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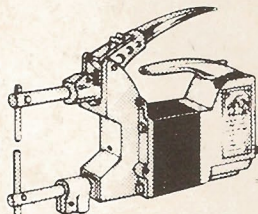
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this week

- 2 Pit & Paddock
- 8 Correspondence
- 10 Purely Personal: James Hunt on the appeal of F1
- 12 The Grovewood Motor Racing Awards 1979
- 14 Christmas Book Reviews
- 18 Industry Insight: Sark makes its mark
- 20 Club racing, USA — the American amateur scene
- 25 Interview: European Rally Champion Jochi Kleint
- 28 Special Stage
- 32 Stagecard
- 36 Seasonal Survey: Group 2
- 40 Seasonal Survey: Group 1
- 46 Sports Extra
- 48 Sportscard
- 49 Weekend Sport

The last time? Carlo Facetti corners the European Touring Car Championship winning Group 2 BMW CSL at Paddock Bend, Brands Hatch. The final season of the CSL's homologation is discussed in this issue.



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We want more

For several years, we have heard the same rumours, but this time we believe that they should be taken seriously. It does now seem likely that we have seen the last non-championship Formula 1 race in Britain. It is probable that the International Trophy at Silverstone next Spring will be a round of the Aurora AFX series.

As motor racing enthusiasts, we will naturally be sad if this famous event is no longer contested by the Grand Prix teams, and we also feel the same way about the Race of Champions at Brands Hatch. However, FOCA support for these meetings over the past couple of seasons has been very poor compared with earlier years, and unfortunately it is immensely difficult for the non-championship fixtures to survive in the present economic climate of Formula 1. We may be forced to accept this as a fact of modern life.

If the International Trophy does become an Aurora round there will still be an opportunity for the organisers to make the event something special, and hopefully the British series — boosted by news of another new team this week (*P&P*) — will show further dramatic improvement in 1980.

However, we must not be content with this hope. Is now not the time to press for this country to host a second Grand Prix? Three races in the USA were confirmed for 1980 at one stage, and we are sure that a second British *Grande Epreuve* could be sustained. After all, there are now three circuits in Britain anxious to stage a GP, and there remains a predominance of British teams. We urge the RAC Motor Sports Council and the FOCA to examine every possibility of thus satisfying the British enthusiast.

World Rally Championship points

In the *Editorial* column of last week's issue, we attacked the FISA for its handling of the points system for the World Rally Championship of Drivers. We have since received from the FISA a telex which clarifies the present points positions, notes when the changes to the regulations were made, and details when they were published (see *Special Stage*).

In fact, the FISA studied the World Championship points system back in December last year, and first raised the question of a change at that time. The final, approved changes to the points system were published in March, 1979 — although several prominent team officials have remained confused about the situation until now.

It is up to them — and us — to study the FIA Bulletins to ensure that every change to the international motor sport regulations are noted, for this is the present (possibly unsatisfactory) FISA system.

Therefore we withdraw our accusation of mismanagement by the FISA with our apologies, and thank the FISA's Yvon Leon for clarifying the situation.

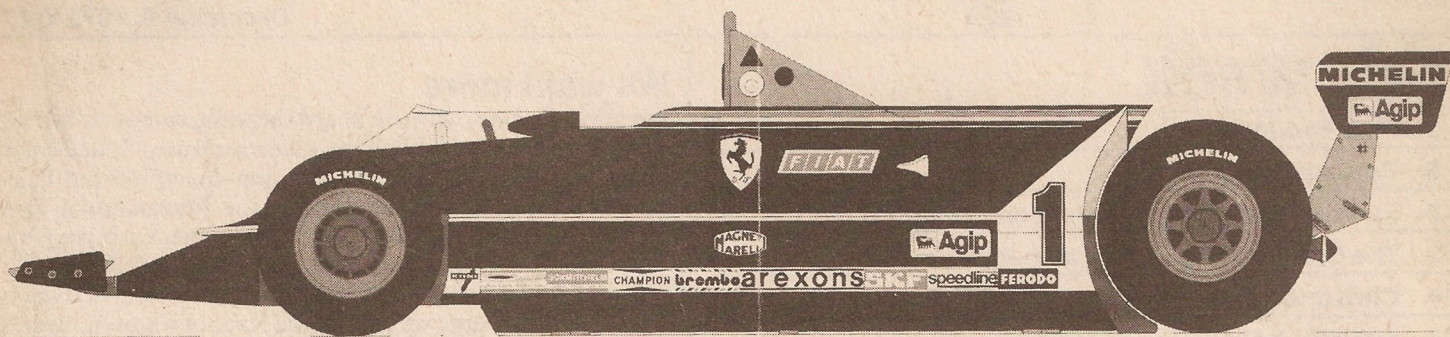
cover picture

Richard Lloyd raced VW Golf GTIs in both Group 1 and Group 2 form during 1979, scoring 1600cc class victories on both sides of the Channel. Our annual review of International touring car racing begins on page 36. Photo: Phil Blume.

next week

March 1969-1979: our major feature includes three track tests by Stephen South — Free colour super-poster depicting a decade of March racing successes — Nigel Roebuck talks to Frank Williams about the year it all came good — Our annual review of the Castrol-Autosport National Rally Championship — Profile of series runner-up Jimmy McRae — Alfasud Sprint Veloce on test*

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



The Ferrari T5 looks broadly similar to the 1979 World Championship winning T4, but there are significant new features. See story below.

New Ferrari T5 quick in first Ricard tests

Finding a car to improve upon the performance of a World Championship winner is a difficult task (as Team Lotus found out to their cost this season), but the latest challenger from Maranello, the Ferrari 312 T5, looks like being good enough to carry on from the T4. We published the first picture of the new T5 in last week's issue, but some more details have come to light since then which would appear to bode well for 1980.

Not surprisingly, the T5 closely resme-

bles the old T4 but there are several alterations to the bodywork, most noticeably behind the cockpit. A slight redesign of the familiar flat-12 engine has narrowed the width of the unit by some 5cms and this, together with reworked rear suspension, has enabled the Italian engineers to make better use of the sidepods in improving the airflow, and generating downforce.

Extensive use of the wind-tunnel by the Pininfarina aerodynamicists has reduced the drag co-efficient considerably,

while Ferrari also claim that the new car possesses more structural rigidity than the T4. Incidentally, parts of the monoque and the skirts are of carbonfibre construction.

The detail alterations to the flat-12 engine raise maximum power output at 12,300rpm to a reputed 515bhp and, with the overall weight of the car reduced slightly in comparison with the T4, the combination would seem to compare favourably with the Cosworth users. And, on top of this, the T5 was built with the new 1.5-litre V6 turbo engine in mind, and can easily be adapted to utilise this engine should it prove to be superior to the normally-aspirated 3-litre twelve.

