into the club before Clube demoted the ex-Denny Hulme/Brian Redman car to second place. Powersliding his way round, Wheatley stayed within a second or so of Clube until the last couple of laps when the gap finally grew. The superb Ford GT40 of Mike Salmon and Richard Knight's green Lola T70 IIIB stayed away from each other, and the leaders, in third and fourth spot. The Sports and GT class provided an interesting battle, Richard Dodkins (Ginetta G12) fell out of contention after 4 laps leaving Anthony Taylor's hastily repaired ex-Innes Ireland Willment-BRM in dispute of class honours with Reg Skeels (Mercury GT). Despite a smokescreen in the closing laps, Taylor held on.

A round of the Historic Sports Car Club's championship for Classic Sports Cars provided a fine victory for John Corfield's pretty Diva GT and a surprise defeat for regular front runner John Brindley (Bell & Colvill/Lotus 23). In fact such was Corfield's pace that he broke the four-year-old lap record. But Brindley was plagued by gear selection problems and gradually fell back to be harried by Mike Pendlebury's Diva GT and Jim Gathercole's Lotus Elan. Struggling determinedly, Brindley held onto second place while Gathercole nipped inside Pendlebury at Club on the last lap as the Diva's engine faltered, leaving the Suffolk driver to coast into the pits taking the flag in sixth place. The Hon. Amschel Rothschild threw his mighty AC Daytona Cobra around with much verve to take an eventual fourth ahead of Cyril Baxter's Marcos GT.



Rouse — County winner.

Less than 0.2sec split the front row for the Motorcraft Ford 2000 round with, surprise, surprise Richard Trott (Lola T580) and recent Brands winner Tim Davies who now has welcome additional backing from Colin Bennett Racing for his Autowindscreens Royale RP27. Cooper led as the field threaded through Allard, while a storming start by Martin Brundle (John Brundle Motors/Reynard SF80) from the third row put the young Norfolk driver into second place ahead of Davies and Trott by the time they reached Segrave. Through the Club chicane on lap 1, it was Cooper with a fair sized lead over Brundle, Trott, Mike Taylor (Royale RP27), Adrian Reynard (Reynard SP80), Roy Goff (Royale RP27) and the rest. Cooper seemed to hold an unassailable lead in the opening laps until Trott grabbed second place entering Club and set after Cooper but Tim Davies had other ideas. The Lampter lad fought off the pressure of Taylor who had by now taken Brundle and appeared right on Trott's tail down Woodham Hill to Club where he superbly claimed the inside line and demoted the series leader. By lap 9 Davies was alongside Cooper through Club chicane before Davies held the inside at Kimpton to take a well deserved lead which he kept to the flag handing a rare defeat to the all conquering Trott. Cooper held onto second place just ahead of Trott who had Taylor in tow while, with Brundle spinning into retirement at Village on lap 9, Goff won an extremely fraught argument with Reynard for fifth spot.

The meeting ended on an extremely high note with (sadly) the final round of the ever spectacular BMW County Championship. With double points at stake, three counties, Norfolk (Martin Brundle), Avon (Win Percy) and Gloucester (Barrie Williams) were in the running for overall honours. Brundle nosed ahead at Segrave with Percy, Rouse (Sussex), Tiff Needell (Herts) and Williams in hot pursuit. By the time they reached Club at the end of the first lap, Brundle had a sizeable lead but Rouse decisively reduced this and appeared in front on lap 5. Needell demoted Brundle to third and wore down Rouse's lead until a fine manoeuvre entering the Club chicane — feinting one way before diving down the inside — forced Rouse to give way. But two laps later Needell spun in a big way at Segrave — a performance he repeated on the penultimate and the slowing down laps! — and Rouse was back in front but this time with a more convincing lead over Percy while Brundle slowed dramatically at Club on the last lap and coasted over the line inches ahead of Williams.

A little further back, after much kerb hopping at Club which removed some expensive front spoilers from the once immaculate Tom Walkinshaw BMWs, the order was resolved in favour of Jeff Allam (Surrey), a very battered Needell, Peter Lovett (Wilts), Nick Whiting (Kent) and Andy Jeffrey (Grampian). Brundle's third place was enough to settle the title in Norfolk's favour.

CADWELL PARK

Doing the Wight thing

"All we need is good weather" stated the Clerk of the Course at the drivers briefing, and Frank Wright's BRSCC Northern team were on top form to run six races efficiently on a sunny afternoon last Sunday. Sadly, this, the final Cadwell Park meeting of the season, was plagued by small grids due in part to the needless clashing with a meeting at Croft which split the predominantly Northern entries. Just seven Formula Atlantic cars arrived to contest a Hitachi Championship round which was dominated at this daunting circuit by the Ralt of David Leslie, who is a talent deserving of higher things.

The leader of the Bernard Hunter Crane Hire Northern FF Championship, Eric Horsfield, was absent, so runners up in the series, Wally Warwick and Dave Hoban, must have been frustrated to find the Greensmith brothers ahead of them on the grid and subsequently leading them in the early laps. While the faster runners queued up behind Geoff, brother Steve pulled well clear in his Royale. The first to squeeze past Geoff's more elderly Royale was Hoban (Ray) at Park on lap 4, and by the end of that tour Warwick (Van Diemen) had also followed him through. The expected closing of the gap to the leader never materialised and Steve Greensmith continued to increase his lead and scored a well deserved victory. Darlington's Wally Warwick was forced to pit with an overheating engine, leaving Hoban an unchallenged second. Into third came Gordon Stephenson (PRS), who worked his way through the pack, and fourth, after Geoff Greensmith's demise with gearbox problems, was Colin Verity (Hawke).

Next on the track were the competitors in the MGCC Midget Championship. The race-prepared cars of Dave Sheppard and John Gallagher rapidly outdistanced everyone else. Sheppard, whose car had appeared very hot and flustered with steam issuing from beneath the bonnet, under the wheel arches and from the rear in practice, kept everything cool during the race to win comfortably from Gallagher, with Bunny Lees-Smith the only other unslapped runner in third. Fifth spot went to Tim Cairns whose "frogeye" Sprite won the road-going class. Cairns remained just out of reach of Peter Felix for the first half of the race but rapidly moved further away when Felix had a moment on lap 6; evidence of this, a large tatty polythene bag that once contained a strawbale, billowed from his rear bumper until the close.

By the time the Formula Atlantic cars reached the Mountain for the first time, David Leslie was well established in the lead with his Hope Scott Garage Ltd/Nixon Vehicle Wash Ltd Ralt RT4 from Ian Flux in the Ehrlich, although Flux had run him very close in practice. Third on that opening lap was Phil Dowsett with the Pinch Plant/Martin the News-agent March 79B from Cameron Binnie in the older March of Andy Barton. Fifth was being closely contested by Alo Lawler's L B Excavations Ltd Ralt RT4 and David Duffield, Caledon Coal Co Ltd Ralt RT1 with Tony Westwood's March bringing up the rear. The order remained the same throughout at the front, Flux, Dowsett and Binnie unable to stay with Leslie, who proceeded at what many suspected but no one could confirm as a new outright lap record pace. Duffield passed Lawler, who then retired with high water temperature and Westwood too fell by the wayside.

Amazingly the A35 of Phil Wight gained pole position, and then outdragged the numerous Jaguars, the Ford

THRUXTON (GB), Sept 7, BARC

Shell Super Sunbeam Invitation (5 laps): 1, Barrie Williams 8m 58.22s, 78.79mph; 2, Andy Rouse 8m 59.30s; 3, Jonathan Buncombe 8m 59.53s; 4, Nick Whiting 8m 59.68s; 5, Gordon Spice 9m 01.12s; 6, Tony Lanfranchi 9m 03.85s. **Fastest lap:** Stirling Moss, 1m 45.09s, 80.71mph (Establishes record.)

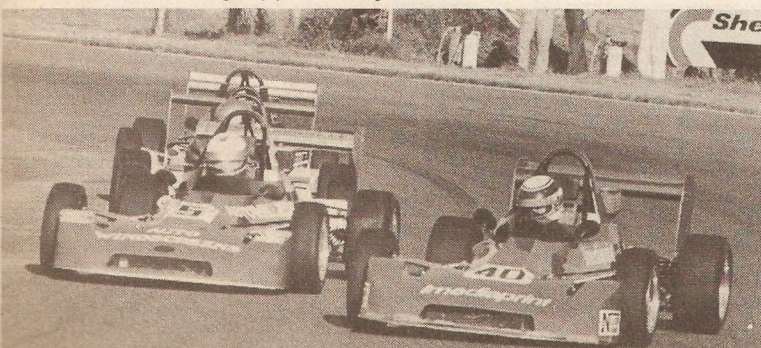
Willhire Historic Special GT Championship (8 laps) overall and Sports Racing and GT over 2000cc: 1, Malcolm Clube (4.7 McLaren M1C-Ford V8), 11m 40.13s, 96.91mph; 2, Mike Wheatley (5.0 Lola T70 IIIB-Chevrolet), 11m 43.13s; 3, Michael Salmon (4.7 Ford GT40), 12m 00.02s; 4, Richard Knight (5.0 Lola T70 IIIB-Chevrolet), 12m 13.36s. **Fastest lap:** Clube, 1m 25.37s, 99.35mph (record). **Sports and GT 1301-2000cc:** 1, Anthony Taylor (2.0 Willment-BRM), 91.20mph; 2, Reg Skeels (1.8 Mercury GT-Lotus); 3, Richard Dodkins (1.6 Ginetta G12-Lotus). **Fastest lap:** Taylor, 1m 30.89s, 93.32mph.

HSCC Classic Sports Championship (8 laps overall): 1, John Corfield (1.8 Diva GT), 12m 49.59s, 88.17mph; 2, John Brindley (1.6 Lotus 23) 12m 56.04s; 3, Jim Gathercole (1.6 Lotus Elan), 12m 56.82s; 4, Hon. Amschel Rothschild (4.7 AC Daytona Cobra), 13m 12.81mph. **Class A:** 1, Rothschild 85.59mph; only starter. **Fastest lap:** Rothschild, 1m 38.14s, 86.42mph. **Class B:** 1, Corfield; 2, Gathercole; 3, Cyril Baxter (2.0 Marcos GT). **Fastest lap:** Corfield, 1m 35.09s, 89.20mph (record). **Class C:** 1, Jem Marsh (1.3 Marcos G7) 82.77mph; only starter. **Fastest lap:** Marsh, 1m 39.69s, 85.08mph. **Class D:** 1, Alex Seldon (4.7 Lotus 30); only finisher. **Fastest lap:** Seldon, 1m 50.80s, 76.55mph. **Class E:** 1, Brindley 87.43mph; 2, Patricia Dawson (1.6 Lotus 23); 3, Stephen Mitchell (1.6 Lotus 23). **Fastest lap:** Brindley, 1m 36.12s, 88.24mph.

Motorcraft Ford 2000 Championship (12 laps): 1, Tim Davies (Royale-Scholar RP27), 16m 28.65s, 102.95mph; 2, Rob Cooper (Lola-Neil Brown T580), 16m 29.78s; 3, Richard Trott (Royale-Nelson RP27), 16m 30.70s; 4, Mike Taylor (Royale-Titan RP27), 16m 31.77s; 5, Roy Goff (Royale-Neil Brown RP27), 16m 41.67s; 6, Adrian Reynard (Reynard-Titan SF80), 16m 42.70s. **Fastest lap:** Davies, 1m 21.29s, 104.34mph.

BMW County Championship (12 laps): 1, Andy Rouse (Sussex), 19m 15.18s, 88.11mph; 2, Win Percy (Avon), 19m 17.43s; 3, Martin Brundle (Norfolk), 19m 23.29s; 4, Barrie Williams (Gloucester), 19m 23.52s; 5, Jeff Allam (Surrey), 19m 32.15s; 6, Tiff Needell (Herts), 19m 36.88s. **Fastest lap:** Needell, 1m 34.90s, 89.37mph (record).

Early leader Rob Cooper has sprinted off in Thruxton's FF2000 race, but Richard Trott and Tim Davies battle mightily for second place.





Four wheels off the deck — Scotsman David Duffield's Ralt at Cadwell.

CADWELL PARK (GB), Sep 7, BRSCC (N)

Bernard Hunter Crane Hire Northern Formula Ford 1600 championship race (12 laps): 1, Steve Greensmith (Royale), 20m 12.5s, 80.16mph; 2, Dave Hoban (Ray), 20m 25.4s; 3, Gordon Stephenson (PRS), 20m 26.3s; 4, Colin Verity (Hawke), 20m 39.2s; 5, Roger Card (Tiga), 20m 44.5s; 6, Graham Pybus (Lotus), 21m 19.9s. **Fastest lap:** Greensmith, 1m 39.4s, 81.48mph.

MGCC Midget Championship race (10 laps) — Overall and Race Prepared: 1, Dave Sheppard (Chaplin Midget), 17m 37.7s, 76.38mph; 2, John Gallagher (MG Midget), 18m 16.8s; 3, Bunny Lees-Smith (MG Midget), 19m 04.6s; 4, John Boness (MG Midget), 17m 47.4s. **Fastest lap:** Sheppard, 1m 42.3s, 79.17mph. **Road-Going:** 1, Tim Cairns (Frogeye Sprite), 18m 20.2s, 66.26mph; 2, Peter Felix (MG Midget); 3, Robert Nettleton (MG Midget). **Fastest lap:** Cairns, 1m 58.4s, 68.41mph.

Hitachi Formula Atlantic Championship race (15 laps): 1, David Leslie (Ralt), 21m 20s, 94.92mph; 2, Ian Flux (Ehrlich RP5), 21m 27.8s; 3, Phil Dowsett (Pinch March), 21m 36.6s; 4, Cameron Binnie (March), 21m 40.5s; 5, David Duffield (Ralt RT1), 22m 08.2s. **Fastest lap:** Leslie, 1m 24.4s, 95.97mph.

Classic Saloon Car Challenge Race (8 laps) — Overall: 1, Phil Wight (Austin A35), 16m 44.8s, 64.49mph; 2, Geoffrey Waterman (Jaguar 2483), 16m 57.5s; 3, Anthony Raine (Austin A35), 16m 58.1s; 4, Allan Mills (Zodiac Mk2 2500), 17m 04.6s. **Over 2700cc:** Ronny Crowther (Jag Mk IX), 18m 25.6s, 58.61mph. **No other starters. Fastest lap:** Crowther 2m 14.9s, 60.04mph. **1902-2700cc:** 1, Waterman, 63.68mph; 2, Mills; 3, Bob Meacham (Jaguar). **Fastest lap:** A. J. Moore-Hilton, (Jag Mk1 2400), 2m 04.1s, 65.26mph. **1252-1901cc:** 1, Dave Burrows (MG Magnette), 17m 20s, 62.30mph; 2, Paul Harrison (Borgward). **Fastest lap:** Burrows, 1m 07.3s, 63.62mph. **Up to 1251cc:** 1, Wight; 2, Raine; 3, Timothy Blackburn (Austin A35). **Fastest lap:** Wight, 1m 04s, 65.32mph.

Varley Batteries Formula Junior Championship race (10 laps): 1, John Narcisi (Lotus), 17m 59s, 75.06mph; 2, Julian Pratt (Gemini 4A), 18m 20.7s; 3, Roy Drew (Lola Mk2), 18m 22.2s; 4, Tony Goodwin (Ausper), 19m 03s; 5, Peter Morrill (Lola Mk2), 19m 09.9s; 6, John Longhurst (Lotus), 18m 09.6s. **Fastest lap:** Narcisi, 1m 45.8s, 76.55mph.

BRSCC Northern GT Championship Race for Special Saloon Cars and Modified Sports Cars (10 laps): 1, Tony Sugden (2.0 Skoda), 16m 17.2s, 82.88mph; 2, Richard Simms (2.0 Skoda), 16m 42.1s; 3, Dave Wilson (1.5 Skoda), 18m 00.3s; 4, John Gallagher (Chaplin Midget), 17m 18.3s. **Special Saloons — over 2500cc:** Phil Barak (5.0 Escort), 18m 07.8s, 67.02mph; **No other starters. Fastest lap:** Barak, 1m 55.5s, 70.12mph. **1501-2500cc:** 1, Sugden; 2, Simms; **no other starters. Fastest lap:** Sugden, 1m 35.2s, 85.08mph. **1001-1500cc:** 1, Wilson, 74.97mph; 2, David Simmonds (Cooper S); **no other finishers. Fastest lap:** Tom Powell (Mini Club Ford 1300), 1m 44.8s, 77.29mph. **Up to 1000cc:** 1, Nicholas Humphreys (Imp), 17m 38s. **Fastest lap:** Bob Seager (Stiletto), 1m 55.3s, 70.25mph. **Modsports over 2500cc:** **no entries; 1501-2500cc:** **no entries; 1001-1500cc:** 1, Gallagher, 70.21mph; **no other finishers. Fastest lap:** Dave Sheppard, MG Midget, 1m 46s, 76.41mph. **Up to 1000cc:** **no entries.**



Phil Wight's giant-killing Austin A35 — all the Jaguar drivers had egg on their faces after he convincingly won the classic saloon race.

to win the Classic saloon race easily. Behind the impressive Wight, the Jaguars of Geoff Waterman and Bob Meacham duelled until Meacham spun at the Mountain, after which Waterman was almost caught by Tony Raine, in another A35. Alan Mills fought gamely with his Zodiac for fourth spot ahead of Meacham.

Formula Juniors, the attractive and often surprisingly fast little single-seater racers from the early Sixties, contested a round of the Varley Batteries series. John Narcisi, whose Lotus 20 was shod with well-scrubbed Michelins, proved to be considerably faster than any of his Dunlop R5 tired rivals and led throughout to take the chequered flag 20secs clear of Julian Pratt (Gemini 4A). In defence of John, it is doubted that the

tyres gave him that much advantage; nevertheless, they have been banned for next season. Pratt in second spot had suffered overheating midway through the race, slowed and allowed Roy Drew (Lola Mk2) to pass, but then regained the spot with a demon last lap that caught Drew unprepared.

A very fragmented and straggling GT race for Special Saloons and Modsports closed the programme. Tony Sugden was the undisputed winner, his Skoda 2.0 followed home by the similar car, but in Lancia battledress, of Richard Simms. Another Skoda, the 1.5 example of Dave Wilson, was third, in front of John Gallagher's Midget, a class-winning fourth.

ANDY LEEDER

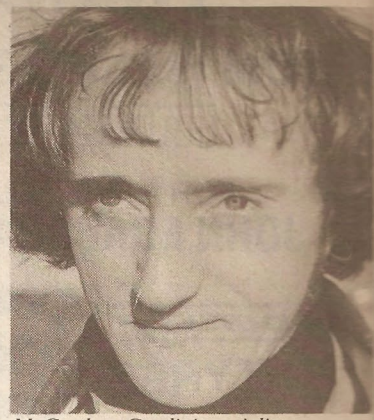
OULTON PARK

More Moreno

Roberto Moreno increased his lead in the Townsend Thoresen FF1600 Championship with a good win after an early dice with Robert Gibbs ended when Gibbs went off. Andrew Thorpe strengthened his position in the Rolatruc Production Saloon series thanks to a class win and Nick Baughn's victory over Tony Lanfranchi in the 1600cc class at Oulton Park on Saturday. Thorpe was the first of four drivers to set new lap records during the day. Steven Soper in the Radbourne Fiat X1-9 lopping almost 3secs off the Class C Modsports time first set by Gordon Howie four years ago and then losing his 1275 Mini record which he held jointly with Steve Harris to Chris Lewis in the next race. In the final race of the day, Alex Lowe set a new Monoposto best before crashing his Chevron B20 during an exciting race for the lead with Peter Hughes.

The BRSCC (NW Centre) were in charge for the day and suffered a slight setback early in practice when a pile of tyres was found to be smouldering and the fire engines were called out to deal with the problem; incredibly, the fire was started almost two weeks ago by "spectators" at the bike meeting on Bank Holiday Monday and seems to have gone unnoticed by the circuit staff! The delay was counteracted by the scarcity of starters for the Townsend Thoresen race (Silverstone having claimed several of the entries at its two-day meeting) with the consequent cancellation of the qualification race shortening the programme slightly. In beautifully sunny weather, although with a fresh wind blowing, the races went very quickly and the meeting finished well within time.

Only eight starters lined up for the opening Rolatruc 1600 Production Saloon Car Championship race and series leader Tony Lanfranchi was on pole in his Mayfair Scirocco GLi, with Nick Baughn and Juliette Slaughter alongside in similar cars. This time it was Baughn's turn to have the upper hand and although Lanfranchi never let him get away, these two pulled away from the rest with the Vindis and Sons car winning and setting fastest lap. Slaughter was next, pursued



McGrath — Gordini specialist.

by the Renault 5 Gordinis of Neil McGrath and Donald Norchi, the latter dropping temporarily behind the Alfusud of Andrew Thorpe due to a spin at Old Hall. Thorpe was leading the three-car 1300cc class comfortably from the other Alfasuds of Phil Clarke and Paul Ellender and, although he could not take full points due to the small entry, he was pleased to see Lanfranchi held to second place by Baughn, thereby helping the Surrey antique dealer's championship hopes.

The BRSCC Pre '74 FF1600 Championship entry was strong enough to support a consolation race from which the first two would qualify for the Championship race; although he led easily for all ten laps, Peter Meyrick was prevented from taking part in the latter race because his Crosslé 25F is deemed ineligible for the series. Thus, the lucky two were Kerry Nash, whose older Crosslé held a safe if smoky second place throughout, and Graham Jones, who almost threw away his chances with a spin at Lodge but then drove in inspired fashion to recover the places he had lost.

Two Porsches, the Hassop Motors RSR of Paul Edwards and the Carrera of Barry Robinson, headed the practice list for the BRSCC Modified Sports race with equal times but sadly Edwards withdrew with engine problems before the race. Robinson therefore had only Steven Soper's very rapid Radbourne Fiat X1-9 alongside him and these two fled from the grid at the start with the Porsche leading and the Fiat trying every way to find an opening. A few laps into the race and Robinson had established

OULTON PARK (GB), Sep 6, BRSCC (NW)

Rolatruc Production Saloon Car Race (10 laps) — Overall and 1301-1600cc: 1, Nick Baughn (1.6 VW Scirocco GLi), 13m 16.8s, 74.72mph; 2, Tony Lanfranchi (1.6 VW Mayfair GLi), 13m 19.7s; 3, Juliette Slaughter (1.6 VW Mayfair GLi), 13m 29.7s; 4, Neil McGrath (1.4 Renault R5 Gordini), 13m 40.7s. **Fastest lap:** Baughn, 1m 18.9s, 75.46mph. **Up to 1300cc:** 1, Andrew Thorpe (1.3 Alfa Romeo Alfusud Ti), 14m 23.6s, 68.94mph; 2, Phil Clarke (1.3 Alfa Romeo Alfusud Ti), 14m 40.7s; 3, Paul Ellender (1.3 Alfa Romeo Alfusud Ti), 9 laps. **Fastest lap:** Thorpe, 1m 22.8s, 71.91mph (record).

BRSCC Pre '74 Formula Ford 1600 Qualifying race (10 laps): 1, Peter Meyrick (Crosslé-Harris 25F), 12m 06.8s, 81.92mph; 2, Kerry Nash (Crosslé-Bitsoff 20F), 12m 56.3s; Graham Jones (Huron-Rowland FF), 12m 58.3s; 4, Josh Dovey (Elden-Scholar Mk10), 12m 58.5s; 5, Robert Baxter (Dulon-Rowland MP15), 13m 00.7s; 6, Pete Baker (Royale-Titan RP16), 13m 14.3s. **Fastest lap:** Meyrick, 1m 11.3s, 83.51mph.

BRSCC Modified Sports car Championship race (10 laps) — Overall: 1, Barry Robinson (3.0 Porsche Carrera), 11m 20.5s, 87.50mph; 2, Steven Soper (1.5 Radbourne Fiat X1-9), 11m 26.1s; 3, Peter W. Lee (1.8 Lotus RF Elan), 11m 52.3s; 4, Richard Ward (1.8 Lotus Elan), 12m 01.6s. **Over 2000cc:** 1, Robinson; 2, Steve Holden (2.5 Triumph GT6), 12m 23.4s; **no other starters. Fastest lap:** Robinson, 1m 06.4s, 89.67mph. **1501-2000cc:** 1, Lee, 83.59mph; 2, Ward; **no other finishers. Fastest lap:** Lee, 1m 09.7s, 85.42mph. **1151-1500cc:** 1, Soper, 86.77mph; 2, Ian Hall (1.4 Davrian Cooper SMk7/8), 12m 03.0s; 3, Steve Evertt (1.4 MG Slark Midget), 12m 07.1s. **Fastest lap:** Soper, 1m 07.3s, 88.47mph (record). **Up to 1150cc:** 1, Julie Thwaites (1.1 Davrian Mk7), 12m 19.7s, 72.44mph (9 laps); **no other starters. Fastest lap:** Thwaites, 1m 18.7s, 75.65mph.

Austin Morris Mini 1275 Championship race (10 laps): 1, Patrick Watts, 12m 57.1s, 76.62mph; 2, Peter Baldwin, 12m 57.5s; 3, Jerry Hampshire, 12m 58.6s; 4, Malcolm Harrison, 13m 00.2s; 5, John Hopwood, 13m 01.1s; 6, Chris Lewis, 13m 01.5s. **Fastest lap:** Lewis, 1m 15.8s, 78.55mph (record).

Townsend Thoresen Formula Ford 1600 Championship race (15 laps): 1, Roberto Moreno (Van Diemen-Minister RF80), 16m 57.0s, 87.82mph; 2, Alfonso Toledano (PRS-Minister 80F), 17m 06.3s; 3, Dave Scott (Crosslé-Minister 40F), 17m 13.5s; 4, Peter Argetsinger (Royale-Auriga RP26), 17m 13.5s, Jonathan Palmer (Van Diemen-Scholar RF80), 17m 28.4s; 6, Mick George (Van Diemen-Auriga RF79), 17m 33.9s. **Fastest lap:** Moreno, 1m 06.8s, 89.13mph.

Excel Lithoplates 1300 Championship race (10 laps): 1, Keith Messer (Messer), 11m 27.5s, 86.60mph; 2, Graham Greig (Mallock U2 Mk16BW), 11m 40.3s; 3, Steve Collier (Monicar Mk1), 11m 46.0s; 4, Graham Gant (WEV MkII), 11m 46.1s; 5, Phil Williams (Davis 2C), 11m 51.8s; 6, Chris Denham (Hudson), 11m 57.0s. **Fastest lap:** Messer, 1m 06.5s, 89.53mph.

BRSCC Pre '74 Formula Ford 1600 Championship race (15 laps): 1, Andy Wallace (Hawke-Auriga DL11), 17m 46.7s, 83.73mph; 2, Michael Dicken (Elden-Scholar Mk10C), 18m 05.3s; 3, Simon Davey (Dulon-Close MP15), 18m 05.6s; 4, Miles Brough (Merlyn-Hanson Mk20A), 18m 06.1s; 5, Peter Bell (Elden-Minister Mk8), 18m 06.1s; 6, Chris Knight (Merlyn-Ford Mk11), 18m 18.2s. **Fastest lap:** Wallace, 1m 09.7s, 85.42mph.

Varley Batteries Monoposto Championship race (10 laps): 1, Peter Hughes (Brabham BT21B), 10m 43.0s, 92.60mph; 2, Bob Eccles (Lola T100), 11m 20.7s; 3, John Lancaster (JCM Mk7), 11m 29.4s; 4, Brian Toft (Anco Monoposto), 9 laps; 5, Francis Phillips (Superova BH3-004), 9 laps; 6, Barry Whitehurst (Brabham BT18), 9 laps. **Fastest lap:** Alex Lowe (Chevron B20), 1m 02.0s, 96.04mph (record).

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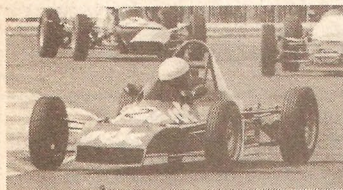
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AT SILVERSTONE



OULTON PARK continued

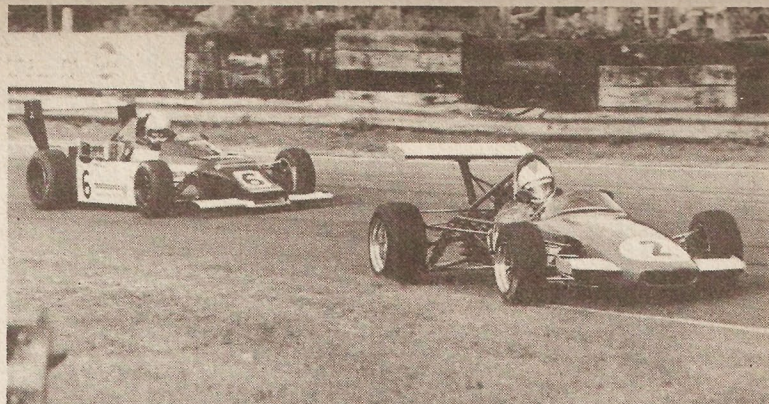
himself, however, but Soper, whose last visit to Oulton in the Fiat had ended at Druids on the first lap, was looking for a new lap record to add to his collection and he didn't take long to find it; after standing for over four years, the 1500cc class record was reduced by a massive 2.9secs. Behind Soper, Peter Lee's Lotus RF Elan was a secure third some way ahead of a superb dice between Richard Ward's Elan, Ian Hall's Cooper S engined Davrian, Steve Everitt's Midget and the Elan of Bill Hall. The last named spun to retirement at Lodge.

The Mini 1275 race was saloon car racing at its best, with practically nothing to choose between the leading nine cars. Championship leader Steve Harris took the lead from pole position but for the first half of the race, he and Patrick Watts swapped the honour at almost half lap intervals. Peter Baldwin was next up with Chris Lewis, Jerry Hampshire, Malcolm Harrison, Paul Taft, John Hopwood and Phil Spurling all in very close attendance. Baldwin moved up to second on the fifth lap with Watts dropping to third and, under very strong pressure from Baldwin, Harris overdid Lodge on lap 7, the blue Mini rebounding from the tyre barrier with remarkably little damage and continuing to finish eighth. Taft and Lewis had a coming together at Fosters which dropped them down the field, but Lewis had the consolation of a new lap record for his efforts. By the end, Watts had managed to get the Bloom Signs car past Baldwin and took a narrow victory with Hampshire third followed by Harrison, Hopwood and Lewis.

The two Van Diemens of Robert Gibbs and Roberto Moreno had practised over 1 sec faster than anyone else and they set off for the 15-lap Townsend Thoresen qualifier side by side round old Hall. Gibbs led most of the way for the first six laps but then Moreno, who had already grabbed the lead once or twice, took over. Both were driving superbly but then, on the 10th lap, the Sittingbourne driver went wide at Fosters and touched the Armco. He rejoined and finished in equal 10th place with Peter Meyrick's Crosslé's.

This left Moreno with a secure lead ahead of a lonely Alfonso Toledano, whose PRS was comfortably ahead of a ruthless dice between 17-year-old Dave Scott and American Peter Argetsinger. This went on for all 15 laps with Scott clinging desperately to his advantage and Argetsinger being equally determined in his efforts to get by, a puff of tyre smoke as wheels made contact down The Avenue showing how far each was prepared to go before backing off. Finishing in fifth place behind these two was a hard-charging Jonathan Palmer, who had practised out of session and had to work his way up from a 10secs handicap.

The two Grahams, Greig and Gant, made good starts from the front row of the Excel Lithoplates F1300 grid with pole position man Keith Messer languishing in third place as they set off. The very attractive green Messer (the car, that is!) was soon past Gant and displaced



Alex Lowe's trip into the barrier allowed Peter Hughes (Brabham BT21) to win the Monoposto race at Oulton Park from Bob Eccles (Lola T100).

Greig's Mallock from the lead on the second lap before going on to an easy win. Steve Collier brought his Monicar up from the third row to take third place from Gant.

Andy Wallace was in a class of his own in the main race for BRSCC Pre '74 Formula Fords, his stylish handling of his very smart Hawke DL11 putting him almost 20secs ahead by the end of 15 laps. Behind Wallace, a four car group circulated almost on top of one another, swapping places everywhere before finishing in the order Michael Dicken, Simon Davey, Miles Brough and Peter Bell, the latter two being given the same race time. Dave Karaskas was sixth until retiring with an oil leak following a spin at Druids, so Chris Knight took the place.

Closing the programme was a round of the Varley Batteries Monoposto Championship and, although he was comfortably fastest in practice ahead of Peter Hughes's Brabham BT21B, Championship leader Alex Lowe was a little concerned with a lack of power due to the smaller valve head with which he had had to replace his usual unit. The Brabham took the lead at the start followed by the Lola T100 of Bob Eccles with Lowe's Chevron B20 in third place. Half a lap later, the Chevron was up to second and chasing Hughes, these two pulling away from the rest while second row occupant, John Holroyd retired his GRD with lack of oil pressure. The lap record took a tumble as Lowe closed on Hughes but going through Cascades for the seventh time, the two lapping a back marker, Lowe lost the Chevron and hit the barrier, taking off a front wheel but otherwise not doing too much damage. This left Hughes and the Brabham with a comfortable lead over Eccles and John Lancaster's JCM Mk7, with Brian Toft a lap down in the Anco.

PETER McFADYEN

Hitachi Formula Atlantic Championship	After 12 of 15 rounds
1 David Leslie (Ralt)	49.5
2 Phil Dowssett (March)	49.4
3 Alo Lawler (Ralt)	39.9
4 Ian Flux (Ehrlich)	36.6
5 David Duffield (Ralt)	19.6
6 Ian Briggs (Ralt)	14.4

Next round: Snetterton, Sep 14.

Peter Green and Simon Hamilton-Smith (Midgets) in the Modsports race.



over Jim Walsh and Morris again in the Esso championship race.

Esso Championship qualifying races rounded off the action on Saturday afternoon. An enthralling three-way scrap between Jim Walsh, David Wheeler and Thierry Tassin's former mechanic Bob Juggins saw Silverstone's favourite FF driver 'Seamus' Walsh fly into the lead over the kerbs and pick up a penalty for his efforts. On the last lap this trio came into the chicane side by side, and amid tyre smoke and slides Walsh won on the road from Juggins and Wheeler, but his 10secs penalty dropped him to seventh. Willie Moore drove tremendous race from the back of the grid to take third just in front of Don Macleod, Howard Groos and Guy Dormehl.

In contrast, Rick Morris had his easiest race win ever in heat 2, romping home 13secs clear of Greg Atkinson, while Andrew Gilbert Scott fought a race long battle with Tom Wood, Kevin Riley, Warren Briggs (having hastily repaired his Ray after a practice off) and Richard Mallock's unique U2. Super Kart hero Calvin Fish came through to a storming eighth place in the closing stages of the race on his single-seater debut.

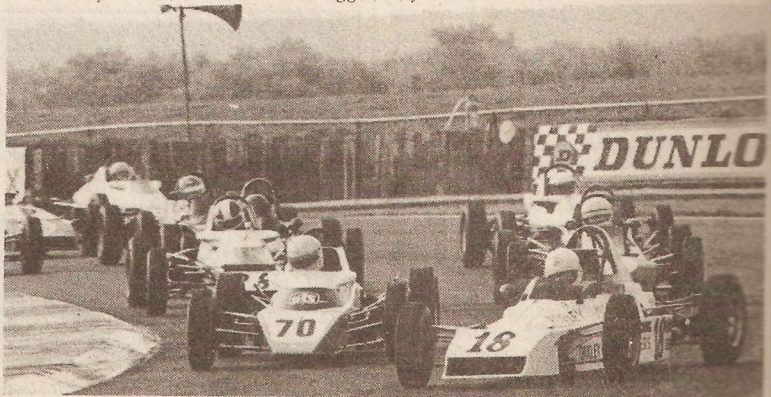
Fernando Ribeiro swerved across the pack to take the lead at Copse for the British FF Championship race, but he could not break free of Raul Boesel. Luiz Schaffer and Rick Morris. So in order to keep everyone behind Ribeiro took to his famous weaving manoeuvres, but Morris was too clever for him and briefly took the lead on lap 2, and then was content to sit behind Schaffer and Ribeiro again. It was a good plan, as the leading duo clashed in the chicane on lap 5 and Ribeiro was in the catch fences. Jonathan

SILVERSTONE

A star is born?

'A star is born' is how the saying goes in Hollywood, but in Northampton last Sunday the name buzzing around the paddock was that of 20-year-old Swiss driver Peter Schindler. Schindler, driving his Walter Lechner Racing Driver's School Super Vee Ralt RT5, smashed seven seconds off the lap record on his way to a devastating 18secs win in the Castrol Europa Cup race. Formula Fords, not wishing to be upstaged by the European F3s, crashed their way through four races — Rick Morris was brilliant in the British FF Championship event, and David Wheeler victorious

Rick Morris (18) took his Royale RP26 to an effortless win in the second Esso FF1600 heat at Silverstone, while Warren Briggs (70) finished sixth.



SILVERSTONE (GB), Sep 6/7, BRDC

Esso Formula Ford 1600, Heat 1 (7 laps): 1, Robert Juggins (Royale-Auriga RP26), 12m 08.9s, 101.48mph; 2, David Wheeler (Royale-Auriga RP26), 12m 08.30s; 3, Willie Moore (Royale-Nelson RP26), 12m 15.70s; 4, Donald Macleod (Sark-Scholar 2), 12m 16.29s; 5, Howard Groos (Pacer-Adams 80), 12m 16.34s; 6, Guy Dormehl (Van Diemen-Minister RF80), 12m 16.38s. **Fastest lap:** Jim Walsh (Royale-Minister RP26), 1m 42.19s, 103.29mph.

Esso Formula Ford 1600, Heat 2 (7 laps): 1, Rick Morris (Royale-Nelson RP26), 12m 06.38s 101.72mph; 2, Greg Atkinson (Van Diemen-Rally Equipe RF80), 12m 19.63s; 3, Andrew Gilbert-Scott (Van Diemen-Minister RF80), 12m 23.61s; 4, Tom Wood (Van Diemen-Scholar RF80), 12m 24.47s; 5, Kevin Riley (Royale-Minister RP26), 12m 24.89s; 6, Warren Briggs (Ray-Scholar 80F), 12m 25.10s. **Fastest lap:** Morris, 1m 42.62s, 102.86mph.

IWEACO British Formula Ford 1600 Championship (10 laps): 1, Rick Morris (Royale-Nelson RP26), 17m 20.67s, 101.43mph; 2, Raul Boesel (Van Diemen-Scholar RF80), 17m 21.96s; 3, Jim Walsh (Royale-Minister RP26), 17m 27.52s; 4, Luiz Schaffer (Van Diemen-Auriga RF80), 17m 28.12s; 5, John Davis (Sark-Scholar 2), 17m 28.70s; 6, John Booth (Van Diemen-Scholar RF80), 17m 34.90s. **Fastest lap:** Morris, 1m 42.21s, 103.27mph.

DB Motors Production Sports Cars Championship Race (10 laps) — Overall and Class A: 1, Colin Blower (3.0 TVR Convertible) 18m 46.91s, 93.66mph; 2, Steve Cole (3.5 Morgan Plus 8), 18m 48.71s; 3, Malcolm Paul (3.5 Morgan Plus 8), 18m 56.33s. **Fastest lap:** Blower, 1m 51.04s, 95.06mph. **Class B:** 1, Chris Meek (2.3 Panther Lima), 19m 40.79s, 89.39mph; 2, Alison Davis (1.0 Ginetta G15); 3, Richard Dunham (2.0 Triumph TR7). **Fastest lap:** Meek, 1m 55.78s, 91.17mph (record). **Class C:** 1, Bryan Marvin (Austin Healey Sprite), 20m 10.28s, 78.49mph; 2, John Wilson (1.3 Austin Healey Sprite); 3, Trevor Lewis (1.5 MG Midget). **Fastest lap:** Chris Hart (1.3 MG Midget), 2m 08.42s, 82.19mph (record).

VW Castrol Europa Cup Formula Super Vee Race (17 laps): 1, Peter Schindler (Ralt-Brabham RT5), 24m 58.52s, 119.74mph; 2, Gunther Gebhardt (March-Spiess 783), 25m 16.36s; 3, John Nielsen (Ralt-Brabham RT5), 25m 17.30s; 4, Bruno Eichmann (Argo-Heidegger JM7), 25m 24.56s; 5, Arie Luyendijk (Remarko Argo-Schrick JM1), 25m 24.86s; 6, Helmut Lenz (March-Spiess 79V), 25m 36.27s. **Fastest lap:** Schindler, 1m 27.29, 120.92mph (record).