Ferrari took their new car to Paul Ricard last week, and it was immediately very quick. Running the T5, but fitted with T4 bodywork, Gilles Villeneuve got round in 1m 5.72s, Jody Scheckter lapping in 1m 6.20s. With its new,

all-adjustable, front suspension, Gilles reports that the new car is very much easier to set up than its predecessor, while Jody says that the brakes are very much better.

There is also news of the Ferrari 126, which will be seen next year. This car is completely new, and has been designed primarily with the turbo in mind. However, it will also take the conventional flat-12. The driving position is said to be very far forward indeed, 20cms ahead of that of the T4. The gearbox will be mounted conventionally, unlike the transverse 'box which gave the 'T' (*Trasversale*) range its prefix. The fuel system is governed by a small computer, and totally different suspension is fitted, front and rear.

Testing of the car will begin in January, but it is now not expected to race before the Italian Grand Prix in September.

Brambilla in Aurora with Brabham-Alfa?

From Italy we hear strong rumours of a new Formula 1 outfit, the Jolly team. It is to be run by Roberto Angelioni and Sandro Uberti, and reportedly has a large French sponsor, as yet un-named.

We believe that the team has bought three Brabham BT48 chassis from Bernie Ecclestone. Since the decision to switch back to Cosworth engines, the BT48s (which were powered, of course, by the Alfa Romeo V12) have been redundant. Alfa's Carlo Chiti said, at the conclusion of the association with Brabham, that he would never again supply his company's engines to other

teams: it is believed that he has changed his mind, and that the Jolly team will have Alfa V12s next season.

The drivers are thought to be Vittorio Brambilla and Piercarlo Ghinzani.

Quite where the cars will race is open to conjecture. It is most unlikely that they will be able to take part in many Grands Prix, and our Italian source believes there is an excellent chance that the cars may be seen in some of the Aurora AFX championship rounds next year. We hope this is true — the idea of Vittorio in Aurora is intriguing. . .

Andretti and Ongais for Indy Porsche?

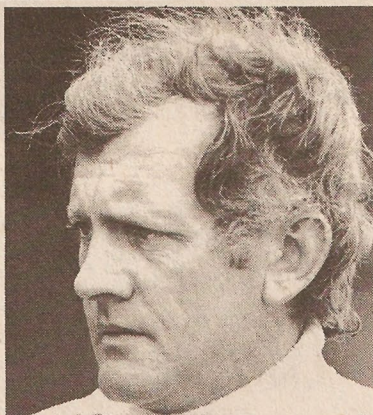
Porsche were due to announce their 1980 plans in Stuttgart today (Thursday), and it is believed certain that the German company has decided to take the plunge and go to Indianapolis. There were no available details as we went to press, but the driver is thought to be Danny Ongais, the sponsor Essex Petroleum.

It is currently not known whether Porsche intend to run a complete car next year, or whether they will merely supply engines for installing in an American-built chassis. The latter option is more likely, for Ongais has already tested the flat-six engine in the back of his Parnelli VPJ6B at the Ontario Motor Speedway. If Porsche are now committing themselves to the project, we can assume that the tests went well. . .

Ongais's Parnelli has been outpaced in American Champcar racing this year by the Penske and Chaparral ground effect

cars, but a new chassis is on the way. It seems that Ted Field's Interscope Racing will run the car, in conjunction with the Porsche engineers, of course, headed by Helmut Flegl.

There are strong rumours that a second car may be run on occasion next year, and we wonder if Mario Andretti will be the driver. The man from Nazareth has yet to announce any American plans for next year. He may well continue with Penske for yet another year, but he told us some time ago that he had discussed with Porsche the possibility of driving for them at Indy. Add to that the fact that the project's likely backer is Essex Petroleum, who also sponsor Team Lotus, Andretti's 'name' would be attractive to Porsche, and the idea of running only a few races — maybe the three 500-milers — would appeal to Mario. It could happen.



Fitz — off to make his fortune.

Fitzpatrick to USA

John Fitzpatrick will be leaving these shores early in the New Year to live in America. The popular Midland driver, so long based in England and driving Group 2 and 5 cars in Europe, will be going to San Diego, close to Dick Barbour's base, for it is for the portly Californian that Fitzpatrick will be driving in 1980.

Fitzpatrick will be the number one

driver in Barbour's IMSA programme, driving a further modified version of Klaus Ludwig's Kremer-built, German championship-winning Porsche 935 K3 and the team will have the use of a stock of three twin turbocharged engines. In fact Barbour Racing will have two Porsches, but it is unlikely that the second car will be used throughout the season. During the various long-distance events in the IMSA season, Fitz will be joined by Barbour as co-driver.

They will also be doing Le Mans and, possibly, the Norisring event in the German Group 5 calendar two weeks later. Fitz expects Paul Newman to join their Le Mans team, presumably in the second car given the recently altered regulations, although it is unlikely that the actor will drive at the Daytona 24 hours due to clashing film commitments.

So, at 36, Fitzpatrick is taking his wife and daughter to the States for a new life. "I wasn't very happy driving for Georg Loos and felt that it was time I did something else. I could have continued driving in Germany, because Erwin Kremer rang me when he found that Ludwig was leaving the team but I was already in contact with Barbour. I've only got a one year contract currently, but I'm hoping that it will be extended to two or three years."

However, Fitzpatrick won't be abandoning Europe totally. Plans are currently being finalised for a drive in all the World Championship of Makes rounds in Europe this year.

Keegan's Arrows A2 tests

An Arrows A2 was tested at Silverstone last week by Rupert Keegan, Michael Korten and Helmut Henzler. Conditions were far from ideal. In the morning there was heavy rain, and the track never dried out completely for the rest of the day.

The unconventional A2 was not, of course, one of the success stories of the 1979 Grand Prix season, and Keegan was

apparently not very impressed with it. However, Henzler, driving a Formula 1 car for the first time, acquitted himself very well indeed. It is thought that the young German will drive an Arrows in the Aurora AFX series next year, with Warsteiner sponsorship as on the factory GP cars.

Procar future

In order to secure the long-term future of the Procar series which was so successful in 1979, BMW Motorsport GmbH and the Procar Association have reached an agreement whereby, from 1980 onwards, the racing will be taken over entirely by the Procar Association.

As a result of this, BMW Motorsport have sold the works Procars to the Procar Association.

As in 1979, these specially prepared BMW M1 cars will be made available to the five fastest available Formula 1 drivers. However, in 1980 the F1 drivers will be given grid positions in the Procar races in accordance with their Procar practice times.

The 1980 Procar series will consist of nine races, five of which will take place at Grand Prix races as in 1979. The remaining four will be run as independent events, and will be announced shortly in conjunction with their respective organisers.

Minardi builds F2

The Italian Minardi Everest F2 team, who this year switched to running March cars after a number of seasons with Chevron, are building their own F2 chassis for 1980. The cars have been designed by Caliri at the Fly Studio which, of course, was responsible for making the Copersucar F5 into a moderately successful car.