Tricentrol Car Group Clubmans Sports Car Race — Overall and Class A (10 laps): 1, Andrew Smith (1.7 Mallock U2 Mk20B), 15m 19.45s, 114.80mph; 2, Nigel Butcher (1.7 Mallock U2 Mk21), 15m 29.49s; 3, Chris Greville-Smith (1.6 Phantom P80), 15m 41.54s; 4, Kimber Crossley (1.7 Phantom P80), 15m 49.51s. **Fastest lap:** Smith, 1m 30.78s, 116.27mph. **Class B:** 1, Alan Webb (1.6 Mallock U2 Mk20), 16m 43.20s, 105.22mph; 2, Ali Hussein (1.6 Mallock U2 Mk21); 3, Glenn Eagling (Mallock U2 Mk1E). **Fastest lap:** Hussein, 1m 38.81s, 106.82mph (record).

Esso Formula Ford 1600 Championship Final (10 laps): 1, David Wheeler, 17m 19.74s, 101.52mph; 2, Jim Walsh, 17m 20.11s; 3, Rick Morris, 17m 20.24s; 4, Howard Groos, 17m 27.41s; 5, Robert Juggins, 17m 27.65s; 6, Warren Briggs, 17m 34.07s. **Fastest lap:** Morris, 1m 41.65s, 103.84mph.

SILVERSTONE continued

Palmer was in the fences at Copse and Rob Tennant at Club. Boesel moved up into second spot, clear of Walsh, Schaffer, Steve Lincoln, Enrique Mansilla, Dormehl, John Davis, John Booth, Tommy Byrne and Wheeler all mixing it trying to be third!

Boesel took over the lead, but lost his nosecone in a fraught moment with Morris, and when Morris caught the Brazilian by surprise in the chicane on the penultimate lap, he was through for his third win here within a week! The fight for third saw nosecones flying, and Lincoln, Mansilla, Dormehl, Byrne and Wheeler all docked for chicane penalties! Despite being only fifth and sixth on the road, Jim Walsh and Luiz Schaffer claimed the next two positions.

The production sports cars were a little lost in the wide open spaces of the GP circuit, but yet again Colin Blower blew them all off despite Steve Cole having the audacity to try and challenge the invincible TVR in the middle of the race, by the flag fall just 2secs split them. Malcolm Paul easily had the measure of Bob Stuart's Morgan, which was harried for part of the race by Chris Meek's Panther, which in the process knocked 5secs off the 'B' class record. Last minute drama injected life into the race as baby class leaders Trevor Lewis and Chris Hart collided in the chicane on the final lap and handed the class victory to Brian Marvin.

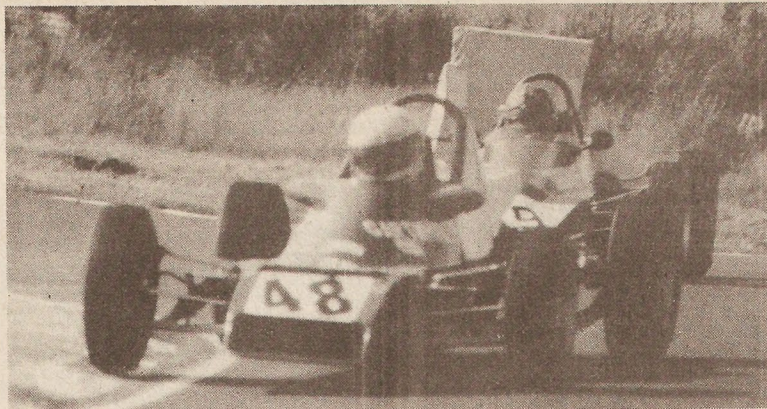
Peter Schindler gave notice of what he could do in the Super Vee race by posting a time of 1m 27.08s in practice, almost 0.5sec quicker than his racing tutor Walter Lechner. From the rolling Indy start it was Schindler, with Lechner slotting in behind, ahead of championship leader John Nielsen (all in Ralt RT5s), Gunter Gebhardt's March 793 and the Argos of Arie Luyendijk (who won the Dish of the Day award).

Nielsen took second spot at Stowe on lap 1, but could not hold it as Lechner slipped past under braking for Becketts on lap 3. Lechner went hell for leather to try and reduce Schindler's 4secs advantage, but on lap 7 he got it all wrong in the chicane and crashed heavily over the kerbs, which launched him into the tyre lined barrier.

In the confusion, Gebhardt passed the understeering Ralt of Nielsen, but a challenge on the leader was out of the question as young Peter Schindler was 18secs away and romping home to his first ever race win. Certainly the first of many. Feature of the race was the titanic struggle between Arie Luyendijk and Bruno Eichmann, Luyendijk's elderly Argo being plagued with understeer so the talented Dutchman induced oversteer until the rear tyres overheated, and Eichmann was able to pass on the penultimate lap. Behind, Helmut Lenz was just able to hold off Kenneth Persson, Alexander Güttes and Dave Greenwood.

Both 'A' and 'B' class Tricentral Clubmans cars were out together this weekend and as usual Ayrshire's Andrew Smith dominated the race, winning easily from Nigel Butcher (running an 'A' class car for the first time), his job made easier by Michael Dixon's demise with a blown differential, in the car borrowed from Jon Britton, as he crashed his own car mid week. Britton went off in the same place at Copse on the second lap to end a miserable week. Chris Greville-Smith took a lonely third ahead of the similar Phantom of Kimber Crossley. Alan Webb, as is becoming a habit, won the 'B' class handsomely from the ever improving Ali Hussein, these being the only two cars to go the full distance in their class.

And so to the Esso Final. Could Morris win another? Or would it be Walsh as usual? Walsh's slowly grid position did not stop him battling it out for the lead with Wheeler, Morris, Moore, Juggins, Dormehl and Beekhuis. The first four quickly broke away, with Moore holding the upper hand more often than not; it looked as if he might have shaken off his



Tom Brown (Van Diemen), twice Formula Ford winner at Knockhill, had to fight off Roy Low (PRS) in the last race of the day.

rotten luck, until on lap 7 the gear linkage snapped.

With Moore out, the leading trio kept the sparse crowd on their toes by lapping side by side and continually swapping positions. With three laps left, Morris looked to have thrown it away by sliding wide over the kerbs and losing a lot of time in an effort to miss the penalty line in the chicane, but by the end of lap 8 he was there as close as ever again. Indeed it was to be the customary Silverstone do or die finish: all three were in with a chance, but David Wheeler took the win from Walsh and Morris. Some 7secs adrift, engrossed in their own race, were Howard Groos and Bob Juggins, while Warren Briggs had Atkinson, Gilbert-Scott and Dormehl, recovering from a spin, glued to his tail. As usual, the Woodcote Chicane fencing claimed its victims with Calvin Fish, Kevin Riley, Pete Childe, Jon Beekhuis and Jon Booth ending their races there.

TIM TYLER

KNOCKHILL

Tom Brown's school-days

The second co-promotion by the Scottish Sporting and Lanarkshire CC at Knockhill on August 31 surprisingly enjoyed brilliant warm weather for six of the eight races. The two final events, however, the first for GTs, were threatened by gathering clouds, which fortunately deposited no rain to spoil a hard fought Formula Ford final win, as is now usual, by Tom Brown, who runs a driving school on the circuit.

With some organisational delays between events — which the enthusiastic



The penultimate BARC Yorkshire Centre meeting of the year took place at Croft last Sunday, when six races — mainly for saloon and sports cars — were held. Skodas won three events, Tony Dickinson (above) taking the Wendy Woods Championship and North of England Challenge races. Other winners were Jim Price, Eric Horsfield, Ashley Bell and George McMillan. Full report next week.

KNOCKHILL (GB) Aug 31, SSCC/LCC

Libre and Clubmans (10 laps): 1, George McMillan (2.0 March 772P), 9m 07.3s, 84.79mph; 2, John Fyda (1.7 Agra-Mallock 18B), 9m 09.5s; 3, Ted Dzierzek (2.0 March 772P), 9m 12.5s; 4, John Mackie (1.7 Mallock 18BW), 9m 28.6s; 5, Stewart Robb (March), no time given. **Fastest lap:** McMillan and Fyda, 53.9s, 86.09mph.

GT cars up to 1000cc (10 laps): 1, Jim McGauchay (1.0 FES Imp), 10m 37.4s, 72.8mph; 2, Ricky Gauld (1.0 Sunbeam Stiletto), 10m 37.7s; 3, David Ogilvy (1.0 Talbot Stiletto), 10m 45.2s; 4, Martin Dunn (1.0 Imp), 11m 25.2s; 5, Roy Wilson (1.0 Clan Crusader), 11m 26.6s; 6, Andy MacFadyen (1.0 Davrian), 11m 26.7s. **Fastest lap:** McGauchay, 62.3s, 74.48mph.

Formula Ford 1600, heat 1 (10 laps): 1, Tom Brown (Van Diemen-Scholar RF80), 10m 13.9s, 75.59mph; 2, Roy Low (PRS-Minister), 10m 16.1s; 3, Peter Jamieson (Hawke-Minister 19B), 10m 53.9s; 4, John Bothamley (Van Diemen-Auriga RF78), 10m 57.9s; 5, George Taylor (Merlyn-Minister), 11m 05.9s; 6, Peter John Rose (Van Diemen-Scholar RF78), 11m 18.8s. **Fastest lap:** Brown, 60.2s, 77.08mph.

GT cars over 1000cc (10 laps): 1, Clive Reeves (1.6 Magnum 79B), 12m 33.0s, 73.31mph; 2, Colin Christie (2.5 Vauxhall Chevette), 11m 10.8s; 3, Graham Stuppel (1.3 BLMC Mini), 11m 12.2s; 4, Ron Cumming (1.9 S/S Escort MK7), 11m 36.7s; 5, James Sword (Mallock) 11m 39.4s. **Fastest lap:** Reeves, 62.0s, 74.85mph.

Formula Ford 1600, heat 2 (10 laps): 1, Vic Covey (PRS) 10m 20.8s, 74.75mph; 2, Chic Stenhouse (Van Diemen-Scholar), 10m 22.0s; 3, Bryan Gowans (PRS-Scholar), 10m 25.9s; 4, Arch Boyle (Hawke-Scholar DL12), 10m 34.9s; 5, Allan Bremner (Hawke-Agra DL15), 10m 54.1s; 6, Kevin Crosshwaite (Crosslé-Scholar 25F), 10m 57.0s. **Fastest lap:** Stenhouse, 60.9s, 76.2mph.

Formula Libre (15 laps): 1, George McMillan (2.0 March 772P), 13m 36.3s, 85.29mph; 2, Ted Dzierzek (2.0 March 772P), 13m 43.5s; 3, Bob Milne (Chevron), 13m 44.6s; 4, Andy Smith (1.7 Mallock), 13m 57.0s; 5, Stewart Robb (March), 14m 13.6s. **Fastest lap:** McMillan, 53.7s, 86.41mph.

GT cars, final (12 laps): 1, Clive Reeves (1.6 Magnum 79B), 12m 33.2s, 73.94mph; 2, Jim McGauchay (1.0 FES Imp), 12m 39.5s; 3, Ricky Gauld (1.0 Sunbeam Stiletto), 12m 52.6s; 4, David Ogilvy (1.0 Sunbeam Stiletto), 13m 03.2s; 5, Martin Dunn (1.0 Imp), 13m 20.1s; 6, Graham Stuppel (1.3 Mini), 13m 22.8s. **Fastest lap:** Reeves, 61.8s, 75.9mph.

Formula Ford 1600, final (12 laps): 1, Tom Brown (Van Diemen-Scholar RF80), 12m 11.7s, 76.11mph; 2, Roy Low (PRS-Minister), 12m 18.7s; 3, Vic Covey (PRS), 12m 19.6s; 4, Bryan Gowans (PRS-Scholar), 12m 32.7s; 5, Arch Boyle (Hawke-Scholar DL12), 12m 52.7s; 6, John Bothamley (Van Diemen-Auriga RF78), 13m 07.3s. **Fastest lap:** Brown, 59.9s, 77.47mph.

organisers are no doubt looking to improve — the meeting got under way with a 10-lap mix of Clubman and Libre cars. Missing from pole was Bernard Hunter whose Ralt blew its engine in practice, George McMillan seizing this advantage to pull away from John Fyda (Agra-Mallock). This left Ted Dzierzek and Stewart Robb (Marches) to ease away from the clubmans duel between the Mallocks of John Mackie and Sandy Watson, who elevated themselves one place when Robb stopped with a suspected dud coil.

From a strong field of small GTs, Ricky Gauld snatched the lead in his Express Surefreight Stiletto from the Sportstune Talbot Stiletto of David Ogilvy, who was quickly demoted by Jim McGauchay, who slotted his Forth Electrics Imp handily behind the leader. Despite being slowed by backmarkers, McGauchay reeled him in and annexed the lead in a classic bit of overtaking into Duffus Dip as Martin Dunn urged his ailing Imp along to hold fourth place, ahead of the Crusader of Roy Wilson, who was shadowed by the Imp of Gray.

As prophesied by commentator John Fyfe, the Formula Fords of Brown and Roy Low ran away from the field, the Knockhill racing school instructor leading away, only to be taken by the PRS for a couple of corners on the opening lap. Peter Jamieson inherited third from Peter John Rose's Van Diemen.

For 10 glorious laps, Reeves, in his little Class B Magnum, led the over 1-litre GTs, leaving Jimmy Robertson to haul his Skoda Coupé through to second spot before exiting the fray as did Jimmy Pinkerton whose Mini was locked in an almighty battle with the Mallock of Jim Irwin letting Colin Christie (Chevette) to take second ahead of the charging Graham Stuppel (Mini).

The second Formula Ford heat — with a smaller field — was dominated by Vic Covey, despite determined pressure from Chic Stenhouse and Bryan Gowans, with Arch Boyle in fourth.

The second Libre event, over 15 laps, was a repeat, in that McMillan rocketed away, this time from Bob Milne, whose Chevron kept to the track, although he had to relinquish second place to the ADTV March 772P of Dzierzek.

With the sky clouding over and the threat of rain, Reeves emulated his earlier performance, rushing away this time from the Imp variants of McGauchay, Gauld, Ogilvy and Dunn in a somewhat processional race.

The Formula Ford Final provided a fitting climax to the meeting, and Tom Brown with his second victory of the day, after Covey had made a demon getaway, only to be overwhelmed by Brown. Covey, himself, had to give best to the Tarouff Motors PRS of Low at mid-distance, with Gowans passing Boyle to complete a PRS two, three, four.

BILL HENDERSON

MALLORY PARK

Methanol to Moggies

From Methanol to Moggies, and Minis to Ascars — the BRSCC's ambiguously titled "One Make Race Day" catered for lots. With nine races on the card, and both oval and full circuits in operation, the Midlands Centre had a busy day.

The first three races of the day were on the 1-mile Oval circuit, which seemed to suit the impressive Ascars, as well as helping to make the nine-car field look bigger. The 15-lapper — a round of the John Woolfe Racing Ascari Championship — turned into a Tom Laffey benefit. Driving the only Ford Falcon in the race, Laffey powered from the third row of the grid to lead throughout and finish well ahead of a good second-place scrap which involved the Chevrolet Camaros of Robin Gray, Ricky Fagan and Jon Fletcher. Gray, the series leader,

MALLORY PARK (GB), Sep 7, BRSCC

John Woolfe Racing Ascar Championship (15 laps Oval Circuit): 1, Tom Laffey (Ford Falcon Boss) 9m 31.7s, 94.45mph; 2, Robin Gray (Chevrolet Camaro) 9m 41.3s; 3, Ricky Fagan (Chevrolet Camaro) 9m 44.5; 4, Jon Fletcher (Chevrolet Camaro) 9m 48.6s; 5, Anthony Wolfe (Chevrolet Camara) 10m 00.1s; 6, Brian Morris (Chevrolet Camaro) 10m 00.7s. **Fastest lap:** Laffey, 36.8s, 97.82mph (record).

BRSCC Race for Renault 5 & Minis (15 laps Oval Circuit): 1, Dick Hern (Mini 850) 11m 20.2s; 2, John Williams (Mini 850) 11m 21.3s; 3, Paul Longfield (Mini 850) 11m 23.3s; 4, Dave Ide (Mini 850) 11m 33.9s; 5, Brian Allan (Griffin Mini) 11m 38.8s; 6, R. Beavis (Mini 850) 11m 55.3s. **Fastest lap:** Hern, 44.2s, 81.44mph.

BRSCC Trophy Race for Formula Ford 1600 (20 laps Oval Circuit): 1, Tony Trevor (PRS-CES RH02) 12m 15.1s, 97.94mph; 2, Keith Watson (Royale-Auriga RP26) 12m 34.3s; 3, Les Sherman (PRS-Minister RH02) 12m 35.2s; 4, Dave Redfern (Sparton-Abbott FF78) 12m 35.3s; 5, Kerry Nash (Crosslé-Bitsoff 20F) 12m 40.2s; 6, Hugh Jones (Lotus 61M) 12m 25.5s. **Fastest lap:** Trevor, 36.0s, 100.00mph.

Austin-Morris Mini 850 Championship (10 laps): 1, Jonathan 'Monkey' Lewis (Longman Monkey Mini) 10m 23.3s, 77.97mph; 2, Chris Tyrrell (Calbrook Mini) 10m 23.6s; 3, Christopher Gould (Mini 850) 10m 26.3s; 4, Tim Lester (Walrus GP) 10m 27.1s; 5, Russell Grady (Uni Mini) 10m 29.4s; 6, Viv Church (Mini 850) 10m 29.6s. **Fastest lap:** Tyrrell, 1m 00.8s, 79.93mph.

Morgan Three Wheeler Club Race (10 laps): 1, Bill Tuer (Morgan RACZV4) 10m 00.6s, 80.91mph; 2, Dave Hodgson (Morgan F2 Ford) 9 laps; 3, Brian Weeks (Morgan Super Aero JAP) 8 laps; 4, M. A. Bayliss (Morgan Super Sports JAP) 8 laps; 5, Sue Hodgson (Morgan F2 Ford) 7 laps; 6, John Rowland (Morgan Super Sports Matchless) 7 laps. **Fastest lap:** Tuer, 58.8s, 82.65mph.

Debenhams Ford Rallye Sport Fiesta Championship (10 laps): 1, Jim Edwards, 10m 04.4s; 80.41mph; 2, Steve Soper, 10m 04.5s; 3, Chris Knight, 10m 09.0s; 4, Rob Lodge, 10m 09.3s; 5, Stuart Cole, 10m 10.4s; 6, David Grimshaw, 10m 11.3s. **Fastest lap:** Grimshaw, 58.9s, 82.51mph.

Austin Morris Mini 1000 Championship (10 laps): 1, Paul Gaymer (Boospeed Mini) 9m 43.8s, 83.24mph; 2, Roland Nix (Harris Mini) 9m 44.6s; 3, Rick Cutting (Ripspeed Mini) 9m 49.4s; 4, Chris Hampshire (Avonbar Mini) 9m 49.8s; 5, David Huck (Boospeed Mini) 9m 50.1s; 6, Tony Edmonds (Longman Mini) 9m 51.2s. **Fastest lap:** Cutting, 57.0s, 85.26mph.

Formula Talbot Challenge (10 laps): 1, Paul Jackson (Sparton-Rowland FT80) 8m 09.4s, 99.30mph; 2, Jeff Ward (Sparton-Greetham FT80) 8m 11.9s; 3, Stuart Jackson (Van Diemen RF79) 8m 13.9s; 4, Mark Thatcher (Royale-Auriga RP28) 8m 18.0s; 5, Derek Cook (Sparton-Greetham FT80) 8m 22.2s; 6, Don Manley (Delta Baty-Greetham T80M) 7 laps. **Fastest lap:** Jackson, 47.7s, 101.88mph.

Staw Renault 5 Elf Challenge (10 laps): 1, Rob Hall, 10m 36.0s, 76.41mph; 2, Martin Powell, 10m 37.5s; 3, Steve Hine, 10m 38.2s; 4, Roger Jones, 10m 39.4s; 5, Mike Moss, 10m 43.2s; 6, Mark Farmer, 10m 49.8s. **Fastest lap:** Hall & Jones, 1m 02.5s, 77.76mph (record).



Jim Edwards drags Steve Soper's Fiesta through the Mallory chicane.

had started from the back of the reverse-order grid and worked up to second spot by lap 6.

A combined 15 lap race for Mini 850 and Renault 5 non-qualifiers was next. The participants had three exploratory laps to learn the short circuit (having practised on the long one) and then set off. Mini 850s took the first six places and the only Renault to finish was seventh. Eventual winner Dick Hern took the lead from Paul Longfield at half distance, who was passed by Charles Gildersleeve (Mini 850) for a couple of circuits, before retaking first to head a superb scrap to the line. John Williams was next up while Longfield dropped to third and an ailing Gildersleeve to eighth.

Tony Trevor (PRS) was the runaway winner of a 20 lap, short-circuit BRSCC Formula Ford Trophy Race which he led throughout off pole. Keith Watson (Royale RP26) was second, almost 20secs adrift, with Les Sherman (PRS RH02) and Dave Redfern third and fourth throughout.

After a rapid conversion job, the full 1.35-mile circuit became operational for the Austin-Morris Mini 850 Championship. From the outset, the action was intense. Jonathan 'Monkey' Lewis led the first two laps, hounded first by series leader Russell Grady and then by Chris Tyrrell. The latter took the lead at the Lake Esses on the third lap and held on for three laps before Lewis got by briefly at Gerards. At the end of Stebbe on the eighth lap the lead again changed but Lewis eventually took over and started to 'widen' his Mini on the final circuit to hold on and finish just 0.3sec ahead of Tyrrell. Chris Gould was third, less than 1sec ahead of Tim Lester.

Twenty-one wheels, exactly, took to the grid for the next ten-lapper, a race for three-wheel Morgans. Bill Tuer (Morgan RACZV4) won with ease, lapping everyone else, including second-place man Dave Hodgson (Morgan Ford) in the process. Brian Weeks was well down in third place, having completed eight laps, in a race which lacked any semblance of close competition.

Sport Fiesta Championship had four cars, battling for honours virtually throughout, although the action resolved itself into two separate battles in the closing stages. Main contenders for the lead were Jim Edwards, who hogged most of the show, and Steve Soper, who was second. Until the eighth lap, David Grimshaw and Roger Jones were right with the leaders — often literally alongside — but a double spin dropped Grimshaw to sixth and Jones to eighth.

Almost as close and every bit as exciting were the Mini 1000s which followed. Paul Gaymer led throughout with Roland Nix second. Colin Beckwith held a fairly safe second spot for three laps before gremlins intervened and dropped him to ninth. At the line, this race too developed into two separate scraps: Gaymer headed Nix by 0.8secs and, 5secs down, Rick Cutting beat Chris Hampshire by a mere 0.4secs.

With six starters, Formula Talbot seems to be looking much healthier these days! On pole for this round was Paul Jackson (Sparton FT80) with ex-Special Saloon Champion Jeff Ward alongside in another Sparton. Stuart Jackson (Van Diemen RF79) was third quickest with Mark Thatcher (Royale RP28) and series leader Derek Cooke (Sparton FT80) occupying the second row. Just before the lights changed, Jeff Ward, who admitted to being "a bit out of practice", stalled his engine but retracted his raised arm when the methanol finally caught again. However, the excitement caused him to fluff the start and allow the pole man to get away to an invincible lead. Stuart Jackson was initially second with Ward trailing in third spot. Within four laps, however, the local newcomer to the formula had taken a comfortable second, which he held to the flag, gaining on the leader gradually in the process.

The Staw Renault 5 Elf Challenge was not as hotly-contested as some of the other one-make series and provided Rob Hall with an easy win off pole after leading throughout. Second for virtually the whole 10 laps was Martin Powell and Steve Hine was third.

GEOFF JOHNSON



International Rallies

RADIO 5 RALLY (SA)

Pond gives Datsun first

Tony Pond, co-driven by Richard Leake, gave Datsun their first international win in South Africa in seven years when he opened out an 11 minute lead over the opposition on the Radio 5 Rally at the weekend.

Last year's winner, Leif Asterhag, with navigator Willem van Heerden, fell out on the eighth stage when the motor gave up the ghost in his new Toyota Corolla. At the time Asterhag was taking up to one minute off Pond's time for that stage.

Sarel van der Merwe and Fran Boshoff in the Escort went out on the tenth stage with a seized oil pump and second placed man in the South African championship, Eric Sanders, co-driven by Stuart Pegg, put his Datsun Stanza on its side in the same stage. They were timebarred when they got the car stuck in the sand after righting it.

The major battle, once Pond in the Datsun had established an unbeatable lead, was between Geoff Mortimer in the Team Castrol Chevir and Jan Hettema in the Toyota Corolla. This was eventually resolved in the last few stages when Mortimer got ahead, having driven superbly to take fastest on 14 stages. Pond won five stages and Roelof Fekken won four stages.

COLIN WINDELL

Pond + Datsun debut.



Esso/BTRDA Rally Championship After seven of eight rounds

1, Malcolm Patrick (Ford Escort RS)	72
2, Steve Reed (Ford Escort RS)	64
3, Derek Evans (Vauxhall Chevette)	62
4, Trevor Smith (Ford Escort RS)	62
5, Bill Dobie (Ford Escort RS)	60

Clubmans Championship

1, Andy Miers (Ford Escort RS2000)	75
2, Terry Pankhurst (Ford Escort RS2000)	66
3, Theo Bengry (Talbot Sunbeam)	60
4, Stephen Benton (Ford Escort)	58
5, Mike Price (Talbot Sunbeam)	44



National Rallies

TELFORD STAGES

Patrick goes gold

Malcolm Patrick/Roger Jones in their 'Industrial Air Power' Ford Escort RS convincingly won the 'Telford Forestry Stages Rally', and in so doing have won the 1980 Esso BTRDA Rally Championship. Runner up, 39secs behind the winners, the Evans brothers in their 'Vincent Greenhous' Chevette, third.

Leading the field away from the 9am start from Newton were last year's winners Derek and Terry Evans, hoping for another local win. The first stage — Ceri 1, a short 1.2 miler with 2 hairpins in the middle — saw Patrick get into his stride quickly, taking best time from the Evans by 2secs. This short stage spelt disaster for two of the top BTRDA crews, Chris Lord/ Ron Varley and Dennis Moody/Dave O'Brien, both retiring their Escorts with engine trouble.

Ceri 2, a superb 6½ miler, really woke up the sleepy, Bill Dobie's Kärcher Reliable Cleaning Equipment Escort fastest from Patrick by 3secs. Trevor Smith had a slight off, losing about 10secs on his only indiscretion of the day. Stages 3/4, both in Red Lion Hill, were run at 30secs intervals, using a common start, to split at the cross-roads to separate finishes. This made for superb viewing at the hairpin at 067779 with cars arriving at all angles every 30secs. On the first one, Evans, Patrick and Dobie all put up equal times, but the second run saw the end of Dobie's championship chances when he rolled his Escort four times after going straight on at the well known 'right over crest' after the crossroads. He lost about 5mins extracting the car, carried on for a few more stages before retiring and heading back to Cumbria. The same bend caught out Roger Lane/Simon Small in their 'Mopar' Sunbeam, fortunately they did not roll, just losing 2mins getting back on the track. The next two stages also featured a split junction. Cwncynydd 1 and 2, 3.5 miles and 4.1 miles respectively. Patrick took fastest from Smith on the first and joint fastest with Smith on the second run. Another of the top runners departed on Cwncynydd 1, when Phil Lilley/Brian Staker in the 'Plasmor' Escort slid off and tipped the car onto its side, doing little damage but losing enough time to make them retire. On the second Cwncynydd, the Evans's suffered a puncture, losing 30secs and putting them out of touch with the

Robert James Rally Aug 30/31

1, Steve Jones/Alan Thomas (Escort RS 2000), 30m 4s; 2, Brian Thomas/Andrew Sleeman (Escort RS 2000), 31m 38s; 3, Mike Price/Bob Nash (Vauxhall Chevette), 33m 54s; 4, Malcolm Rogers/Graham Morgan (Escort RS 2000), 34m 15s; 5, Paul Pestico/Lee Vincent (Escort Mexico), 35m 20s; 6, A J Read/A Evans (Escort 1600), 35m 48s.

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TELFORD STAGES continued

leaders. A new stage 'Cwmbedw' (2.8 miles long) came next, and was unfortunately cleaned by the top five crews, followed by 5.5 miles in 'Cwmysgawen 1' which saw Patrick again fastest from Smith by 2secs.

The crews then went to the first service cum lunch halt, in Brynywyntill forest. After eight stages and 28 stage miles, Patrick was leading on 30-14, Smith was on 30-37 and Evans on 30-55. Andy Miers was leading the 'Clubmans chase' on 32-21, Terry Pankhurst on 32-22 with Julian Roderick and Theo Bengry tying on 33-01.

The short break must have done Trevor Smith good, for he took fastest on all three of them, pulling back 4secs on Patrick and cutting his lead down to 19secs. Roger Lane/Simon Small again put the 'Mopar Sunbeam' off, this time tipping it on its side on SS11, losing 40secs, and consequently giving the class and championship class to Peter Fear/Simon Warner in the 'Gwalia' Escort 1600.

From second service the crews headed back into Cwmysgawen for another two split-junction stages, being 5.5 and 2 miles long. Patrick took his 4secs back from Smith on the first run, the pair of them getting joint fastest on the second run. Julian Roderick/Dave Holmes in the 'City Crown Leasing' Vauxhall Chevette suffered a bit of baulking here, but were happy to be in the top ten. There remained one more stage in the south, 'Cwncynydd 3' (a 4 miler) before the crews headed back towards the Ceri complex, where once again Patrick was fastest from Smith. Malcolm was really enjoying himself now, as Dobie had gone home, so after three more stages the 'Esso/BTRDA' title would be his. The car was running superbly, and with new-found confidence he took fastest on all three of the stages in Ceri, extending his lead over Smith to 39secs.

On the last stage Martin Watson/Paul Henshall, lying fourth overall, had a petrol pipe come adrift, and within seconds the car was an inferno. Roger Chedzoy was on hand, fortunately, and soon put the fire out using some new 'Argos' powder extinguishers. This must be Martin's bogey stage, as he totalled the car here earlier in the year.

All that remained was a short run in to the finish at the 'Anchor Inn', Anchor. It was a fine win for Malcolm and Roger, made even more enjoyable by clinching

Valkyrie Rally Aug 30/31

1, Graham Middleton/Paul Watkins (Escort RS 1800), 38m 28s; 2, Vin Hughes/Steve Fellows (Escort RS 2000), 40m 38s; 3, Brian Cakelbread/Jon Savage (Escort RS 2000), 42m 18s; 4, Dave Edwards/John Furniss (Escort 1600), 42m 43s; 5, Mike Vizor/Adrian Smart (Escort RS 2000), 46m 23s; 6, Derek Holloway/Tony Beddoes (Escort RS 2000), 50m 3s.

Semi-experts: Dave Welding/'Polly' (Avenger), 52m 52s.

Conover Stages Rally 60 & Worcs MC Aug 31

1, Byron Humphries/Eric Pritchard (Vauxhall Chevette), 24m 7s; 2, John Palmer/Chris Badham (Avenger), 24m 15s; 3, Peter Vaughan/Phil Jones (Escort 1700), 24m 16s; 4, Peter Morris/Dennis Parry (Escort 1300), 24m 38s; 5, Steve Jones/Robert Fox (Escort RS 2000), 24m 41s; 6, Russell Cooper/Oliver Tomlins (Talbot Sunbeam), 24m 49s.

the Esso/BTRDA Championship. Congratulations must also go to Andy Miers and Andy Durston, who finished a fine fifth overall and in so doing clinched the Esso/BTRDA Clubmans Championship from Terry Pankhurst and Steve Nugent who finished sixth on the day, only 2secs adrift of Andy. Harry Hockley/Alistair Roberts won the Mini Challenge section, and have been confirmed as overall winners of the 'Austin Morris Mini Challenge'.

BRIAN RAINBOW

Telford Forestry Stages Sep 6 Esso/BTRDA Rally Championship, round 7

1, Malcolm Patrick/Roger Jones (Ford Escort RS), 56m 37s.
2, Trevor Smith/Flip Kerr (Ford Escort RS), 57m 16s.
3, Derek Evans/Terry Evans (Vauxhall Chevette HS), 57m 57s.
4, Alan Edwards/Norman Creed (Ford Escort RS), 59m 11s.
5, Andy Miers/Andy Durston (Ford Escort RS2000), 60m 10s.
6, Terry Pankhurst/Steve Nugent (Ford Escort RS2000), 60m 12s.
7, Mike Arnold/Chris Groves (Talbot Sunbeam), 60m 40s, 8, Ashley Evans/Nick Birch (Ford Escort RS2000), 60m 43s, 9, Julian Roderick/David Holmes (Vauxhall Chevette), 61m 10s, 10, Theo Bengry/Paul Watkins (Talbot Sunbeam), 61m 18s.

Class 1 (up to 1300cc): Malcolm Oxborrow/Kevin Hogan (Mini 1275 GT). **Class 2 (1300-1600cc):** Peter Fear/Simon Warner (Ford Escort 1600). **Austin Morris Mini Challenge class:** Harry Hockley/Alistair Roberts.



Losing his tailgate at this very point on the Andrews Heat for Hire Rally did not prevent Drew Gallacher winning in Scotland.

ANDREWS RALLY

Gallacher takes title

The first three stages in Knapdale and Minard forests claimed a number of victims on the Andrews Heat for Hire Rally but it was Drew Gallacher's turn to be lucky. Donald Heggie blew his engine, and Mike Hibbert broke a half shaft in the first stage; Ian Wilson's Lotus Sunbeam stopped in the second; and Kenny Wood's TR7 V8 slid off for 5mins on the third. Luck really was with the Duokhams Chevette, as it clouted a gate post so hard in the opening forest that it damaged both the front and rear of the car and caused the rear door to pop out. John Andrews, the event's sponsor, who was spectating at this point picked up the hatchback and eventually caught up with Drew at the next service halt.

Drew Gallacher/John Eyres therefore won the Andrews Heat for Hire Rally and moved into an unassailable lead in the Scottish rally championship but things are still wide open behind them. Conditions were very wet and treacherously slippery but Tom Clark/Charlie Young took a richly deserved second overall in their Ford Escort, pacing themselves steadily behind Gallacher, and just stayed out of reach of third placed crew, McDonald/Hood.

The highest placed crew in division two finished fourth overall — Wilson Girvan/Bob Wilson, taking their best result for some time. With Robin Christie having a slight off and Dougy Riach incurring road penalties, car 46 was the next division two scorer, and finished a highly creditable eighth overall; George Gass and John Duke have now got rid of the ungainly Opel Manta and bought the ex-Alastair Brearley Opel Kadett.

The Argyll stages were excellent, but the addition of road penalties masked some excellent drives. Colin Grewer would have been fourth overall and George Marshall seventh but for their penalties. However, more serious troubles affected Dave McDonald when his gear-box broke. Keith Sheddon-Brown when he rolled and Jimmy Fleming who broke the track control arm on his new Toyota Starlet.

Andrews Heat for Hire Rally Sep 6

1, Drew Gallacher/John Eyres (Vauxhall Chevette), 70m 17s;
2, Tom Clark/Charlie Young (Ford Escort RS), 71,56s;
3, Walter McDonald/Gordon Hood (Ford Escort RS), 72m 48s;
4, Wilson Girvan/Bob Wilson (Vauxhall Chevette), 73m 33s;
5, Dom Buckley/George Blackie (Ford Escort RS), 73m 35s;
6, Jimmy Horne/Max Horne (Ford Escort RS), 74m 08s;

7, Kenny Nairn/Rob Carruthers (Ford Escort RS), 75m 15s; 8, George Gass/John Duke (Opel Kadett), 75m 44s; 9, Kenny Wood/Peter Brown (Triumph TR7 V8), 75m 57s; 10, Peter Knowles/Lawrence Clark (Ford Escort RS), 76m 12s, etc.

ILLUMINATIONS RALLY

Metcalfe's light work

Back in the calendar after a break of four years, Morecambe CC's Illuminations Rally on August 30/31 was won by David Metcalfe/Stuart Lawrenson, in one of the oldest cars in the event, a Cortina Mk1. The car, which has been owned by several well known rally people in Lancashire, never missed a beat, but Metcalfe now plans to replace it with a more up to date Escort.

The winners took the lead almost from the start of the 190-mile route. The first half, of about 100 miles, contained five of the 15 selectives, three of which were fairly long and situated on a part of the edge of the Pennines which has not been used for several years.

Metcalfe/Lawrenson were in the lead by a small margin at petrol and continued to dominate the 71-strong entry during the second half, which comprised mainly shorter selectives. Malcolm Granham/Charlie Woodward were in a challenging third place behind Clive Sisson/Kevin Savage at halfway but, when they missed a route check, they picked up a fail and dropped out of contention.

Illuminations Rally Aug 30/31

1, David Metcalfe/Stuart Lawrenson (Cortina Mk 1), 31m 5s; 2, Clive Sisson/Kevin Savage (Opel Kadett), 33m 25s; 3, Martin Ridger/Mike Kidd (Escort RS 2000), 39m 33s; 4, Robin Dean/Rod Carter (Escort RS 2000), 40m 37s; 5, Alan Moore/Derek Purdy (Escort TC), 42m 19s; 6, John Pye/Sam Simpkins (Opel Kadett), 43m 29s.

Semi-experts: Peter Lord/Geoff Rothwell (Avenger), 51m 52s. **Novices:** Rick Fray/Peter Grant (Escort 1300), 68m 55s.

WITHAM STAGES

Dukes's streets

Stan Dukes and K Staddon were eventually awarded victory on the Witham/Roding CC's Motormania Essex Stages Rally last Sunday after protesting an allegation they cut a corner on an early stage. In their Escort, they won the 18 stage event, all in the Colchester-Witham district, by 9secs from Dave Gowing and Mike Chadwick in a similar car.

Motormania Essex Stages Rally Sep 7

1, Stan Dukes/K Staddon (Escort), 2471s; 2, Dave Gowing/Mike Chadwick (Escort), 2480s; 3, Barry McGinn/R Worthington (Escort), 2485s; 4, David Mann/Tiddy Clarke (Escort), 2488s; 5, Joe Rock/David Kinnear (Escort), 2502s; 6, John Minty/Michael Coupe (Escort RS 2000), 2504s. **Novices:** Jim York/Dave Howell (Escort), 2508s.



Above: First place on the Telford Stages clinched the Esso/BTRDA Championship for Malcolm Patrick/Roger Jones. Below: Trevor Smith/Flip Kerr on their way to second place.





Chris Pleass and mechanic Max Behan (who had never navigated before) won the 218 Stages Rally in their Ford Escort RS2000.

218 STAGES RALLY

Time, Pleass

Middlesex crew Chris Pleass/Max Behan scored an 8secs victory on the 218 MC's stages rally on August 31 when 42 crews tackled eight stages. Part of the former Crystal Palace race circuit was used to start with, and then the event moved to a sewerage works at Beddington, farm tracks at Tillingdown near Caterham, a former army base at East Grinstead and finally to Whistlers Wood for three more stages, mainly on grass.

Faulty watches caused headaches and cost the event several more stages, and only 16 competitive miles were finally run. Evans led by 8secs at halfway from Pleass but the Middlesex driver was quickest in the afternoon.

218 Stages Rally Aug 31

1, Chris Pleass/Max Behan (Escort RS 2000), 519s; 2, Paul Evans/Keith Hazell (Talbot Sunbeam), 527s; 3, Chris Rowe/Mike Buckler (Escort RS 2000), 532s; 4, Dave Dobbs/Roy McNeal (Escort), 539s; 5, Mitch Bayliss/Norman Ward (Escort), 547s; 6, Beera Grewal/Gurdip Bhogal (Escort), 556s.

Novices: Alan Morrell/Ian Simmonds (Escort). **Beginners:** Ken Hutton/A.N. Other (Escort). **Best 218:** John Jones/Kevin Allen (Escort 1300).