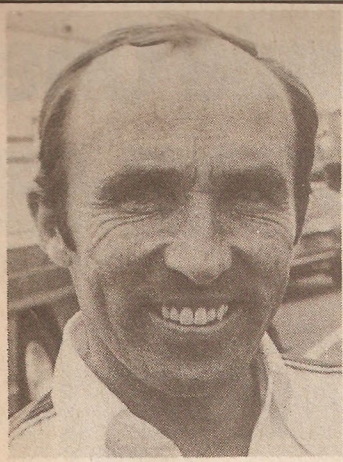
The cars will run BMW engines and probably Pirelli tyres. No drivers have yet been signed although it is expected that promising Argentine Miguel Angel Guerra will continue with the team.

F1 cars at Rindt Show

The international Essen Motor Show, incorporating the Jochen Rindt Show, takes place this year on December 1-9, and over 200 exhibitors are showing the very latest in competition machinery. A major attraction is the fully representative 'field' of Formula 1 cars on display, comprising Ferrari 312T, Ligier JS11, Williams FW06, Brabham BT46B, McLaren M28, Lotus 80, Wolf WR7, Arrows A2, Fittipaldi F5A and Renault RS11.

The exhibition also provides a showpiece for the majority of the German Group 5 series entrants: both Zakspeed Capris, the low-line Schnitzer BMW 320 turbo and Klaus Ludwig's Kremer-Porsche 935 lead this contingent.

The organisers claim a more varied and interesting list of exhibits than ever before, ranging from futuristic road cars from top design studios to the World Record holding Motivator rocket car from the USA, with which Kitty O'Neill became the world's fastest woman on wheels on the Utah Salt Flats. She will be visiting the show, along with World Champion Jody Scheckter, Gilles Villeneuve, Jacques Laffite, Clay Regazzoni and many other leading motor sport personalities.



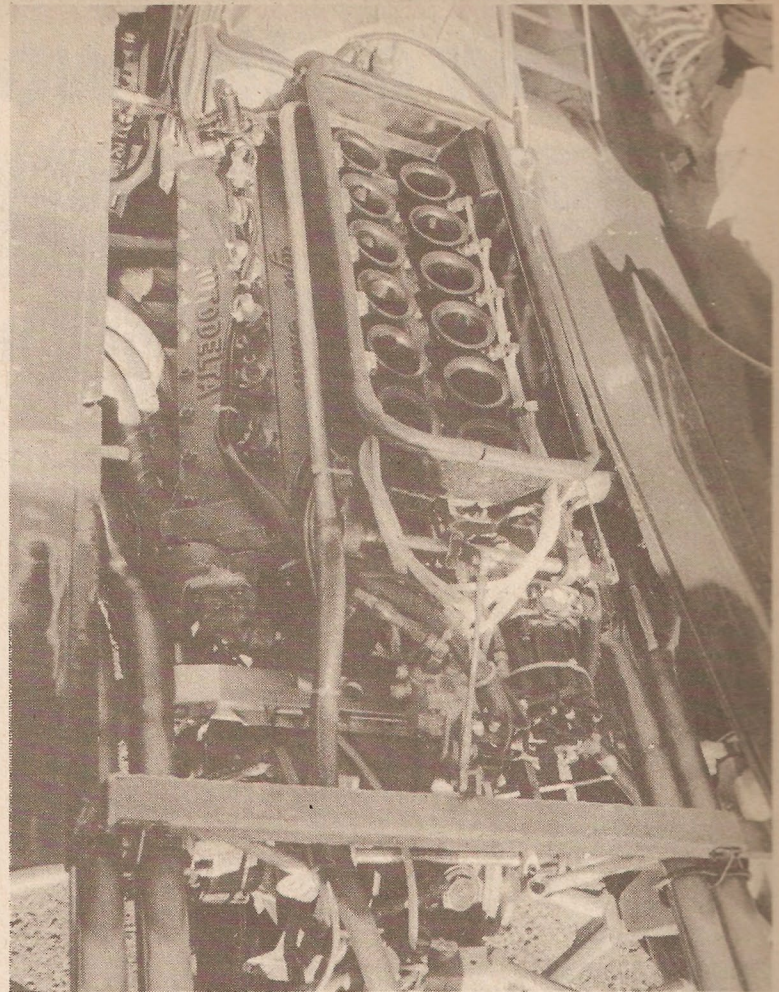
Frank's Ferodo Trophy

Frank Williams was the proud recipient of the Ferodo Gold Trophy at a London reception on Tuesday. This new Ferodo Gold Trophy replaces the one presented to Colin Chapman of Team Lotus at the end of last year. Having won it twice previously, he was invited to keep it forever. The first one was won outright in 1958 by the late Tony Vandervell so, designed for Ferodo by Professor Gerald Benney, RDI, FRCA, this is the third of the line.

More than a million hammer blows went into forming the new exclusive design, made by a craftsman at Prof Benney's workshop/studio in the Kennet Valley near Reading. The goblet is mounted on an unusual base of laminated ebony and sycamore.

The new trophy was presented to Frank Williams "for the outstanding British Commonwealth contribution to the sport of motor car or motorcycle racing for the year ending December 31."

An innovation connected with the new trophy is the inclusion of motorcycle racing in the independent panel's terms of reference. Since the trophy started in 1953, it has been restricted to car racing only.



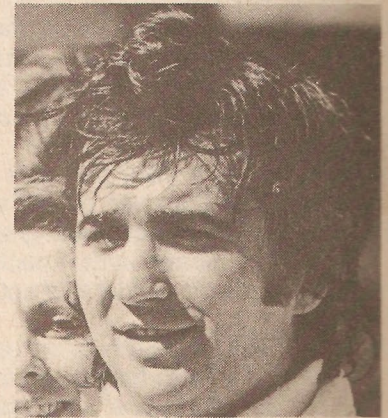
The Alfa Romeo V12. Bruno Giacomelli has hopes of it for 1980.

Marlboro to sponsor Alfa Romeo F1 team?

Alfa Romeo are due to announce their Grand Prix plans for 1980 at the end of this week. As expected, they will be running two cars for Patrick Depailler and Bruno Giacomelli, although the little Italian told us last week that he only signed three weeks ago. "I was offered a contract by Ken Tyrrell to drive for him in 1980, because of Candy, but I had an option for Alfa Romeo after Monza. I really miss living in England and I would very much like to do so again soon. I miss the TV: you know *Crossroads* and *Kojak* . . ."