OAKLEAF RALLY

King Edwards

Craven club members Keith Edwards and Dave Gibson romped away to an easy win on the Oakleaf Rally last Saturday night under the organisation of the East Berks MC. After establishing a half way lead of 35mins they pulled out time on their rivals consistently.

Buckinghamshire, Northants, Oxfordshire and Warwickshire roads were used for the event, which was a round of the ASEM Championship and 56 crews started. Two who did not get very far were Graham Coles/Colin Mackman (Marina) and Stewart Parker/Tony Brookes (Escort RS 2000). The Marina dived into a ditch very early on and shortly after the Escort landed in the same ditch, pushing the Marina forwards and out of the way as it arrived. The Marina crew carried on but the Escort stayed put until dawn.

Oakleaf Rally Sep 6/7

1, Keith Edwards/Dave Gibson (Escort), 16m 18s; 2, Jim Pratt/Graham Bellis (Escort), 27m 29s; 3, Mick Shotton/Peter Turner (Escort), 28m 47s; 4, Philip Southey/Phil Ambrose (Escort), 29m 58s; 5, Attila Kurdash/Paul Sagar (Talbot Sunbeam), 30m 24s. **Novices:** Clive Naylor/David Ferguson (Escort), 35m 15s.

RALLY OF THE MOORS

Perfect Pitcher

Driving their Sunbeam Lotus for only the fifth time, David Pitcher and Tony Greenwood collected their first win with the car on the Rally of the Moors run by Exeter MC last Saturday night.

Sixty-six crews tackled a 150 mile route in mid-Devon and all seven sections were timed to the second. The winners set quickest times on the first two selectives and this gave them the necessary cushion to hang on for the rest of the night. In the battle behind them Rod Wiltshire/Roger Hunt and Bruce Milman/Mick Wicks went at it hammer and tongs but Milman was not destined to finish.

This has cost him the lead in the ASWMC Championship and he drops to third behind Wiltshire and Pitcher.

Rally of the Moors Sep 6/7

1, David Pitcher/Tony Greenwood (Lotus Sunbeam), 30m 17s; 2, Rod Wiltshire/Roger Hunt (Escort RS 2000), 31m 28s; 3, Martin Male/Bob Jones (Anglia), 38m 50s; 4, Martin Boulton/Ian Clarke (Mini), 44m 8s; 5, Kim Kirk/Sarah Coldwell (Viva), 49m 50s; 6, S Hoare/M Hoare (Opel Kadett), 52m 0s.

PAN RALLY

Good year for Vin!

A broken clutch cable just before the second petrol halt when 2mins ahead of the field robbed Derek Carless and Pete Forrester of victory on the Pan Rally on Saturday night.

Potteries & Newcastle MC attracted more than 140 entries for their restricted 150 mile event in Staffs and Derbyshire and ran a maximum of 60 crews. From the start Carless and Forrester quickly asserted themselves at the head of the

Second placed Trevor Prew (Sunbeam Lotus) on the Cheltenham Stages.



field in their Escort RS 1800 and by first petrol they had taken a minute out of their pursuers Vin Hughes/Nigel Harris and Rob Branthwaite/Mike Roper.

With the retirement of the leaders near the finish of the second third of the two selective event, Hughes and Branthwaite were left to scrap among themselves. At the finish they both returned identical times, including the selectives and on the furthest cleanest regulation Branthwaite dropped his first minute at the 11TC and so lost the rally.

PAN Rally Sep 6/7

1, Vin Hughes/Nigel Harris (Escort RS 2000), 30m 26s; 2, Rob Branthwaite/Mike Roper (Escort RS 2000), 30m 26s; 3, Andy Robinson/Alan Tomkinson (Escort RS 2000), 31m 24s; 4, Geoff Whittaker/Kevin Booth (Escort RS 2000), 33m 36s; 5, Pete Maskell/Neil Fairhurst (Escort 1600), 34m 57s; 6, Clinton Smith/David Antrobus (Escort RS 2000), 35m 48s. **Semi-experts:** J Lee/Keith Hughes (Escort RS 2000), 54m 34s. **Novices:** Malcolm Buery/Ian Johnson (Escort 1600), 5F 66m 27s. **Best PAN:** Wyn Wakefield/Ian Porter (Escort 2000).

CHELTHENHAM STAGES

Smith outfoxes

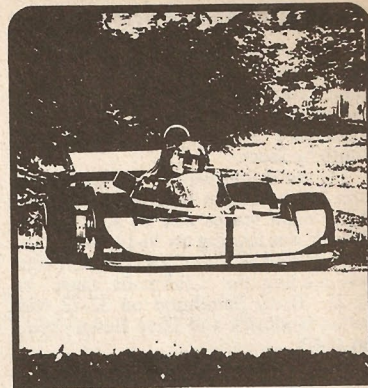
With both leading crews running into trouble in the second half Trevor Smith/Brian Fox (Ford Escort) eventually romped home by 1½min to win the Cheltenham MC's Stages Rally on August 30 for the second year in succession.

In a fiercely competitive first half, during which crews did four stages in Ebworth Woods and two on the airfield at Long Newton, Smith/Fox ran third behind Richard Edwards/Roy Tansley and Dr John Shirley/M Bentley. Edwards led on 690s, with Shirley on 695s and Smith a further 2secs down. Edwards then threw all his advantage away on the long airfield stage, where he was 2mins off the pace and, when Shirley inherited the lead, he smacked a concrete post heavily and was forced to retire.

In the following stages — at Little Rissington and the Prescott hill climb (where Smith was quickest in 55secs) — the winners cruised away from the rest of an entry of 74 crews lead by Trevor Prew/K Soles (Sunbeam Lotus). Another front running crew in the first half, David Kedward/Peter Suckling, had their chances slimmed when they lost all but first and second gears and dropped down to fifth place but Wayne Gooding/Graham Hathaway had a good result, taking third in their Vauxhall Chevette.

Cheltenham Stages Rally Aug 30

1, Trevor Smith/Brian Fox (Escort RS 2000), 2126s; 2, Trevor Prew/K Soles (Sunbeam Lotus), 2221s; 3, Wayne Gooding/Graham Hathaway (Vauxhall Chevette), 2232s; 4, Ian Tilke/Stuart Dylham (Escort RS 2000), 2239s; 5, David Kedward/Peter Suckling (Escort RS 1800), 2247s; 6, Byrom Humphries/Eric Pritchard (Vauxhall Chevette), 2261s.



Off-Track

PRESCOTT HILLCLIMB

The record breakers

Chris Cramer scored a popular win at Prescott last Sunday, his 2.5-litre Grunhülle Lager March 782 dominating the entire week-end during which he broke his own outright hill record twice to leave it at a staggering 40.37 seconds and closed the gap to championship leader Martyn Griffiths to a single point. Griffiths, who also held the hill record for just 30 mins at the end of the class runs, was unable to match the pace of the flying March and had to take second. Alister Douglas-Osborn took third on aggregate from Dave Harris, both drivers having a best time of 40.93s.

The Bugatti Owners Club were perhaps fortunate that their 60th National meeting at Prescott took place in almost perfect conditions as we cannot help but feel that the present trend of 'spreading' competitors cars and motorhomes over a much bigger Pad-dock/car park area has somewhat detracted from the previously pleasant 'family' atmosphere.

Charles and Robert Barter have for once been having problems with their normally incredibly reliable Davrian Imp and following a minor excursion from the tarmac at Pardon in practice when being driven by Robert, it proved impossible to restore the steering and suspension. This gave John Meredith in the Maguire Traveller the chance to write his name into the record books with a fine 1300cc Special Saloon class winning time of 47.57s, clipping almost 0.3sec off CB's former record. Charles Barter's one consolation however came at the end of the meeting when he was presented with the awards for winning the 1980 Bradburn & Wedge Midland Hillclimb Championship and thus becoming the first driver to take the "triple crown" of the Midland, Haynes British Leaders and Guyson/BARC Hillclimb series.

The unlimited capacity Special Saloon class saw Barrogill Angus in fine form with the 2 litre Davrian Stiletto, while a slightly depleted 1300cc GT and Modified Sports Car class gave Ian Sargent the opportunity to put his Clan Crusader into first place with his first run time of 49.85s. Roland Jones had no difficulty in taking a further 0.75 of a second off his own unlimited GT class record with a climb of 48.03s in the 2.8-litre Porsche Carrera RSR, Jones former co-driver Chris Lawrence in the MGB GT V8 through to second in 51.00s.

A well supported 1600cc Clubman's Class saw Chris Anderson's Scotch Egg Racing Mallock Mk 11/14 lower the record twice to leave it at 45.61s, the second improvement replying to Tim Reynold's Mallock 11B's stylish 45.76s climb. Brian Windle found little difficulty in taking the 1600cc OHC Sports

Racing and Clubman's class in 47.10s, in his Mallock Mk16.

As expected, one of the most exciting class struggles came in the unlimited capacity Sports Racing Car class, with Richard Fry throwing down the gauntlet in fine style with the 2.3 litre Mallock Mk 20X, breaking the Richard Jones record by exactly 0.5sec at 43.11s — a challenge answered by Jones with a superb 43.00s sprint in the 2-litre McEvoy Mallock Mk 18, a time which he later improved to 42.95s. Joy Rainey in the 1790 cc Murrain Mk2 unusually failed on her first run and saw Margaret Blankstone twice break her Ladies Hill Record in the Mallock Mk20B to leave the target at 44.24s. Joy was on target to become new Ladies record holder, arriving at the finish in 43.92 to claim third in class.

The first of the racing car classes gave Clive Richards the chance to improve on his "modern 500" class record with a 48.37s climb in his Motus/Yamaha, the more traditional "500" class going to Jack Dillard's Excalibur Special at 51.44s. Russ Ward's recent run of success continued in the 1100cc Racing Car class, the Chevron B9/15 claiming first place.

Martin Bolsover is having a good run of successes lately in the 1600cc Racing Car class with the March 772/782, this week's catch being a new class record of 42.93s — (faster than Jones at last!) — which broke Peter Kaye's 1977 Brabham BT35XP time of 44.30s leaving David Gould to defend second spot.

Anyone doubting Chris Cramer's determination to wrest the 1980 Hillclimb Championship from Martyn Griffiths' clutches would have been converted by the sight of the architect hurtling the bright red March round the tricky course first with a new record of 40.98s and then reducing this to 40.77s. As ever Martyn Griffiths responded on his second run in the 2.5-litre Severn Advertising Pilbeam MP40G by setting the third hill record of the day and clinching the over 1600cc racing car class award with a 'flat-out' 40.67s climb. Roy Lane was watching all this from a comfortable distance with the DFV powered March 79.SF1 to claim third place ahead of ADO.

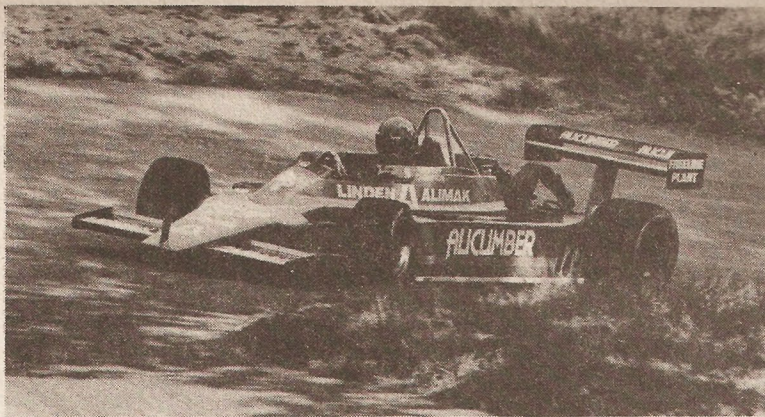
Prior to the Championship runs, a number of handicap classes resulted in wins for Dudley Mason-Styron in the splendid Ferrari Dino 206 SP (who also won the coveted Prescott Gold Cup), Barry Price (Bugatti T35), Frank Wall (Bugatti T35B), Rivers Fletcher (Alfa Romeo Monza) and Chris Harvey (Austin Healey).

Malcolm Dugworth was the first of the Waring & Gillow Pilbeams off the line to lead of the RAC Championship recording only 42.58s and promptly overtaken by Peter Kaye's Team Guyson/Kingston Video Pilbeam MP22 with 41.88s. Godfrey Crompton was delighted to have qualified the new Aliclimber March 802 and in a moment of understandable over-enthusiasm spun the car harmlessly through 180 degrees in the Esses to record a 'fail' on his first run.

David Franklin worked hard for his improvement to 41.61s which he recorded in the 2-litre March 782 though Dave Harris slotted in fractionally ahead at 41.60s in the 2.3-litre Pilbeam MP42. Rob Turnbull now lowered the 'mark' to 41.24s in the Recro '80/Barclaycard Pilbeam MP41 only to have this time eclipsed by a hard-charging ADO who powered the Pilbeam MP47 through to 40.95s. Roy Lane probably has made more winning climbs at Prescott in recent years than any other driver so it was a surprise he could only manage 41.00.

Chris Cramer made a thunderous attack on the lower part of the hill and made a slight improvement to 40.76s, leaving the pressure on a ragged Martyn Griffiths who was clearly trying hard as he slotted the Pilbeam into a tentative lead at the end of the first runs with 40.74s — hardly enough to transfer the pressure back to Cramer!

Malcolm Dugworth's enjoyment of the week-end can scarcely have been improved when the Pilbeam MP22



Well worth waiting for, Godfrey Crompton brought his March 802 home ninth.

refused to start, taking the single point which goes with tenth place. Peter Kaye also found himself in increasing difficulty with the handling of the Pilbeam and slowed wisely to 42.03s, a time which an equally cautious Godfrey Crompton just failed to beat as he completed his second attempt with a climb of 42.18s to put him ninth behind Kaye. David Franklin tried everything to get the March 782 to respond with a "quick one", but the climb was fractionally slower at 41.72s.

Dave Harris has found a liking for Prescott and in his second climb the Pilbeam MP42 responded with a tremendous improvement to 40.93s. Rob Turnbull's storming start gave little doubt that he was trying for a major improvement which progressively disappeared on the two hairpins as under-steer took over and cut the time to a disappointing 41.21s sixth place.

Alister Douglas-Osborn was finding the traction at the start something of a problem in the MP47 and despite an early gearchange to overcome the problem, the final time showed only a slight improvement to equal Harris' time of 40.93s, though giving ADO the edge on aggregate times. What could Roy Lane do about the opposition? The answer

really came at Ettore's when somewhat injudicious use of the ragged concrete edging on the inside of the bend threw the March sufficiently off-line for the fast climb to be out of reach, the former champion slowing to fifth behind ADO and Harris.

Chris Cramer wanted a win to keep his championship chances alive and he had spent time working out exactly where the improvements could be found. Everything was judged to a nicety, the power coming in cleanly and precisely, the speed through the Esses was phenomenal and as the engine note died away over the line few spectators can have been surprised at the announcement of a new hill record of 40.37s. Could Martyn Griffiths reply? The answer came quickly as the Pilbeam came through Orchard on the limit, got out of shape on the apex of the Ettore's hairpin and slowed, stormed up to Pardon and again jumped off line as Griffiths urged the car forward. This was not the climb to respond with and the time of 41.25s proved it. Vive Cramer! With just two rounds to go at Wiscombe and Doune, the outcome could scarcely be more evenly balanced.

BOB COOPER

PRESCOTT (GB), Sept 7

RAC British Hillclimb Championship, round 14; British Haynes Leaders Championship, round 11; Bradburn & Wedge Midland Hillclimb Championship, round 6.

BTD: Chris Cramer (2.5 litre Grunhalla Lager March 782), 40.37s (outright record).

Class winners: John Meredith (1.0 Maguire Traveller), 47.57s (record); Barrogill Angus (2.0 Davrian Stiletto), 47.09s (record); Ian Sargent (1.2 Clan Crusader), 49.85s; Roland Jones (2.8 Porsche Carrera RSR), 48.03s; Chris Anderson (1.6 Mallock Mk 16), 47.10s; Dudley Mason-Styron (2.0 Ferrari Dino 206 SP), 49.10s; Richard Jones (2.0 Mallock), 42.95s (record); Clive Richards (250cc Motus/Yamaha), 48.37s (record); Russ Ward (1.1 Chevron B9/15), 46.45s; Barry Price (2.0 Bugatti T35), 62.9s; Martin Bolsover 1.6 March 772/782), 42.93s (record); Martyn Griffiths (2.5 Pilbeam MP40G), 40.67s (record); Jack Dillard (500cc Excalibur Special), 51.44s; Frank Wall (2.3 Bugatti (T35B), 55.6s; Rivers Fletcher (2.6 Alfa Romeo Monza), 59.5s; Chris Harvey (2.6 Austin Healey), 59.4s.

RAC British Hillclimb Championship Top Ten: 1. Cramer, 40.37s; 2. Griffiths, 40.74s; 3. Alister Douglas-Osborn (3.0 Pilbeam MP47), 40.93s; 4. Dave Harris (2.3 Pilbeam MP42), 40.93s; 5. Roy Lane (3.0 March 79.SF1), 41.00s; 6. Rob Turnbull (2.3 Pilbeam MP41), 41.21s; 7. David Franklin (2.0 March 782), 41.61s; 8. Peter Kaye (3.0 Pilbeam MP22), 41.88s; 9. Godfrey Crompton (2.3 March 802), 42.18s; 10. Malcolm Dugworth (3.0 Pilbeam MP22), 42.58s.

RAC British Hillclimb Championship positions after 14 rounds: 1. Martyn Griffiths, 95 points; 2. Chris Cramer, 94; 3. Roy Lane, 76; 4. Rob Turnbull, 63; 5. Dave Harris, 58; 6. Alister Douglas-Osborn, 56; 7. David Franklin, 49; 8. Godfrey Crompton, 31; 9. Norrie Galbraith, 29; 10. Malcolm Dugworth, 28.

1980 British Award of Merit after 11 rounds: 1. Harris, 77 points; 2. Crompton, 67; 3. Galbraith, 65; 4. Jones, 47; 5. Richards, 35; 6. Harvey, 33; 7. Bolsover, 32; 8. Jack, 29; 9. Fry, 22; 10. Kaye, 18.

British Haynes Leaders Championship positions after 11 rounds: 1. Barter, 72 points; 2. Angus, 60; 3. Wardle and Ward, 58; 5. Clifford, 55; 6. Corby, 45; 7. Robinson; 8. Dillard and Meredith, 37; 10. Hand, 36.

Bradburn & Wedge Midland Hillclimb Championship 1980 (final positions): 1. Charles Barter (Davrian Imp), 49 points; 2. Richard Jones (Mallock), 47; 3. Clifford (Davrian), 43; 4. Ward (Chevron), 41; 5. Bolsover (March), 39; 6. Griffiths (Pilbeam), 38; 7. Jones (Porsche), 38; 8. Wardle, (Mallock), 36; 9. Cramer (March), 35; 10. Sargent (Clan), 29.

Fresh from success the previous weekend, Roy Lane picked up third spot.



AUTOCROSS

Bevan still the master

Making a rare appearance former autocross champion John Bevan showed he had lost none of his skill as he easily beat BTD at the Forest of Dean autocross on August 31. In his famous Naveb Special he nipped round a short, tight course in 1m 17.0s.

The Serck Services-sponsored event attracted just over 50 entries. Ian Rawley and Derek Wedmore both had class wins in their Minis, though Wedmore edged out beat Pete Maslen by a fraction. Malcolm Davies took the small Escort class as Brian Betteridge beat Graham Hoare in the battle of the VW's.

Autocross Forest of Dean Aug 31

BTD: John Bevan (Naveb Special), 1m 17.0s.
Class winners: Ian Rawley (Mini), 1m 22.7s; Derek Wedmore (Mini), 1m 27.1s; John Maslen (Mini), 1m 27.6s; Malcolm Davies (Escort), 1m 25.1s; Geoff Hawkins (Mini-Jem), 1m 25.1s; Brian Betteridge (VW), 1m 23.0s; Richard Hill (Mini), 1m 26.3s; Tony Wilbrey (Escort), 1m 25.1s.

ROBIN JAGER TRIAL

Splendid debuts

The Sporting Trial fraternity started a new season with a memorable Robin Jager Trial on Sunday. Held at Bassingthwaite, it was organised and run by two members of the Cumberland SCC John Southern and Ronnie Tinson. The main news was in the entry where Stuart Butterfield debuted his new (see *Sports Extra*) along with a new Kincraft from Jack Pearce and a new Concord in the hands of Liam Scott.