Alfa will be relying on their 179 model until Zolder. Giacomelli will be testing the ex-Brambilla Watkins Glen car in Buenos Aires this week, and two new cars will be built for the opening races. Recent testing at Ricard with revised aerodynamics and outboard rear brakes went well except for the loss of a rear wheel (see *Pit and Paddock* last week) when the Speedline rim detached itself from the centre. "It went so far we couldn't find it", said Bruno, "but eventually a spectator brought it back to us". The V12 engine which proved so troublesome in the Brabham has apparently given no problems. "It is very reliable using 12,500rpm and sometimes I use 13,000. It's no problem." Questioned on the prospects of an Alfa turbo, Giacomelli said: "I have not seen or heard of a turbo project but, you know, Alfa can build engines very quickly." Other Italian sources say that Chiti and his men are looking at three possibilities for the turbo: a four-cylinder, a six-cylinder, and a 150 degree V8.

Giacomelli says he will only be driving F1 in 1980. "It's my choice. I think it is better if I concentrate on F1". Although his team-mate Depailler has sat in the



Bruno — misses British TV!

179, he still has to use sticks for walking and it is not certain if he will be fit to race in Argentina.

The Italian press is convinced that the Alfas will be sponsored by Marlboro this year, although Giacomelli said he wasn't sure. "We have a major sponsor for \$3million, but I don't know if it's Marlboro. Additional backing is expected from Scaini. The President of Alfa didn't want a sponsor but Chiti says we must because of the politics with the workers."

● As World Champion — and GPDA safety campaigner — Jody Scheckter is beginning to make his presence known. At the launch of the Ferrari T5 last week, he was strongly critical of the safety conditions at Imola, scene of next year's Italian Grand Prix.

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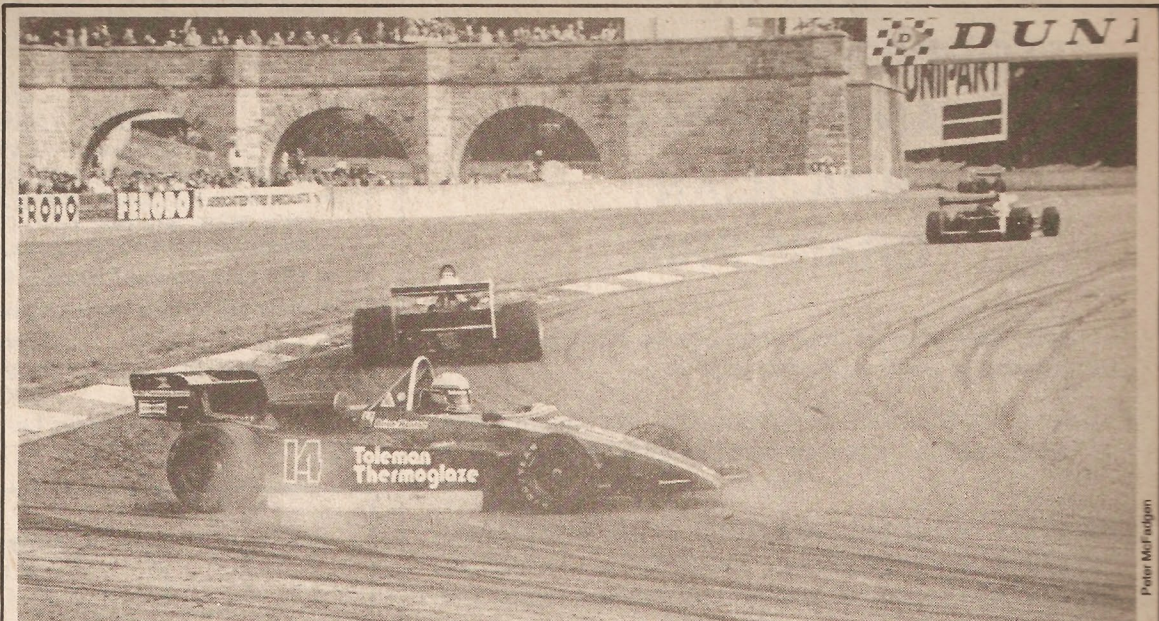
Aurora skirts ban

A communique from the RAC British Motor Sports Council informs us that the regulations for the 1980 Aurora AFX British Formula 1 Championship have now been approved by the FISA, and it is officially registered as a National Formula.

This, of course, includes the controversial banning of sliding skirts in the series next year. Guy Edwards, one of the leading lights behind an attempt to effect a reprieve of skirts at least for next season, has met with little sympathy from the RAC and has now resigned himself that the championship will take place without skirts. As to his continued involvement in 1980 Aurora AFX series, Guy has yet to make a decision. "It depends entirely on my sponsors," said a disappointed Edwards when we spoke to him at the beginning of this week.

Competitors in the Aurora series next year, as well as those in Formula 2, 3 and Atlantic, will be required to hold International B-licences and an additional qualification has been added to the up-grading procedure, the text of which reads as follows: "To have held a national or International C-licence for at least one full calendar year, and to have finished in the first five in at least ten International/national/Restricted Championship events for either single-seater or sports-racing cars on at least three different circuits within a period of 24 months." This will be in force from January 1, 1980, and results from the 1978 and 1979 seasons will be valid.

The final point to have emanated from the RAC, and by no means the least important, concerns driver discipline. The Council "is concerned with the deterioration of driver discipline during 1979 and intends to see that the necessary steps are taken to ensure that in future the regulations and the Code of Driving Conduct are respected.



This is the moment which cost Brian Henton his chance to win the European F2 Championship outright. Had he not spun at the end of the final Donington round, the title would have been clinched. As it is the issue remains unresolved because of Henton's Enna disqualification, but we now learn that the matter will be finally decided by the FISA in Paris next Monday, December 10

Ampex to back Stuck's Procar?

Ampex, the American recording tape company which has sponsored Bobby Rahal's F2 activities in Europe this season, looks likely to back Hans-Joachim Stuck in a Ron Dennis run BMW M1 in the 1980 Procar series.

Stuck, if this is the case, will transfer his allegiance to the Woking-based Project Four outfit from Manfred Cassani's team, who ran his Uher Hi-Fi M1 this season.

Elford's verdict on ATS

Last week, we received the following communication from Vic Elford, which we publish without comment:

Ladies and Gentlemen of the Press, the following is a brief summary of the three month period I passed with the ATS Formula 1 team.

Having spoken to both Hans Stuck and Mr Schmid by telephone. I went to the German Grand Prix to judge for myself whether I was interested in the job of team manager of the ATS team. After spending the weekend getting to know everybody, I passed some time with Mr Schmid and Hans Stuck after the race, and agreed to accept the job at the terms discussed. The contract was to be until the end of the year, with the express condition that Mr Schmid would let me run the team entirely my own way (with the exception of political decisions, of course).

Despite these initial assurances that I would have complete freedom to run the team, this has never happened. Each race was marked by at least one major disagreement, but by holding out and doing things my way (and heled, of course, by the new car) I think that the team made real progress in the last five races.

Shortly before leaving for the Canadian GP, Mr Schmid and I had a conversation regarding next year's programme. Having seen the potential of the new car, and feeling certain that the second one would be even better, I was very keen to run a two-car team if he agreed. His reaction was positive, providing I could find a suitable driver

able to bring some sponsorship money, as he did not feel inclined to spend all the money necessary for a second car. That seemed a reasonable attitude and I set about contacting a number of drivers whom I considered capable of doing the job as a number two driver.

A couple of weeks after our return from the USA, I was able to propose (in my opinion) a suitable driver with the right sort of sponsorship money behind him. Upon presenting the facts to Mr Schmid, his reply was to the effect that he was not in Grand Prix racing to make money, and was not interested in a second car!

On Friday, November 2, I received a telephone call at the racing team factory in Bicester, England. The call, from Mr Schmid, was to tell me to be at the ATS factory in Bad Durkheim, Germany, on Monday, November 5.

I arrived at the factory at 10.00 on Monday morning, spent most of the day going over race expense details with the company accountant, and was finally summoned to Mr Schmid's office about 17.00 in the afternoon. There I was simply told that my services as team manager were no longer required, and that Jo Ramirez had already taken my place at Bicester.

In fact, when the staff arrived for work about 08.30 on Monday morning, there was already a telex waiting from Mr Schmid, announcing that Jo Ramirez was the new team manager. I was not told until about seven hours later, although the decision had already been taken about a week earlier!

Needless to say, no reason was given for my dismissal. It was suggested that I say nothing to the Press. It was even suggested that if any members of the Press should question me about events, I should reply to the effect that I had never really been working for ATS, but just helping out for the end of the season!

Shadow's court action

Just as we closed for press, we heard that Shadow Cars Ltd have issued proceedings in the High Court for an injunction restraining Elio de Angelis from breaking his contract with them by driving for Lotus in 1980 or 1981. It is thought that the case will be heard on Tuesday, December 11, 1979, or shortly thereafter.

At a preliminary hearing before Mr Justice Browne-Wilkinson last Tuesday, the defendants gave the following undertaking: "The defendant, De Angelis, undertakes that he will not, between now and December 11, enter into any agreement with the defendant, De Angelis, which would purport to bind him to race for them at any time during the seasons of 1980 and 1981."

ment with the defendant, Team Lotus Ltd, or any other motor racing team (other than the plaintiffs), which would purport to bind him to race for them at any time in 1980 or 1981. The defendant, Team Lotus Ltd, undertakes that they will not, between now and December 11, enter into any agreement with the defendant, De Angelis, which would purport to bind him to race for them at any time during the seasons of 1980 and 1981."

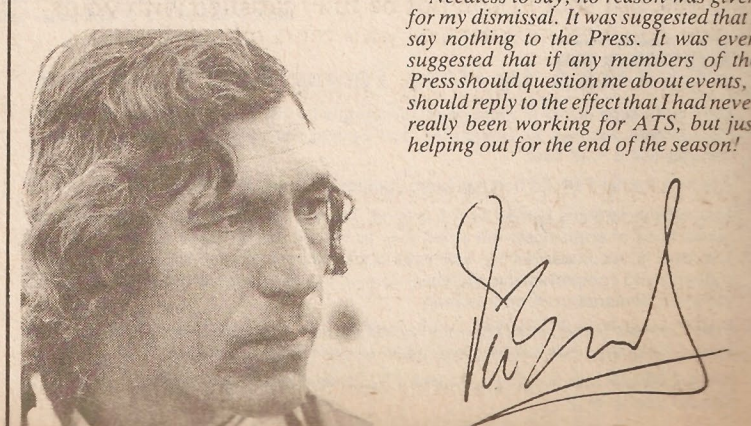
This obviously affects the driver line-ups not only at Shadow and Lotus, but also at Williams. We will give you the full story in next week's issue.

Briton buys Lauda's M1

Londoner Sam Cleps (22) looks set to be the first British privateer to contest the BMW Procar championship, having raised £35,000 through a number of personal loans to purchase this year's series-winning machine, the Marlboro/Project Four M1 of Niki Lauda.

Cleps first entered hillclimbs and sprints in a Porsche 911 a couple of years back, before turning his hand to the circuits with an Aston Martin DBS V8. He won his first race, at brands Hatch, and this prompted him to enrol in a course at Mike Eastick's Thruxton Scorpion school at which he became something of a star pupil in the Unipart novice scheme to win a free season of FF1600 racing.

Keen to gather experience, Sam opted out of the Scorpion series and bought Charlie Kirby's 1700 Mallock in which he won an MCD championship round at Mallory Park on his first visit to the circuit. For 1980 he figured that the obvious move would be into Formula 3, until he hit upon the idea of the Procar series which, with the added prestige and pulling power of Grand Prix support billings, might prove more attractive to potential sponsors. Cleps, despite this unconventional route, aims to race in Formula 1 eventually. He is still searching for a sponsor to pay running costs for the M1, which is due to arrive back in this country from the Wynn's 1000 meeting at Kyalami this week.



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Pirelli go with F2 Toleman team

"Motor racing is indispensable for us," said Mario Mezzanotte in Milan last week when he announced Pirelli's motor sport plans for 1980. He went on: "Of course we would like to go into Grand Prix racing and we looked at it very hard but, for the moment, we have decided to continue our policy of diversification into all other forms of racing and rallying. The prestige is less, we know, but the technical spin-off is probably greater. If we were to enter Grand Prix racing we would have to abandon all our other competition involvement because we don't have the capacity to produce more than 8-10,000 tyres a year."

"We will continue to watch the Formula 1 scene closely — in fact only this week we continued our testing with Alfa Romeo and, if our situation changes, we could enter Grands Prix in the next two years. If we did, it would be with two teams, probably at the bottom of the scale to start with, so that we could learn the circuits without jeopardising their chances too much."

Pirelli's racing tyres are, of course, based on the very successful P7 radial and Mezzanotte is convinced that Goodyear will eventually have to turn to radial construction to keep up with Michelin and themselves. "Goodyear must switch to radials. I cannot see that there is any alternative for them. Just one of the advantages is that radial tyres can be of softer compound because they generate less heat than the crossply."

The spearhead of the Pirelli racing programme will be the Toleman F2 team. After successful testing at Donington and Thruxton, Pirelli have decided to supply tyres to the two-car works team and to a private team running the Rory Byrne-designed TG280. No drivers have yet been chosen by Toleman, who expect to have their car testing during February.