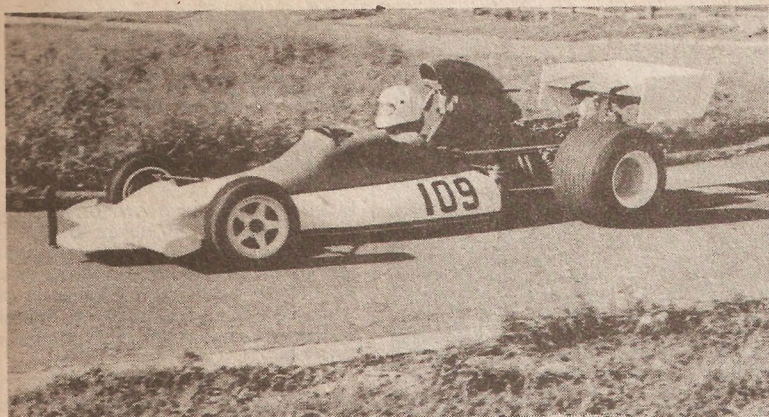
Pearce's car basically involved the front of the older Renault engine combined with the rear end of the Imp one, while Mike Martin's new effort has a Honda Accord engine with a Panhard rod, twin radius arms and anti-roll bar suspension with a very short overhang at the rear. As may have been expected Jack Pearce came through to a win in his new creation, but the real surprise was just behind as Stuart Butterfield grabbed a splendid second place by far and away his best ever. Despite pussy-footing with his brand new machine, it was absolutely splendidly and must immediately enter the ranks of potential winners. The Concord in the hands of Liam Scott finished fourth, just behind Tom Stevenson who was driving as well as ever. Mike Smallwood was fifth ahead of Julian Fack who was strangely off form but still beat John Sheldrick.

Further down the field, Robin Alexander returned to the sport in his ex-John Higgins Jabs while Paul Legge made his debut and immediately claimed two novices award. The only sad face was Tony Butterfield when his differential broke, but he straightaway consoled himself by saying that Stuart's car is on the prototype — his would be even better.

PAUL SHELDON

Robin Jager Trial Sept 7

1. Jack Pearce-Brenda Pearce (Kincraft), 35pts; 2. Stuart Butterfield-Margaret Butterfield (Lorraine), 38; 3. Tom Stevenson-Elizabeth Stevenson (Kincraft), 44; 4. Liam Scott-Mike Martin (Concord), 49; 5. Mike Smallwood/Ray Kemble (Dingo), 52; 6. Julian Fack-Meg Marmor (Impunity), 54.



Another mouthwatering machine from John MacCartney's stable, the BRM P160.

HAREWOOD (GB), Aug 31, BARC (Yorkshire Centre) Guyson/BARC Speed Climb Championships, round 10

BTD: Roy Lane (3.0 March 79.SF1), 37.94s.

Class winners: Harry Simpson (1.0 Chrysler Imp), 49.99s; John Casey (1.3 Cooper 'S'), 48.68s; Kevin Tate (1.6 Ford Escort RS), 46.84s; Richard Welsh (1.0 Hillman Imp), 47.26s; Charles Barter (1.2 Davrian Hartwell Imp), 43.64s (record); James Thomson (2.3 Vauxhall Chevette H.S.), 43.21s; Des Richardson (1.3 MG Midget), 48.30s; David Gooch (1.6 Lotus Elan), 48.54s; John Foran (1.0 Davrian Mk7), 46.11s; Tony Bancroft (2.8 Porsche Carrera RS), 44.28s; Nick Bridge (1.7 Mallock Mk20B), 40.99s (record); David Kennedy (1.3 Mallock Mk 17B), 44.16s; Charles Wardle (1.6 Mallock Mk21), 42.99s; David Garnett (2.2 Pilbeam MP43), 39.98s; John Corbyn (1.1 Terrapin 1G), 42.88s; Martin Bolsover (1.6 March 772/782), 39.36s (record); Martyn Griffiths (2.5 Pilbeam MP40G), 38.02s.

Guyson/BARC BTD Award Series — Top Eight Run-off: 1. Lane, 37.94s; 2. Griffiths, 38.28s; 3. Rob Turnbull (2.3 Pilbeam MP41), 38.41s; 4. Alister Douglas-Osborn (3.0 Pilbeam MP47), 39.05s; 5. Malcolm Dungworth (3.3 Pilbeam MP22), 39.10s; 6. Peter Kaye (3.0 W & G Pilbeam MP22), 39.22s; 7. Norrie Galbraith (2.0 March 782P), 40.00s; 8. Bolsover (No run).

HAREWOOD HILLCLIMB

Lane's hill

Roy Lane driving the Cosworth-powered March 79.SF1 won the Montague Burton Trophy Hillclimb at Harewood on Sunday August 31 with a climb of 37.94s — the only sub-38 second run of the meeting. Martyn Griffiths who had qualified the 2.5-litre Pilbeam MP40G in first place with a steady 38.02s run was unable to retain his form and dropped back in the Top Eight runs to second, just ahead of Rob Turnbull.

The penultimate round of the Guyson/BARC Hillclimb Championship attracted the anticipated large entry for the BARC Yorkshire Centre's one day meeting at Harewood and despite heavy over-night rain, an enthusiastic crowd was well provided with an incident packed afternoon's motor sport. With no less than 27 entries in the Touring Car classes, it was perhaps surprising that no one was able to approach the class records — two of which are now six years old! Harry Simpson and Andrew Tymkewycz carried out an extremely successful cross border "raid" from Edinburgh to take the first and second spots in the up to 1150cc category with their shared Chrysler Imp, Simpson at 49.99s 1sec quicker than his co-driver, while third place went to Graham Thompson's Cooper 'S' at 48.68s.

Two of the leading three drivers in the Guyson/BARC Championship found themselves outdragged by the 1600cc Escort RS Hart of Kevin Tate in the over 1500cc touring car class. George Swinbourne simply couldn't get his Escort BDA to go faster than 47.37s and was unable to improve on his Championship score as was Ian Crammond in the Sunbeam Lotus whose 48.43s just failed to unseat the Escort RS Hart of Stuart Jones from its third spot on 48.28s.

Richard Welsh in the 1-litre Hillman Imp had no problems in claiming the 1-litre Special Saloon class with 47.26s from Gerry Raynor's Cooper 'S'.

Practice ended dramatically for Charles Barter when a drive shaft broke on the start line and potentially put an end to the chances of the 1980 "triple-crown" of the Haynes British Leaders, Bradburn & Wedge Midland and

Guyson/BARC Championships all falling "victim" to the pipe-smoking Dorchester Water Cress grower. However, assistance came when John Foran sportingly offered to forego his second class run to allow the offending shaft on the Davrian Imp to be replaced with one from his car. Barter's old car obviously inspired Charles for his time was a superb 43.64s — breaking his own class record and more importantly worth 9.28 points in the Championship — almost certainly enough to secure the 1980 Guyson/BARC Championship.

At the beginning of the meeting, James Thomson had a potential to take the 1980 BARC Championship, but try as he might the 2.3 litre Vauxhall Chevette simply would not go faster than 43.21s. Des Richardson (MG Midget) had a safe class win in the 1300cc "Marque" cars class on 48.30s from Alex Graham's Mini Jem 2 (50.07s).

Although John Foran only took the one run in the Davrian Mk7, it is pleasing to be able to record a 1300cc GT Class win on 46.11s, with John Taylor and Nick Crowther taking the next two places in their shared MG Midget. The over 1300 GT Class fell to Tony Bancroft's Porsche Carrera RS with a 44.28s climb from Paul Tankard's TVR Tuscan (45.55s).

Nick Bridge had an excellent 1700cc Clubmans Sports Car class win with a new record time of 41.44s for the Mk 20B Mallock, ahead of Martin Curtis (Mallock 20C) on 42.53s and Joe Ward's Ward W.D.6 (43.41s). David Kennedy's 1300 Mallock 17B (44.16s) and Charles Wardle's Mallock 21 (42.99s) won their respective Sports Racing Car Classes, but it was left to David Garnett with the splendid Pilbeam MP43 to pull off the major surprise of the afternoon when he beat Richard Jones' Mallock by 0.91 seconds with a 39.98s run.

No less than eight Terrapins contested the 1100cc racing car class, with John Corbyn bringing the BDA engine 1G version out at the head of the pack in 42.88s. Martin Bolsover's March 772/782 once again proved to be the pace-setter for the 1600cc racing cars, setting a new class record with a 39.36s run.

Martyn Griffiths in the 2.5 litre Hart 420R-engined Severn Advertising Pilbeam MP40G managed a 38.02s which kept him at the head of the over 1600cc racing cars, although Roy Lane, after breaking a drive shaft on his first run, found an improvement from running the Steel King March 79.SF1 on F1 rear tyres (38.15s), pulling out a useful lead on

Peter Kaye's similarly powered Guyson

LOTON PARK (GB), Aug 31, AMOC/HDLCC Speed Hillclimb

Class winners: Vintage & Venerable Handicap for Pre-War Aston Martins: Tony Riseley (1.5 Aston Martin International), 80.7s; Sir Michael Leighton (2.9 Aston Martin DB3) 79.1s; Peter Foden (4.0 Aston Martin DB5) 69.8s; David Ellis (5.3 Aston Martin V8) 63.0s; Nic Mann (3.5 Morris Minor) 60.74s; Richard Dodkins (1.6 Ginetta G12 Lotus) 59.16s; Peter Blankstone (2.0 Mallock U2 Mk20B) 54.46s; Tony Southall (1.6 March Atlantic) 53.86s; Chris Cramer (2.3 March 802) 51.51s; Don Pither (2.7 Reliant Sabre Six) 66.94s; Sir Michael Leighton (2.9 Aston Martin DB3) 78.1s.

W & G Pilbeam MP22 (38.42s).

The BARC "Top Ten" run-off was unusual in that there were very few significant improvements on class times, the best performance being from Richard Jones, who clipped 0.56s off his best time to get down to 40.33s.

Alister Douglas-Osborn led off the Top Eight runs in the Maples Pilbeam MP47, trying both chisel and full width nosed versions of the car in an attempt to 'balance' the handling and getting down to 39.05s to take fourth place. Martin Bolsover abandoned his runs when the engine went off in the March during the warm-ups allowing Norrie Galbraith's March 782P into the limelight with a rather off-pace 40.00s climb.

Malcolm Dungworth's second climb finished "on the gravel" and left his 39.10s first run in the W&G Pilbeam MP22 to count for fifth spot. Peter Kaye was another driver who went slower as the day proceeded, his best of 39.22s being good for sixth overall.

Of the top three, Rob Turnbull went well in the Barclaycard Pilbeam MP41, his starts being the envy of everyone else and contributing towards his third placed 38.41s. What could he do with the power of either of the other front-runners? Having already won the Guyson/BARC BTD Award Series for 1980, Martyn Griffiths was still trying, but despite getting the Pilbeam MP40G occasionally out of line on sheer power, he could not improve on his best class time.

Having already broken into the low 38s on his class runs, Roy Lane now had the opportunity to power the March 79.SF1 through to a convincing win with two 37s, the first run being marginally quicker at 37.85s but both convincingly ahead of the opposition.

BOB COOPER

LOTON PARK

Margaret back on top

Aliclimbers get to the top quickest — and Godfrey Crompton in the Douglas & Gavin Racing 2.3-litre Aliclimber March 802 must have been delighted when the run of bad luck which started at Shelsley ended. Then the engine digested a bolt, a cam pulley fell off at Loton Park and a differential broke at Gurston Down, all in successive weekends. It finally ended at the co-promoted Aston Martin Owners Club/Hagley & District Light Car Club Loton Park Speed Hill Climb event on August 31.

Chris Cramer and Crompton were sharing the new March 802 and taking full advantage of the relaxed atmosphere at the non-Championship event to tune the Blankstone — ladies' record.



suspension, sort out the gear ratios, and to generally test this exciting addition to the scene. Over the weekend Cramer lowered his times to 51.52s (compared to times in the 50s bracket in his Grunhülle Lager March 782) while Crompton was pleased to break into the 52s with a time of 52.50s — his quickest ever at Loton Park.

Margaret Blankstone was also happy. On her first class run she became the only lady driver to record a sub-55s time over the 1475 yard long course. In her Mallock U2 Mk.20B a time of 54.74s regained her outright hill record — snatched by Joy Rainey just two weeks previously — by nearly 0.5sec and also gave her second place in the Sports Racing Cars class behind husband Peter, in the same car, by the margin of 0.28sec.

A wide variety of Aston Martins were competing at the event with the fastest being the 2-ton yellow peril 5.3-litre V8 of David Ellis which recorded a time of 62.2s to claim second place in the GT & Mod Sports class behind Richard Dodkins in the Stoke Mandeville Spinal Unit Appeal Fund Ginetta G12 who recorded 59.16s.

In the handicap classes for Aston Martins, the owner of Loton Park, Sir Michael Leighton, took the honours twice with his DB3 beating Simon Moss in the Four Ashes Garage DB2 in the Feltham built Astons class, and also taking the class for HSCC Categorized cars — his best 'non-handicapped' time being 78.1s.

The contingent of Reliant Sabres and Scimitars proved to be faster than the Sunbeam Tigers and Gilbern Invaders present, with Don Pither bringing his Sabre Six to success with a time of 66.94s ahead of Richard Ward in his Scimitar GT by 3.5secs with Geoff Barrows in the Rooster Turbos Scimitar Coupé third only 0.14s behind Ward.

The "whispering" turbocharged V8 Morris Minor of Nic Mann seems to become faster and quieter all the time, and on this occasion Mann was victor of the Special Saloons class by 0.62s from Dave Parr in his BDA Escort, though in the 1600cc Racing Cars class the margin between first and second was well over a second with Tony Southall in his March Atlantic finishing first ahead of David Morris in his DBM80.

ROBERT WHALE

RALLYCROSS

Decisive Drummond

An excellent Bank Holiday Monday turned out at Lydden Hill to watch Tony Drummond take a decisive win in the fourth round of the Castrol/BTRDA Rallycross championship. Few of the usual front runners had a good day: Trevor Hopkins's Fiesta gearbox stuck in third for most of his runs and he only made the 'B' final, as did Bill Riddle, who was trying a new car in an effort to keep in touch with Bruce Rushton, the championship leader.

Each meeting this season seems to have been faster than the last and, with conditions near perfect, Lydden was to be no exception. Drummond was expected to make the running and this he did, turning in the fastest time in the first two heats (2m 54.3s). Rushton was close behind (2m 55.7s) but, in the third runs, Dimi Mavropoulos's Lotus Esprit surprised everyone by beating both Rushton

and Drummond on the second fastest run of the day.

John Welch rushed straight to Lydden from Holland where, the day before, he had clinched the Foreign Drivers Cup. Welch's day started badly, though, the Escort going off at Hairy Hill in practice, suffering extensive front suspension damage.

The 'C' final was a battle, first between Tim Greenhill and Tony Bardy (Minis) and then, once Bardy was in the lead, between Greenhill and Colin Parry-Williams, with his new 2-litre Escort. Williams took second from Greenhill on lap 3 just as Bardy spun away his lead, leaving Williams out in front until, coming off Chessons for the last time Greenhill flung himself at the leading Escort to snatch victory; Bardy got going for third ahead of Alan Eckersley.

The 'B' final saw little change up front, Hopkins leading from start to finish from Michael Quaife's Chevette. Jim Squibb and Riddle were locked in battle for most of the race, Riddle finally 'doing a Greenhill' on Squibb, taking third place right on the line.

The 'A' final got off to slightly too quick a start and everyone was called back to the line. On the restart, Rushton led round Chessons before Drummond literally shot past him onto the tarmac, never to be headed. Dimi had made a slow start, and was circulating at the rear of the field just behind Dave Wallis and Dave Fuell while Welch, Nick Oatway and Trevor Reeves fought it out for third spot. Next time round Chessons, Rushton lost it and spun, restarting in penultimate place as Reeves passed Oatway and set about Welch.

Down Hairy Hill they roared, and Oatway was still pressuring, doing all he could to pass Reeves and Welch. Finally, at Chessons on lap 3, Reeves spun and with a bit of help, ended up on the infield as Welch and Oatway continued fighting it out. It was good action for the spectators but, despite crossing the finish line third, Oatway later found himself demoted to eighth following a report from the observers, leaving a battered Welch second and giving third place to Wallis, who took Fuell in the dying stages. Rushton and Mavropoulos completed the order.

BILL MANTOVANI

LYDDEN HILL (GB)

**Aug 25
Castrol/BTRDA Rallycross
Championship, round 4**

A final: 1, Tony Drummond (Ford Escort); 2, John Welch (Ford Escort); 3, Dave Wallis (Ford Escort); 4, Dave Fuell (Ford Escort); 5, Bruce Rushton (Ford Escort); 6, Dimi Mavropoulos (Lotus Esprit); 7, Trevor Reeves (Mini); 8, Nick Oatway (Ford Escort).

B final: 1, Trevor Hopkins (Ford Fiesta); 2, Michael Quaife (Vauxhall Chevette); 3, Bill Riddle (Ford Escort).

C final: 1, Tim Greenhill (Mini); 2, Colin Parry-Williams (Ford Escort); 3, Tony Bardy (Mini).

Class winners: Steve Cooper (Mini); Greenhill.

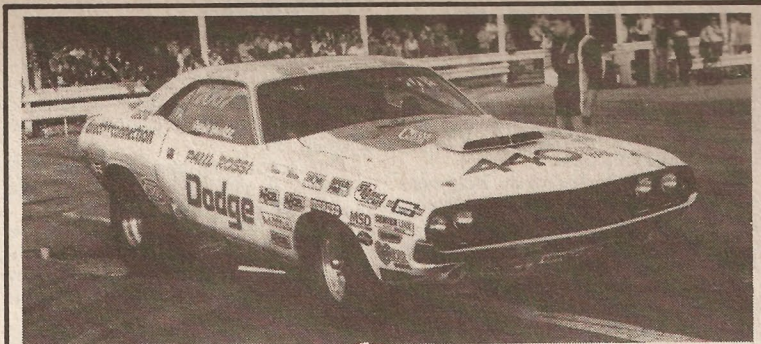
BELGIAN RALLYCROSS

**Hathaway
has a way**

Three drivers — two Belgians and one Briton — were to the fore at Arendonk on August 10, when the circuit hosted the fourth round of its 1980 championship.

After taking the first three places in the points deciding timed runs, they went on to end the day in a similar fashion in the super final.

Frans Monton the teacher from Mol, handed out a few lessons on the track, as he took his Turbo VW Beetle to first overall on the day, to retain his series lead while behind him Escort drivers Graham Hathaway and Willy van Herk continued their season long battle, the outcome this



British champion Sylvia Hauser, fast lady of Santa Pod, debuted her freshly-imported Dodge Challenger in fine style over the recent Bank Holiday weekend.

time being second place for the Belgian and third for the Blue Line driver. This keeps them in second and third places in the championship, with one round left.

Hathaway has been very consistent throughout his first European season, although an outright victory still eludes him.

Earlier in the day his team-mate Colin Page had taken 10th place on the timed runs, and second spot in the 'B' final, while another Briton in action was Graham Strugnell, his troubled year continues, and the Car Colours Mini finished well down.

A week later the scene moved to Masmehelen, for the Belgium Championship meeting at the Duivelsberg circuit, 40km north of Liege.

A strong British contingent fought hard during qualifying for places in the three 6-car finals. Two failed to make it, Tony Bibb in the Weight Watchers Mini, and Len Croxten's Escort. Also out of luck this time was Willy van Herk, his Escort retiring during practice with prop-shaft failure.

For Colin Page, a place in the points was also out, as what was widely thought to be a suspect time placed him 20th at the end of the timed runs.

John Welch could only make the 'B' on this outing, although he went on to win it comfortably, which is more than Richard Painton managed in the 'C', the Rip-speed International TR7 V8 finishing sixth.

The 'A' final had a distinctly international look to it, with Dutchman Jos Fassbender taking victory in his Renault Alpine.

Behind him came Belgian favourite, Welshman, George Warren. The man from Neath turned in a superb drive to get second overall using his Hartmann Inks Escort. Another Escort, that of Jan de Rooy took third, Monton was fourth in the VW, while the all German outfit comprising Vital Budo (Golf) headed home sixth place man, Graham Hathaway. Graham was nursing a sick motor, and was unable to make a challenge.