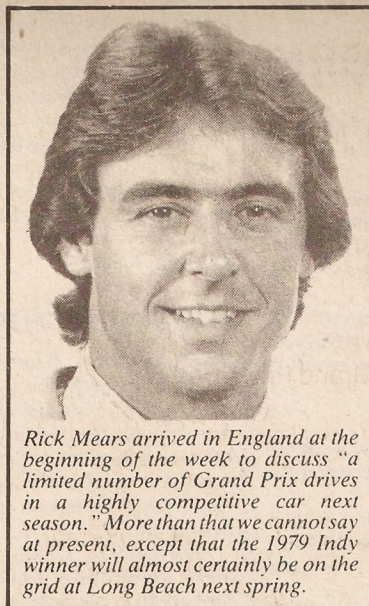
Pirelli's current racing involvement began in F2 with Piero Necchi in 1978. During 1979 they supplied tyres for

Eddie Cheever's Osella and Alberto Colombo's March. Cheever, in fact, scored more wins than anyone else in F2 during the year, but there were problems, claimed Mezzanotte. "The Osella chassis was basically designed in 1974 and was rarely tuned for the circuits. This meant that we were having to try six or seven tyres at each race, which was not ideal, although we were learning all the time. We have no test facilities at Pirelli and we only tried the tyres twice before the season started. After that, it was always at the circuits. Our wet tyre is very good but we had limited experience of slicks and this, too, was a problem. We had trouble with compounds, but I think we have learned enough to be able to cope with all situations in 1980."

"We don't understand qualifiers, and we know they are expensive. However, we do produce some very soft compounds."

It is possible that Pirelli will also supply tyres to two Italian teams for F2 "because it is politic that we do so."

Their other involvements will be in the European F3 championship with a new Dallara, probably driven by Guido Pardini; the World Championship of Makes with the Lancia Beta Montecarlo and the 2-litre Osella prototype driven by Lella Lombardi; all cars in the Fiat Abarth championship; selected runners in American Super Vee racing and Gianpiero Moretti's IMSA Porsche 935. It is also possible that Pirelli will continue to have a liaison with BMW, supplying tyres for one of their 320s in the ETC. Although Pirelli did at one time claim that they would supply their tyres to anyone who wanted them, they now find that they cannot do so. "We have had many requests to supply tyres for all makes. We just do not have the capacity to do so at the moment and a radial tyre means changes in suspension geometry to make it work properly. This is not practical for most teams."



Rick Mears arrived in England at the beginning of the week to discuss "a limited number of Grand Prix drives in a highly competitive car next season." More than that we cannot say at present, except that the 1979 Indy winner will almost certainly be on the grid at Long Beach next spring.

Briefly . . .

● An ex-works Ligier JS11, retaining backing from Gitanes, to be run in the 1980 Aurora AFX series in 1980? Just one of many rumours flying around at present, and one which would give even greater strength to the championship if it reached fruition. The driver . . . Patrick Tambay perhaps?

● Things are looking a little brighter at present for Philip Bullman, whose Surtees Aurora AFX drive was terminated through lack of finance after only three races. Extensive talks with potential sponsors have led to guarded optimism within the team who are looking towards the European F2 championship. Bullman was due to discuss the matter with March and the Toleman team this week and should be finalising his programme within the next few weeks.

● The latest car to have been introduced to the fabulous selection of machinery at the Donington Collection is Wolf WR1, the first car from Walter Wolf's stable and the one which the 1979 World Champion took to a magnificent debut victory in the 1977 Argentine Grand Prix. Also in that year, Jody won the round-the-house classic at Monte Carlo and Walter Wolf's 'home' race, the Canadian GP at Mosport.

● Mark Moodie, 21, became the 1979 Jamaican National Champion at the Vernamfield track last Sunday. Driving his ex-Stephen Choularton twin-cam March-Ford 73B, Moodie finished second to his elder brother Peter, the reigning champion, who drove the ex-Bobby Brown March 74B.

● Grovewood award winner Terry Gray, the reigning Townsend Thoresen FF1600 champion, took a day off from seeking F3-type backing for next year to instruct a number of motoring journalists in the finer arts of karting at Tilbury stadium last Saturday and the Kentishman's plans are reportedly taking shape. No major sponsorship has been forthcoming as yet but the former kart ace has purchased Ken Silverstone's Ralt RT1 from Duncan Bain for the time being. Terry hopes to get down to some serious testing shortly, feeling that the car may well prove competitive in the light of the skirt ban but if a change of chassis proved necessary he would at least have the pair of Pedrazzani engines which came with the car so that the update would not prove so costly.

● Michael Cane Ltd, the Godalming-based Jaguar and Ferrari restoration specialists, have taken delivery of the ex-Tony Trimmer 1977 ShellSport International series winning Surtees TS19 which they intend to run in the Aurora series next year. The driver is expected to be Steve O'Rourke, road manager for the Pink Floyd rock group, who has raced an Aston Martin Zagato and a Jaguar E-type in British modified sports car events under the Emka Productions banner but whose most significant achievement was a most workmanlike drive at Le Mans this year in the 12th placed Ferrari 512BB.

● Steve Wimpleton of Export Racing Components is the man behind SW Racing Enterprises Limited, the firm which will be operating a team of three new Martini chassis in the Vandervell and European F3 championships next season. To tie in with the F3 programme, Wimpleton is opening a single-seater race preparation centre and competition store in South London. A pair of cars will run in the British series, probably with Toyota power, although negotiations are still in hand with Renault about a supply of works-tended units, with a further example to contest the European championship. An open day for potential Martini F3 customers will be held next month — no drivers for the SW team have been nominated although it is believed that several leading FF1600 drivers have approached Wimpleton with a view to join the team.

● Although he had been looking towards the Aurora AFX F1 series for 1980, Mike O'Brien has now confirmed his intentions to move into the Vandervell F3 series taking the National Girobank sponsorship budget with him. O'Brien has ordered a new March 803 for his assault on the championship but for testing purposes over the winter the ex-Kenny Acheson Ralt RT1 has been acquired. Further backing for the venture is expected to be announced soon.

B&O Marches in AFX

The Bang & Olufsen F1 Team Austria is a new outfit formed to contest the 1980 Aurora AFX series under the management of Lutz Batker. They reportedly have a pair of Marches, a 781 and a 761, presumably Gerd Biechteler's chassis which have been campaigned spasmodic-

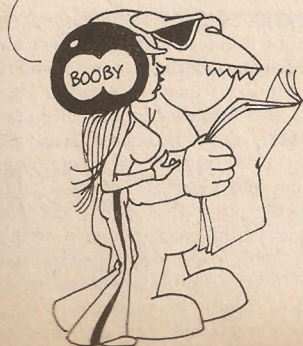
ally in Britain for the past two Aurora seasons.

Only one driver has been nominated at present, the unknown Helmut Achatz. As well as the hi-fi manufacturers, a further sponsor is Gaggenau, a firm specialising in kitchen design.

catchpole

by Barry Foley

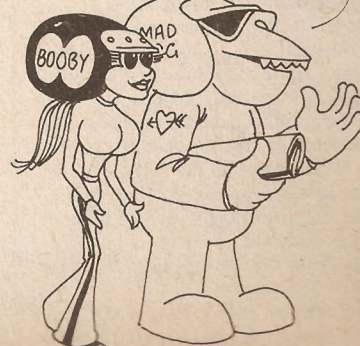
DID YOU HEAR ABOUT OLD BAMBILLA RUNNING BRABHAM-ALFAS IN THE AURORA NEXT YEAR?