ARTHUR DEBENHAM

AUTOCROSS

**Like father,
like son**

BTRDA Autocross champion George Warren's son, Ian, tied with the far more experienced Brian Betteridge for BTd at the Gloucester on August 24. Betteridge took the prize money, though, as he set the time first with his 2.1-litre VW.

**Autocross
Gloucester MC
Aug 24**

BTd: Brian Betteridge (VW), 1m 55.4s.

Class winners: Peter Maslen (Mini), 2m 1.1s; Malcolm Davies (Escort), 2m 2.5s; Dave Humphries (Mini), 1m 56.1s; Ian Warren (Escort), 1m 55.4s; Arnold Levics (VW), 2m 6.3s; Duncan Lines (Talbot Sunbeam), 2m 3.6s; Ron Hudson (Escort), 1m 57.0s; Albert James (Trebla), 2m 4.7s.

RALLYCROSS

**Goodyear
for Tony**

Despite bad weather and tough opposition from drivers chasing points in the Castrol/BTRDA Rallycross championship, Tony Drummond scored his third 1980 victory on August 30, in round 5, staged by the Welsh Counties CC at the Llandow race circuit in South Wales. Drummond's Goodyear-shot Ford Escort led home the incredible Trevor Smith in the 1300cc Drumrock Financial Services Mini, while third place eventually fell to Bruce Male, who passed Bill Riddle's Escort virtually on the finish line.

It was a fraught day for many, with practice held in the dry and torrential rain soaking the circuit as the timed runs got under way. Racing started on a dry track, with everyone on slicks but, on the last lap of run 1, rain fell. Dave Fuell (Faberger Escort) jumped at the chance of passing Dave Wallis at the extremely slippery Devil's Elbow to set what was to be the fastest time (2m 51.82s).

Already on the start line for race 2 were the next eight cars, still on slicks when the heavens really opened up, seconds before the lights turned green. Bruce Rushton and Drummond left the line very quickly, and amid clouds of spray and mud, both sailed off into the banking, Rushton backwards but Drummond head on, completely demolishing the offside front suspension. Spam Speed's Mini made the running from then on to win the heat as Barry Squibb (Escort) spun. The weather improved for race 3 — won by Will Gollop's Saab, but deteriorated again for race 4.

With Trevor Reeves's Dove Group Mini sidelined after running its bearings during practice, Trevor Smith led the Mini challenge. His first run had terminated at Devil's Elbow, and Smith was determined to make the most of his next two runs. So were Drummond (his Escort repaired), Rushton and Nick Oatway (who missed the first heats whilst putting his Escort's rear end back together after a practice off) — all in the same run. Away went Drummond, followed by Rushton, but Smith was

quickly past the reigning champion and hot on Drummond's tail, holding on to finish second, despite repeated challenges from Rushton. Then he had it all to do again as the same cars faced each other in the third heats, Drummond winning again to claim pole position in the 'A' final, with Rushton alongside.

Devil's Elbow claimed four of the runners in the final run of the second heats, Dave Wallis retiring with a badly bent front end. Fuell set his second good time to join the 'A' finalist but Riddle, one of those who went off, required a third run to make the grade. Trevor Hopkins also had problems, his first completed with only three working cylinders on the Hopolite Racing Fiesta.

With the first corner now liberally coated in mud, a good start would be vital: first into the corner would mean clear screen, while those behind lost time (and vision) as the wipers fought to clear the mud. Such was the case in the 'C' final for Colin Howard, who'd managed to keep his Chevette running despite a number of trips into the scenery. The Chevette has always been good under braking and Howard was able to take a clear lead round Devil's Elbow to win after 5½ laps from the Minis of Steve Cooper and Spam Speed.

Oatway led the 'B' final all the way increasing his lead with each lap, while behind, first Michael Quaife (Chevette) claimed second spot, then Tim Greenhill's Mini with Colin Parry-Williams third after Quaife spun on down the back straight.

Eight very quick cars lined up for the 'A' final: as the lights turned green, the pack moved as one to the first corner with Rushton edging slowly ahead. He was going too fast, however, and slid off as he tried to claim the line from Drummond. Miraculously, no-one hit Rushton, though it seemed to spread everyone out, bar Drummond who went well and truly gone! Round onto the main Hopkins went wide, falling back behind Gollop's Saab, which decided to cut out at that instant, both cars stopping as the rest slithered past.

Up front, Trevor Smith's Mini was right in there chasing Drummond with Riddle, Bruce Male and Fuell behind. Rushton had got going, only to spin again at Devil's Elbow as Hopkins set about making up ground, passing Fuell on lap 4. At the flag Drummond won — to the cheers of his local supporters — followed by Smith, with Male and Hopkins, just getting ahead of Riddle.

BILL MANTOVANI

LLANDOW (GB)

**Aug 30
Castrol/BTRDA Rallycross
Championship, round 5**

A final: 1, Tony Drummond (Ford Escort); 2, Trevor Smith (Mini); 3, Bruce Male (Mini); 4, Trevor Hopkins (Ford Fiesta); 5, Bill Riddle (Ford Escort); 6, Dave Fuell (Ford Escort); 7, Will Gollop (Saab Turbo); 8, Bruce Rushton (Ford Escort).

B final: 1, Nick Oatway (Ford Escort); 2, Tim Greenhukill (Mini); 3, Colin Parry-Williams (Ford Escort).

C final: 1, Colin Howard (Vauxhall Chevette); 2, Steve Cooper (Mini); 3, Spam Speed (Mini).
Rally cars: Wayne Golding (Ford Escort).

One of the more unusual rallycross machines, Paul Alloway's Landcrab BL 1800.



Silverstone saloons

The Tourist Trophy, dubbed the world's oldest motor race — it was first run in 1905 — is the annual chance for Britain's regular Group 1 saloon protagonists to rub shoulders with Europe's G2 stars.

This year the Silverstone race has attracted the leading lights of the European Touring Car Championship, who are coming to Northants for the penultimate round of the nine round series. Leaders in the manufacturers table are BMW and Audi, neck and neck, while in the driver's category Helmut Kelleners and Sigi Muller have a one point lead over Willi Bergmeister and his co-driver Hans-Joachim Nowak. BMW leads Audi by 72 to 71 points.

The TT is run in eight classes. There are five G2 classes split on engine sizes and three for G1 cars. Heading the list is a brand new G2 Rover (see *Pit & Paddock*) built up by Dave Price Racing and sponsored by Unipart for G1 Rover driver Jeff Allam. He will be joined by Tiff Needell, having a rare saloon outing. In the over-3000cc class the Rover is up against a trio of BMW 635 CSis and a lone AMX Spirit for Jon Markey and David Palmer. A class down sees BMW 3.0 CSis, Ford Capris, two Mazda RX-7s — one for Tom Walkinshaw — and the Jolly Club Sunbeam Lotus of Carlo Facetti and Martino Finotto.

The Eggenburger BMWs of Kelleners/Muller and Marco Vanoli and Enzo Calderari head the 1601-2000cc class,

though the fabulous Zakspeed Escorts of Klaus Ludwig and Klaus Niedzwiedz are likely front runners, too. Pete King and David MacPherson bring out their trusty Ronnie Scott's RS1800.

Four Audi 80s, including the Bergmeister/Novak cars head the 1301-1600cc class while the smallest G2 class for 1-litre to 1.3-litre cars is dominated by four Skoda 130RS entered by Skoda (GB).

Many of the Tricentrol regulars will be out in G1 cars. Rex Greenslade is joined by Roger Clark — yes, the rally driving person — in a Rover while Capris are entered for Vince Woodman/Jonathan Buncombe; Andy Rouse/Gordon Spice; Holman Blackburn; Charles Sawyer-Hoare and Nick Whiting. Brian Muir and Dave Brodie join up in the Patrick MotorSport Rover while Peter Clark/Jeremy Nightingale and Nick Mason bring out an Esprit and John Clelland and Chuck Nicholson are driving the Opel Monza entered by DOT.

In smaller capacity classes, Stirling Moss and Richard Lloyd drive an Audi 80 — the third member of the Akai team, Tony Lanfranchi, has found a G2 Audi seat, while Tricentrol champion Win Percy is joined by David Palmer in an RX-7. Neil McGrath and Mike Wilds join forces in a Renault 5 Gordini.

There are supporting races for Esso Formula Fords, Derwent TV Sports 2000 and the final round of the Lloyds & Scottish Historic championship.

LYDDEN HILL

British spectators have their only opportunity to see a true international field of rallycross cars and drivers, on Saturday, when TEAC organise the British round of the 1980 European Championship at Lydden Hill.

The meeting has attracted around 70 entries, 31 of which come from six countries outside the UK.

Heading the field in the Saloon Division, will be twice European Champion Martin Schanche, who will be looking for a hat-trick to help him on his way to a third title.

It's not on television this year, so make sure you go along to watch!

SNETTERTON

The BRSCC's Hitachi Atlantic car races take place at the Norfolk track on Sunday, a five-race supporting programme being laid on for the 20 lap Formula Atlantic championship event. The Ralt RT4s of series leader David Leslie and Irishman Alo Lawler are challenged by the rapid Marches of Phil Dowsett, Charlie Kirby and Roger Orgee while triple-F4 champion Ian Briggs and Ian Flux's unique Ehrlich will be in there pitching in the main race.

Hamish Irvine and Chuck Nicholson head the Wilcomatic prodsaloon entry while Jim Edwards, Steve Soper and Charles Tippet dispute Fiesta honours in the other tin-top event. Fibreglass-tops are out in force with three Skodas taking on Alan Smith's Lotus-powered Fiesta over 10 laps. Motorcraft FF2000 with

Tim Davies, Julian Morley and Richard Trott and Townsend Thoresen FF1600 starring Rick Morris, Roberto Moreno and Allen Revell complete the day's sport. Racing is from 2pm with practice at 9.30am.

BRANDS HATCH

A full entry has been received for the MGCC's annual outing at Brands with rounds of all the club's championships sharing the bill with a Kentagon FF1600 round. Practice is from 10.40am with racing at 2pm. Hordes of MGA, B, C and V8 models will be seen throughout the day as well as the glorious T-types, this meeting probably being the club's last while the MG plant at Abingdon remains open. Andy Ackerley (Lister Ray 80F) and Peter Argetsinger (Royale RP26) are within striking distance of Kentagon leader Robert Coates (Red Star RP26) in Brands Hatch's own FF1600 series.

DONINGTON

Historic action with the VSCC's Shuttleworth & Nuffield trophies race meeting which also features events for Vintage racing and sports cars. Racing gets underway at 2pm with Chris Mann's ex-Richard Shuttleworth 1935 Donington GP-winning P3 Alfa Romeo taking pride of place on the entry. Watch too for Hamish Moffat's Bugatti T35B, Rodney Felton's Alfa and Richard Black's Bentley, all three cars tying for the lead of the Motor Sport Brooklands Memorial Trophy competition.

INGLINGTON

Inglinton on Sunday sees the only Scottish round of the Clubmans Register 'A'-class championship intermingled with a fine array of local championship racing, the programme commencing at 2.15pm. Mike Dixon's UCL Mallock and Jim Yardley's ingenious Beagle currently share the lead in the Supersports series but Scots Andy Smith, Kenny Allen, John Fyda and John Mackie will be more determined than ever to wrest the laurels from the Englishmen. Dick Mallock's new Mk22 works chassis will be present, as will Chris Greville-Smith (Phantom), Chris Hart (Gryphon) and Hugh Chamberlain (U2).

Tom Brown from Cambuslang is favourite to take the Shell Scottish FF1600 title in his Van Diemen while David Leslie's Hope Scott Garage Ralt faces Graham Hamilton (Surtees TS20S) and Cameron Binnie (March) in the *Formule Libre* event. The fierce Volkswagens of Wally Robertson and Mick Hill do battle in the GT race.

HALFORDS RAC TOURIST TROPHY 1980 SILVERSTONE

Saturday, September 13

09.15—10.45	Tourist Trophy cars practice
11.00—11.25	Formula Ford (Heat 1) practice
11.40—12.05	Formula Ford (Heat 2) practice
12.20—12.45	Sports 2000 practice
13.45—14.10	Historic practice
14.25—14.50	Sports 2000 practice
15.05—16.35	Tourist Trophy cars practice
16.55—17.10	ESSO FORMULA FORD RACE — Heat 1 (7 laps)
17.30—17.45	ESSO FORMULA FORD RACE — Heat 2 (7 laps)

Sunday, September 14

09.00—10.30	Pits walkabout
11.50—12.10	Untimed warm-up for TT cars
12.15—12.30	Demonstration run of Thrust 2
12.40—13.00	ESSO FORMULA FORD RACE (10 laps)
13.20—13.40	LLOYDS & SCOTTISH HISTORIC RACE (10 laps)
14.10—17.15	HALFORDS RAC TOURIST TROPHY (107 laps)
17.45—18.05	DERWENT TV SPORTS 2000 RACE (10 laps)



Four G2 Audi 80s — this is the Seikel/Trint car — are entered for this weekend's Tourist Trophy at Silverstone.

International Events

Date	Venue	Event
Sep 12/13	Isle of Man	Manx Trophy Rally — European Rally Championship/Sedan Products Open Rally Championship/Irish Tarmac Champion
Sep 12/17	New Zealand	Motogard Rally — World Rally Championship, round 8
Sep 13/14	Imola, Italy	Italian Grand Prix — World Championship, round 13, BMW Procar Championship, round 9
Sep 13/14	Silverstone, England	Halfords RAC Tourist Trophy — European Touring Car Championship, FF1600, Sports 2000, Lloyds & Scottish Historic Car Race
Sep 12/14	Mondello Park, Ireland	B & I Line Leinster Trophy — F3, Atlantic, FF1600, FF2000, FVW, Production Saloons, Modsports
Sep 14	Dover Downs, USA	CRC Chemicals 500 — NASCAR Winston Cup Grand National
Sep 14	Bridgehampton, USA	Formula Atlantic Championship

National Events

Date	Venue	Event	Status	Club	Start	Details
Sep 13	Madeira Drive, Brighton	Sprint	N	Brighton & Hove MC	09.00	Brighton Speed Trials — RAC British Sprint Championship
Sep 13	Lydden Hill, nr Canterbury	Rallycross	I	TEAC	12.00	European Rallycross Championship
Sep 13/14	MR171/298944	Rally	R	Forresters CC	23.30	The Autopian Rally — WAMC Road Rally Championship
Sep 13/14	Halfway Cafeteria, Harrietsham, (MR189/878528)	Rally	R	Borough 18MC	23.01	Powerush Trophy Rally
Sep 13/14	Wiscombe Park, Devon	Hillclimb	N	Bristol MC & LCC	13.00	Five Clubs Hill Climb — British Hillclimb & British Haynes Leaders Championships
Sep 14	Conker Trees, Avon Dassett, nr Southam	Production Trial	C/R	Coventry & Warks MC	—	Dassett Production Car Trial — RAC Championship
Sep 14	Carrsides Farm, Newton Aycliffe	Autocross	R	Darlington & DMC	13.30	Trustee Savings Bank Autocross — Journal/National Benzole/ANECCC Autocross Championships
Sep 14	Wroughton, nr Swindon	Sprint	R	Singer OC/Invaders MC	13.00	'Double Top' Sprint
Sep 14	Stert, Devizes, Wilts	Autocross	R	Devizes & DMC	14.00	Castle Autocross
Sep 14	Archerfield Estate, Dirleton, (MR66/505841)	Rally	R	Dunfermline CC	11.01	Glenplant Festival Rally
Sep 14	Lydden Hill, nr Canterbury, Kent	Rallycross	CP	Astra MC	13.30	—
Sep 14	Snetterton, nr Thetford, Norfolk	Race Meeting	C	BRSCC	14.00	Atlantic, FF2000, FF1600, Special Saloons, Production Saloons
Sep 24	Brands Hatch, nr Fawkham, Kent	Race Meeting	R	MGCC	14.00	MG cars, FF1600, Concours
Sep 14	Ingliston, nr Edinburgh	Race Meeting	R	SMRC	14.15	Clubmans, Libre, GT race, FF1600
Sep 14	Donington Park, nr Castle Donington, Derby	Race Meeting	C	Vintage SCC	14.00	Shuttleworth & Nuffield Trophies Race Meeting

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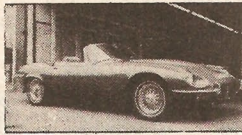
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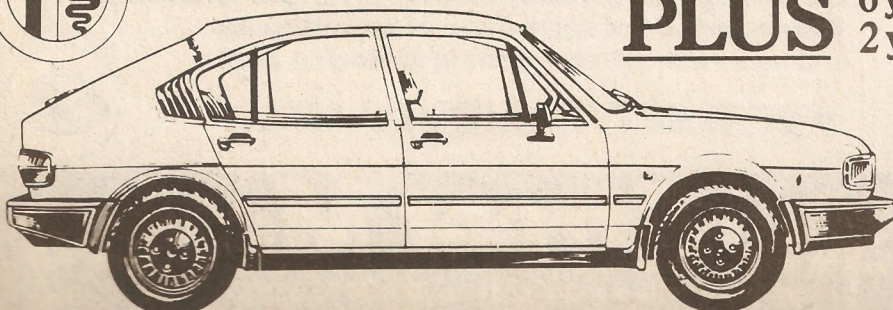
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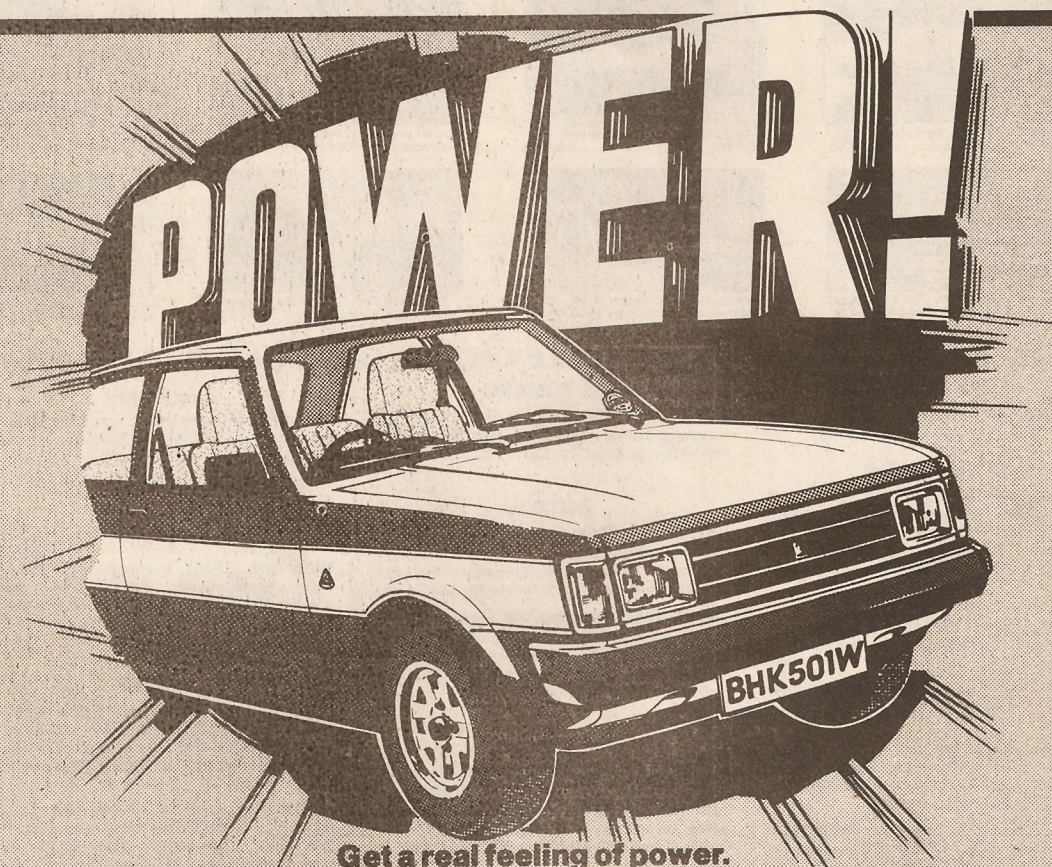
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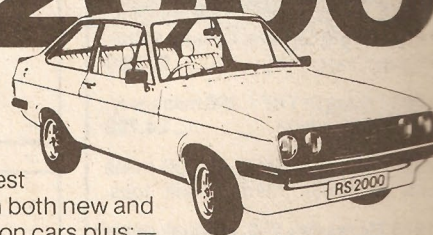
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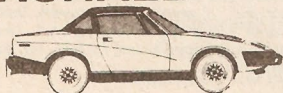


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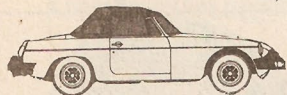


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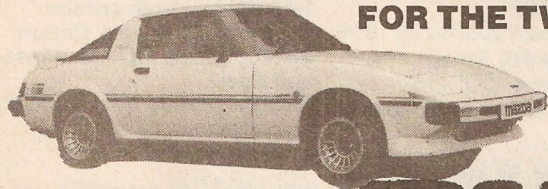


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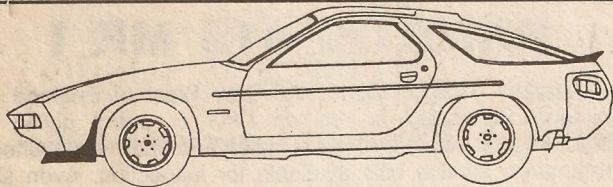
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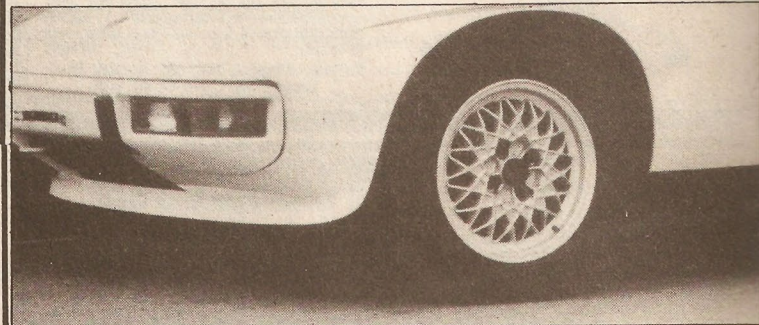
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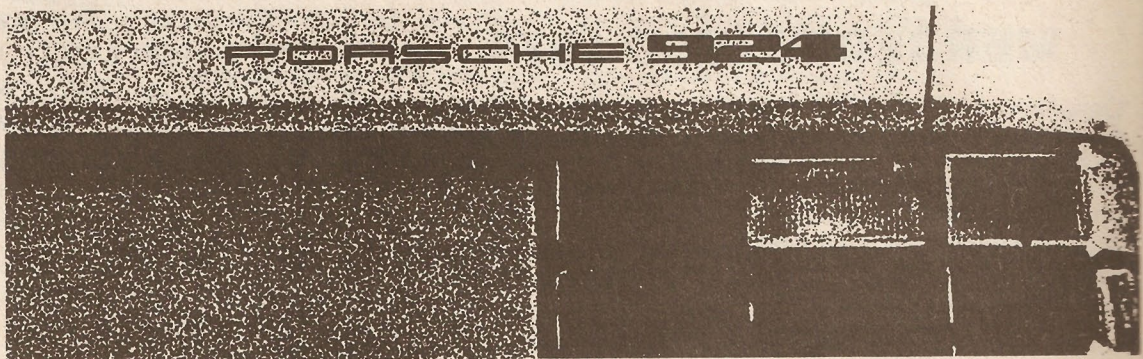
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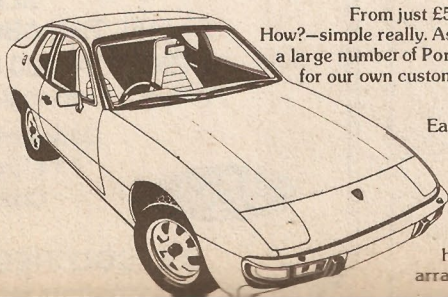
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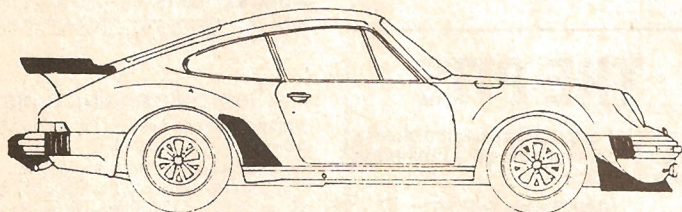
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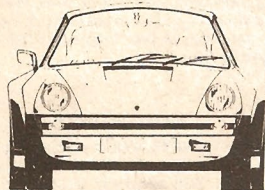
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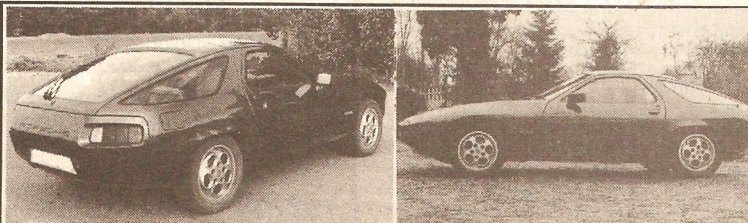
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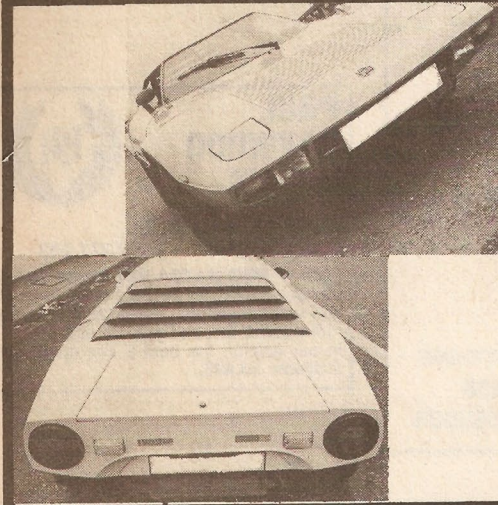
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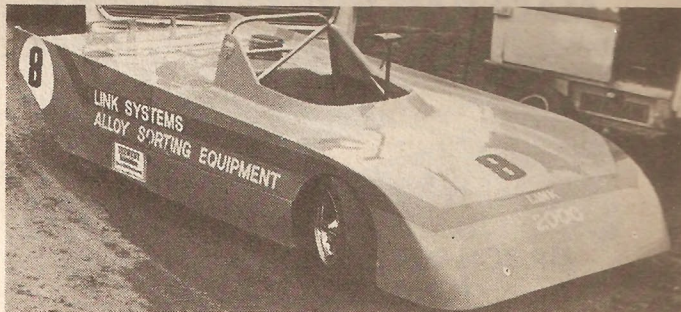
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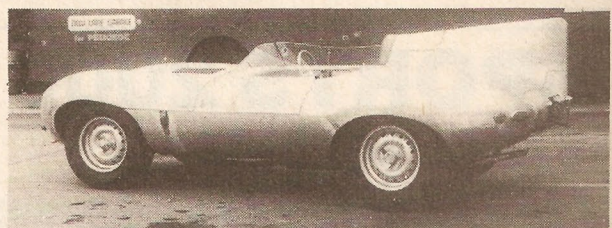


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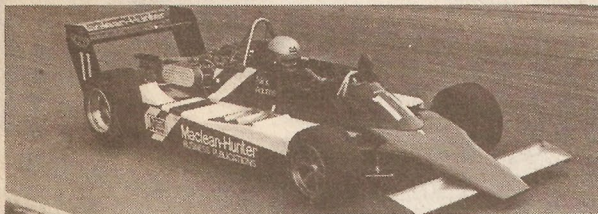
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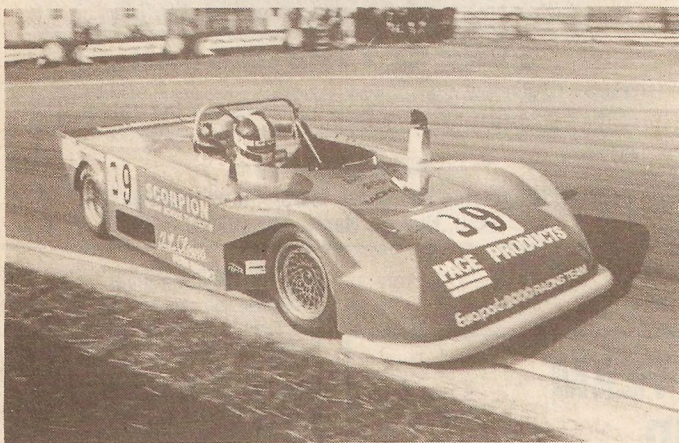
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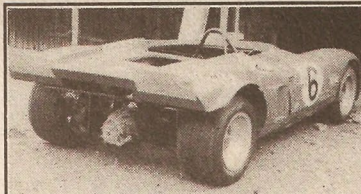
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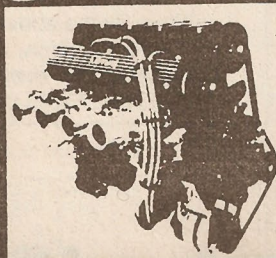
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- AEROQUIP FITTINGS from £2.24 per ft.
- AEROQUIP HOSE £51.25
- BATTERY JACK PLUGS £25.70
- VARIABLE GREEN TOP £27.75
- LUCASMASTERSWITCH £59.00
- SILENCERS £132.75
- PACE/CW CHECKER £25.88
- DUNLOP TRACKING GAUGE £10.12
- REV COUNTER
- AV RING

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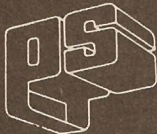
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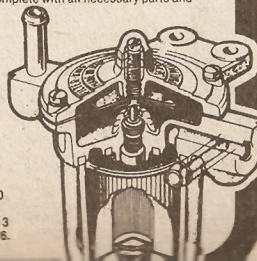
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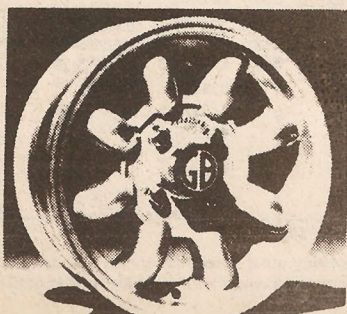


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52	8.2/16.0-10	G54	£39.50	13	9.5/20.0-13	WET	£50.00	2	12.0/23.0-13	G62	£17.50	2	7.5/23.0-14	WET	£15.00
6	8.2/16.0-10	G46	£22.50	11	9.5/20.0-13	G45	£55.00	4	12.0/23.0-13	G62	£17.50	42	8.0/21.5-15	G57	£37.50
4	8.2/16.0-10	G56	£17.50	16	9.5/20.0-13	G45	£55.00	7	12.0/23.0-13	G64	£20.00	1	8.0/21.5-15	G54	£10.00
1	10.2/19.0-12	G42	£5.00	10	10.0/20.0-13	G57	£22.50	1	12.0/23.0-13	G64	£10.00	16	8.0/21.5-15	G50	£37.50
46	6.0/20.0-13	G54	£41.00	15	10.0/20.0-13	G54	£52.00	2	12.0/23.0-13	G64	£20.00	24	8.0/21.5-15	G54	£37.50
18	6.0/20.0-13	G50	£41.00	1	10.0/20.0-13	G45	£59.50	2	12.0/23.0-13	G66	£20.00	7	8.0/21.5-15	WET	£37.50
11	6.0/20.0-13	G65	£44.00	24	10.0/20.0-13	G45	£62.00	5	12.0/23.0-13	G64	£20.00	3	9.3/23.5-15	WET	£58.50
94	7.2/20.0-13	G50	£42.00	24	10.5/20.0-13	G55	£35.00	1	12.0/23.0-13	G44	£5.00	2	9.5/20.0-15	G54	£47.64
31	7.2/20.0-13	G50	£42.00	2	10.0/23.0-13	G65	£22.50	11	12.0/23.0-13	WET	£60.00	6	9.5/20.0-15	G59	£51.00
96	7.2/20.0-13	G65	£48.00	4	10.5/23.0-13	G65	£35.00	14	12.0/23.0-13	G45	£65.00	2	9.5/20.0-15	G62	£30.00
65	7.5/22.0-13	G56	£45.50	51	10.5/23.0-13	G65	£35.00	8	13.0/23.0-13	G57	£25.00	1	9.5/20.0-15	G45	£47.64
81	22.0x7.5-13	H	£56.00	9	10.5/23.0-13	G64	£35.00	1	13.0/23.0-13	G66	£69.50	1	10.0/22.0-15	G54	£52.00
30	22.0x7.5-13	M	£56.00	19	10.5/23.0-13	S	£35.00	6	13.0/23.0-13	WET	£72.00	27	10.25/24.0-15	G57	£12.50
50	22.5x7.5-13	H	£54.00	11	10.5/23.0-13	S	£35.00	3	27.0x14.0-13	WET	£25.00	5	10.5/23.0-15	G49	£15.00
30	22.5x7.5-13	WET	£54.00	30	10.5/23.0-13	S	£35.00	1	12.0/23.5-15	G44	£12.50	1	10.5/23.0-15	G54	£10.00
53	8.0/22.0-13	G50	£50.00	20	10.5/23.0-13	S	£35.00	31	12.5/23.5-15	G57	£17.50	2	10.5/23.0-15	G54	£51.00
80	19.5x8.5-13	H	£58.00	15	10.5/23.0-13	S	£35.00	1	12.5/23.5-15	G45	£10.00	1	11.5/22.0-15	WET	£12.50
50	19.5x8.5-13	M	£58.00	30	11.0/22.0-13	G50	£35.00	25	13.1/24.0-15	WET	£15.00	1	12.0/23.5-15	G49	£12.50
1	8.5/22.0-13	GP1	£12.50	13	11.0/22.0-13	G65	£35.00	33	13.0/26.0-15	G57	£12.50	7	12.0/23.5-16	G57	£10.00
34	8.5/22.0-13	G56	£50.00	24	11.0/22.0-13	G65	£35.00	2	13.0/26.0-15	G57	£12.50	6	12.0/23.5-16	WET	£17.50
19	9W/20.0-13	G56	£49.00	11	11.0/22.0-13	G65	£35.00	9	13.0/26.0-15	WET	£15.00	1	12.0/23.5-16	G57	£10.00
29	9.0/20.0-13	G31	£15.00	7	11.0/22.0-13	G65	£35.00	9	13.0/26.0-15	WET	£15.00	6	12.5/25.0-16	G63	£15.00
1	9.0/20.0-13	G44	£12.50	77	11.0/22.0-13	G65	£35.00	20	13.0/26.0-15	WET	£15.00	5	12.5/25.0-16	G57	£15.00
2	9.2/20.0-13	G31	£15.00	64	11.0/22.0-13	G64	£35.00	12	13.0/26.0-15	G54	£20.00	13	12.5/25.0-16	G57	£15.00
1	9.2/20.0-13	G57	£12.50	18	11.0/22.0-13	G64	£35.00	8	14.0/24.0-15	G44	£12.50	15	12.5/25.0-16	G57	£15.00
7	9.2/20.0-13	G49	£15.00	5	11.0/22.0-13	G64	£35.00	50	14.0/24.0-15	G57	£12.50	30	13.1/24.0-16	WET	£12.50
8	9.2/20.0-13	G49	£15.00	6	11.0/22.0-13	G64	£35.00	5	14.0/24.0-15	G57	£12.50	19	13.1/24.0-16	WET	£12.50
92	9.2/20.0-13	G49	£15.00	74	11.0/22.0-13	G64	£35.00	4	14.0/24.0-15	G54	£12.50	14	13.1/24.0-16	WET	£12.50
88	9.2/20.0-13	G49	£15.00	83	11.0/22.0-13	G64	£35.00	18	14.0/24.0-15	G54	£20.00	12	13.1/24.0-16	WET	£12.50
1	9.2/20.0-13	G44	£12.50	6	11.0/22.0-13	G64	£35.00	3	14.0/24.0-15	G54	£20.00	28	13.1/24.0-16	WET	£12.50
26	9.2/20.0-13	G44	£12.50	65	11.0/22.0-13	S	£35.00	8	10.0/22.0-16	G63	£22.50	7	13.0/25.0-16	G44	£12.50
1	9.2/20.0-13	G44	£12.50	28	11.0/22.0-13	S	£35.00	31	10.0/22.0-16	G54	£17.50	21	14.0/24.0-16	G58	£12.50
65	9.2/20.0-13	G52	£17.50	71	11.0/22.0-13	S	£35.00	12	10.0/22.0-16	WET	£17.50	6	14.0/24.0-16	G44	£12.50
98	9.2/20.0-13	G52	£17.50	47	11.0/22.0-13	G64	£35.00	3	10.0/23.5-16	G57	£22.50	6	14.0/24.0-16	G44	£12.50
23	9.2/20.0-13	G54	£22.50	43	11.0/22.0-13	G66	£35.00	1	10.0/23.5-16	G54	£10.00	14.0/24.0-16	G44	£12.50	
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2	9.5/20.0-13	G34	£15.00	4	11.0/23.0-13	G54	£35.00	25	10.0/23.5-16	WET	£22.50	6	14.0/24.0-16	WET	£12.50
3	9.5/20.0-13	G31	£15.00	10	11.0/23.0-13	G50	£35.00	16	11.5/23.5-16	WET	£20.00	1	14.5/24.0-16	G49	£10.00
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86	9.5/20.0-13	G57	£20.00	6	11.5/20.0-13	G64	£35.00	2	12.0/23.5-16	G63	£10.00	30	12.5/27.5-19	WET	£12.50
20	9.5/20.0-13	G57	£20.00	7	11.5/20.0-13	G64	£35.00	20	12.0/23.5-16	G58	£10.00	16	12.5/27.5-19	G62	£27.50
1	9.5/20.0-13	G49	£5.00	17	11.5/20.0-13	G55	£35.00	1	14.0x26.5-13	S	£15.00	16	12.5/27.5-19	WET	£17.50
1	9.5/20.0-13	G49	£5.00	23	11.5/20.0-13	G55	£35.00	5	15.0/28.0-13	S	£27.50	5	14.0/27.5-19	G63	£17.50
8	9.5/20.0-13	G44	£17.50	4	11.5/20.0-13	G55	£35.00	2	15.0/28.0-13	S	£27.50	17	14.0/27.5-19	G57	£20.00
4	9.5/20.0-13	G44	£17.50	26	12.0/20.0-13	G50	£54.00	1	15.0/28.0-13	S	£15.00	15	14.0/27.5-19	G57	£20.00
17	9.5/20.0-13	G44	£17.50	17	12.0/20.0-13	WET	£65.00	2	15.0/28.0-13	WET	£30.00	7	14.0/27.5-19	G54	£22.50
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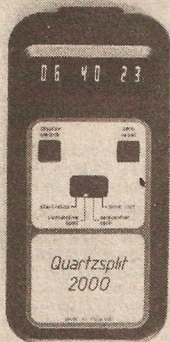
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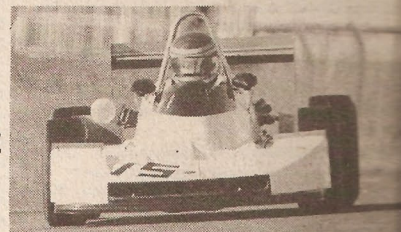
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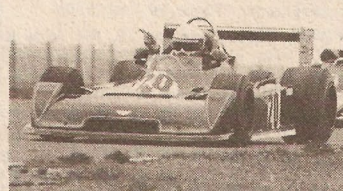
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Page & Moy Ltd., 136-138 London Road, Leicester LE1 2EN—Leicester (STD 0533) 552521 or 542000

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Porsche Sales & Service—see Charles Ivey Engineering
Power Promotions and PR, York House, 17 Charwood Road, Wokingham, Berkshire RG11 1RY—Wokingham (STD 0734) 780626

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Racing Services (Engines) Ltd. (Engine Development and Tuning Specialists), 88 Walsworth Road, Hitchin, Herts. SG5 9SY—0462 59537/58787

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R.H.L. Racing (Race Engine Building & Service Twin Cam & Weber Specialists), Yoxall, Burton on Trent, Staffordshire—0543 472225

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

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Jparkrite Racing Ignition, 82 Bath Street, Walsall, West Midlands WS1 3DE—Walsall 614791 4 Telex 339937 Code E D A

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