YES, BUT I THINK IT'S JUST A STRATEGY BY THE RAC . . .



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RAC Rally thanks ...

The manning of the stages and controls on this year's Lombard RAC Rally involved several hundred motor clubs who provided almost 9000 marshals.

To all of these I would like to say a sincere thank you for the assistance given under what were often adverse weather conditions.

Although the Rally is run under the name of RAC Motor Sports Association Ltd, it is really the rally of the British motor clubs and I hope that all those involved derived both satisfaction and enjoyment from it.

LONDON, SW1

BASIL TYE

Managing Director

RAC Motor Sports Association Ltd

... and criticism

Now that the customary congratulations to the RAC Rally organisers are over, how about some criticism, constructive, I hope?

So this year's RAC was more compact, with a greater stage density, was it? To me, the stage mileage used seemed way below that which might have been available to the organisers.

Sunday seemed particularly bad. Why not use Weston Park instead of Knowsley, the latter then being used on Monday with, say, Heaton Park? Extra stages on Sunday could have included Loton Park, Bardon Hill, Blidworth, Clipstone, Finningley, Driffield and Olivers Mount. These would have relieved spectator burden on the stages that were used.

Further north, more forest stages could have been used plus, perhaps, Otterburn Ranges. In Wales there were probably another 10 or 20 stages which could have been used, such as Epynt, Halfway, Taening and Brenin (the roadworks weren't that extensive).

I know there are obviously good reasons why some of these stages weren't used, but surely not for all of them? If the rally is going to visit an area of the country, then all of the stage mileage in that area should be utilised.

If this results in the rally taking too long, then areas must be missed out on an alternating basis from year to year. This would have the effect of shortening the total mileage while maintaining or improving the stage mileage. Different stages would also be used, cutting down accusations of practising.

Even more controversial would be to leave the Welsh and Scottish stages for their own internationals, thereby keeping the RAC within England, making use of our relatively untouched forests — some of which have never been used. The rally could also have different start and finish points and run from one end of the country to the other, thereby removing doubling back mileage.

My last point concerns the layout of stages in forests. Stage routes should vary more, using roads that have never been used before, and the direction should be changed on more stages from year to year.

BIRMINGHAM.

RICHARD J. MAY

Closed roads

I was interested to see the letter from Brian Howard Gregg of Ripon (*Correspondence*, November 22). It has been my contention for a long time that a well organised closed road rally run at a reasonable hour could cause far less inconvenience and upset to the local inhabitants than the customary British road rally does. This point seems to have been borne out while I have been doing public relations work for road rallies over the last years, when I have found that inhabitants on the route are often in agreement with this opinion.

That the law in the United Kingdom at present makes this type of event impossible is, I imagine, common knowledge. However, in spite of prolonged discussions on the subject at virtually every rallies committee open day, the RAC have apparently made no attempt at all to initiate the promotion of the necessary private Parliamentary Bill. While it is unlikely that such a Bill would succeed at the first attempt, it is obvious that, if no attempt is made, then nothing will ever happen. Also, I feel that the initiative for such a necessary change should come from the governing body of the sport rather than any other source.

I would therefore ask the RAC whether they can explain why no action whatever has apparently been taken during the last few years to initiate the

undoubtedly long process of legalising road closure for rallies. This during a period when road rallies have had to go through substantial changes in their character to ensure their continuation.

I am sure that I am vastly over-simplifying the legal problems, but perhaps the RAC or someone within the sport with the necessary legal knowledge could explain the difficulties so that at least the feasibility of getting the necessary legislation passed could be examined in public.

POOLE, DORSET.

R. N. APPLETON

Stop moaning!

So D.J. Oakes (*Correspondence*, November 29) marshals at Snetterton 18 times a year, in all weathers (is this a hint for a Marshal of the Year Award?). He has to get up as early as 6am to be at the circuit to sign on between 8-9am, but where he gets his 1-1½ hour lunch break, I do not know. Perhaps he is a Paddock Marshal? And then, poor fellow, sometimes does not get home until 8p.m.

Well now, D.J. Oakes, what about this? My husband and I, who are both incident marshals, have turned up for duty at 33 meetings this year (some of them two day events), in all weathers, and at various circuits, not just Snetterton. Sometimes we have to get up at 4am to reach the circuit in time to sign on at 7am, and the track for practice at 9am. Then if we are lucky, we might get a break for lunch but not of such length as you mention. It is our usual experience that, if we get as much as three-quarters of an hour, we are extremely lucky. In fact, on one occasion this season, as soon as practice had finished, the cars were lined up on the grid to start racing. If we were to get home by 8pm we would consider ourselves extremely fortunate — it is more like 10pm.

While not belittling D.J.O. and I appreciate that there are many other marshals who have put in much more time than ourselves, I would like to point out to him that he is, in fact, rather fortunate in his 18 meetings and being able to stay in bed until 6am and getting home at 8pm.

I am not writing this to seek personal glory, but, among hundreds of other marshals, we don't mind how early we get up, or late we get home, or what lunch break we get, we go to do a job, because we love the sport, and while on duty, whatever the weather, we try to provide the service expected of us. Marshalling is done voluntarily. It is not a duty forced upon anybody, so, therefore, D.J.O. if you resent getting up at 6am why do it? Why not try travelling to Oulton Park, you might even have to get out of bed a little bit earlier! Or why not try gardening, if it rains, then you need not bother to go out of the house all day!!! You chose to be a marshal, so do not moan about what you have to do.

TWO ENTHUSIASTIC EARLY RISERS
KING'S LYNN, NORFOLK.

Destiny of F1

Two items in *AUTOSPORT*, November 29, caused me to reflect on the possible destiny of our sport. One was John Bolster's call for fundamental changes in Formula 1 regulations and the other was a report of the FISA F1 Commission discussing just that.

The contrast between the two was complete. Mr Bolster's article reflected the thoughts of a distinguished enthusiast concerned about the future of his sport. The FISA report showed vested interest in places of power concerned about its own future.

With the present world concern for energy supplies, motor racing cannot be sure of continued existence. The recent RAC Rally was criticised in some circles for being a waste of fuel, a view it is all too easy for the layman to share.

It would appear, therefore, to be time for a change in regulations to favour cars that use fuel more efficiently. Generally, this would indicate a need to restrict the amount of fuel a car can carry and ensure that fuel tanks are not replenished during a race.

As the highest level of the sport and thus most clearly in the public eye, F1 should lead the way. If this were to happen, I would also hope that more major motor manufacturers would be encouraged to take part in the sport, realising that F1 offered the opportunity to develop new means of fuel economy and even alternative energy sources for cars.

As Mr Bolster points out, there is also a need to make F1 more exciting in order to attract more spectators. The obvious way to do this would be to reduce tyre widths to replace some of the necessity for driving skill that was lost with the development of super-wide tyres and aerodynamic aids.

As for the suggestion that enclosed bodywork should be encouraged, I'm afraid that, to me at least, F1 cars would never be quite the same with enclosed tyres.

Motor racing is a truly great sport and will have a great future if we recognise and come to terms with the factors that are threatening that very future.

LICHFIELD, STAFFS

WAYNE KERR

We've never had it so good

I have many times been tempted, but now JVB has finally moved me to write. The only reason you could have had for printing his comments on the current F1 scene was to fill the correspondence columns for weeks to come.

Formula 1 has rarely been so good, and we should be glad that the 'golden oldies' do not struggle on as they did in days gone by. Fangio went on one year too long, and surely pre-war champions like Varzi, Caracciola and Nuvolari were driven to compete long past their prime by a compulsion totally unrelated to Bolster's 'fun', being tortured by drug addiction and severe physical pain.

The statement that today's cars are no longer spectacular is quite incorrect. One only had to see the way in which Alan Jones turned his Saudia-Williams into the Woodcote chicane at the British GP to appreciate that this was something special. When did JVB last venture to foreign circuits to see, for example, Andretti go round the outside of an oversteering Scheckter at the Parabolica, or witness Villeneuve's comeback at Zolder this year, driving every lap as though it were his last? The fact is that today's spectators have to concentrate and work harder to get more enjoyment from their sport. We no longer see mighty slides, but there is a point on the outside of Southbank at Brands Hatch where you can still see the men sorting out the boys — it's only a matter of inches, but it exists.

One could go on and on, but let me remind JVB that the streamlined Mercedes-Benz W196 which he reveres was soundly thrashed at Silverstone. And could you imagine Colani's monstrosity featuring at Monaco or Long Beach?

Finally, may I point out that we already have a Rosemeyer, Fangio and Nuvolari all rolled into one — Gilles Villeneuve. Talent will rule in the end.

LONDON SE3

DAVID MCLAUGHLIN

Then as now?

Every news publication finds some cause to trumpet, and during the fifties *AUTOSPORT* continually restated the idea that success in motor sport increased the prestige of the British motor industry. Thus, 25 years ago (December 3, 1954) it was dispiriting for Britain that Ferrari had finished in the top four places on the *Carrera Panamerica*. The Italians, mused the Editor, would experience the same sales advantages which Mercedes-Benz had enjoyed following their victory in Mexico in 1952 and it was sad that British manufacturers did not support this highly-publicised event, the only British cars among all the Ferraris, Alfa Romeos, Porsches and Dodges having been two Austin-Healeys.

A new Formula 2 was due to be announced, and the prospect of regulation changes was causing considerable debate in Britain, since many people here hoped for a 1.1-litre limit rather than the expected 1.5-litre unsupercharged formula. The reason was hardly altruistic, for we had no suitable 1500cc power plant capable of competing with French, Italian and German products, although there was a promising 1100cc unit in the shape of the new Coventry Climax engine. *AUTOSPORT* took up a stance against most racing people and suggested that a 1500cc formula might encourage the development of a suitable engine, then we could take on the Continentals on their own terms rather than press for rules to suit our own circumstances.

team Castrol



Clubmen No.2

BRUCE RUSHTON

After twelve hours or more of back-breaking work on a farm, the idea of rounding off the day by having to prepare a rallycross car is hardly an appealing prospect. Yet this has been the lifestyle of Bruce Rushton, the 23-year old farmer's son from Sutton Coldfield who, in only his first full season in serious competition, has made history this year by winning both major rallycross championship titles.

Bruce's unflustered and rapid driving of his RS1800 Escort has been a feature of this year's RAC and Castrol Rallysport BTRDA Rallycross Championships, where the odds have frequently been stacked in favour of some very professional opposition. Yet despite his remarkable success, motorsport has always taken second place to the more

mundane but essential 'breadwinner' — the 400 acre arable farm he works with his father and younger brother.

"It's farming that pays for the bulk of the rallycross bills", he explains with typical level-headedness, "and so it must come first." It means that the Escort lies unattended for much of the time and that a farm tractor tests his everyday driving skills. The evenings are the time for turning his attention to the car, working with friend and fellow farmer's son, Andrew Moore, amidst a mass of agricultural machinery.

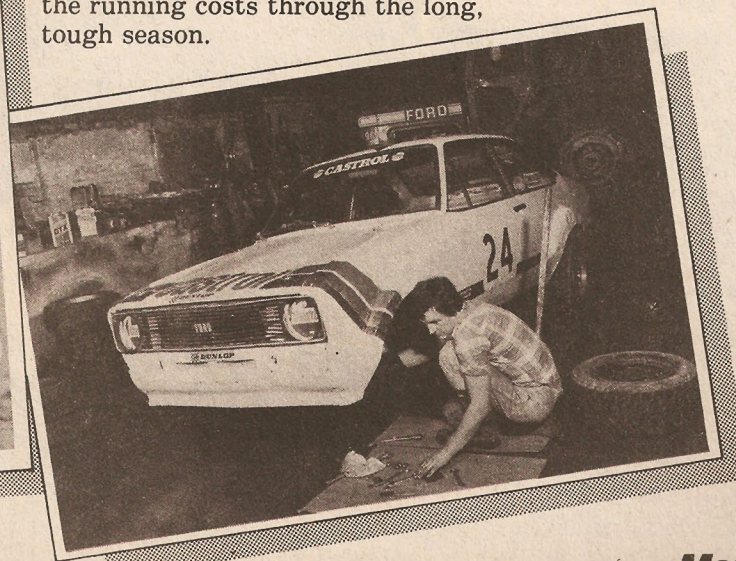
Since dabbling in autocross at the age of 16, Bruce has known only one way of car preparation. Do it yourself. "If it goes wrong, at least you've got only yourself to blame," he says. "I did in fact buy in outside assistance once this year, taking the plunge to get the engine professionally re-built, but apart from that, it's been a case of burning the midnight oil once the day's farming is over."

Top flight rallycross is a costly business, and scrutiny of Bruce's car shows just one backer — Team Castrol — which has helped to reduce the running costs through the long, tough season.



The remainder of the budget has had to be earned, either on the farm or through prizemoney from the circuits. "I naturally get a little envious when I see the sort of backing some other competitors receive, but I'm certainly not complaining! And anyway, knowing that the prize money is the make or break means that I try that bit harder."

"I've been fortunate this year. There's no getting away from that. The professional engine re-build, although costly, was probably the best thing I've ever done. The mechanical reliability has been amazing. If you're confident that the engine is going to keep whirring round at up to 9,000 RPM, thanks to Castrol, of course(!) you can devote your full attention to going out and winning events. Lets face it. That must be the name of the game."



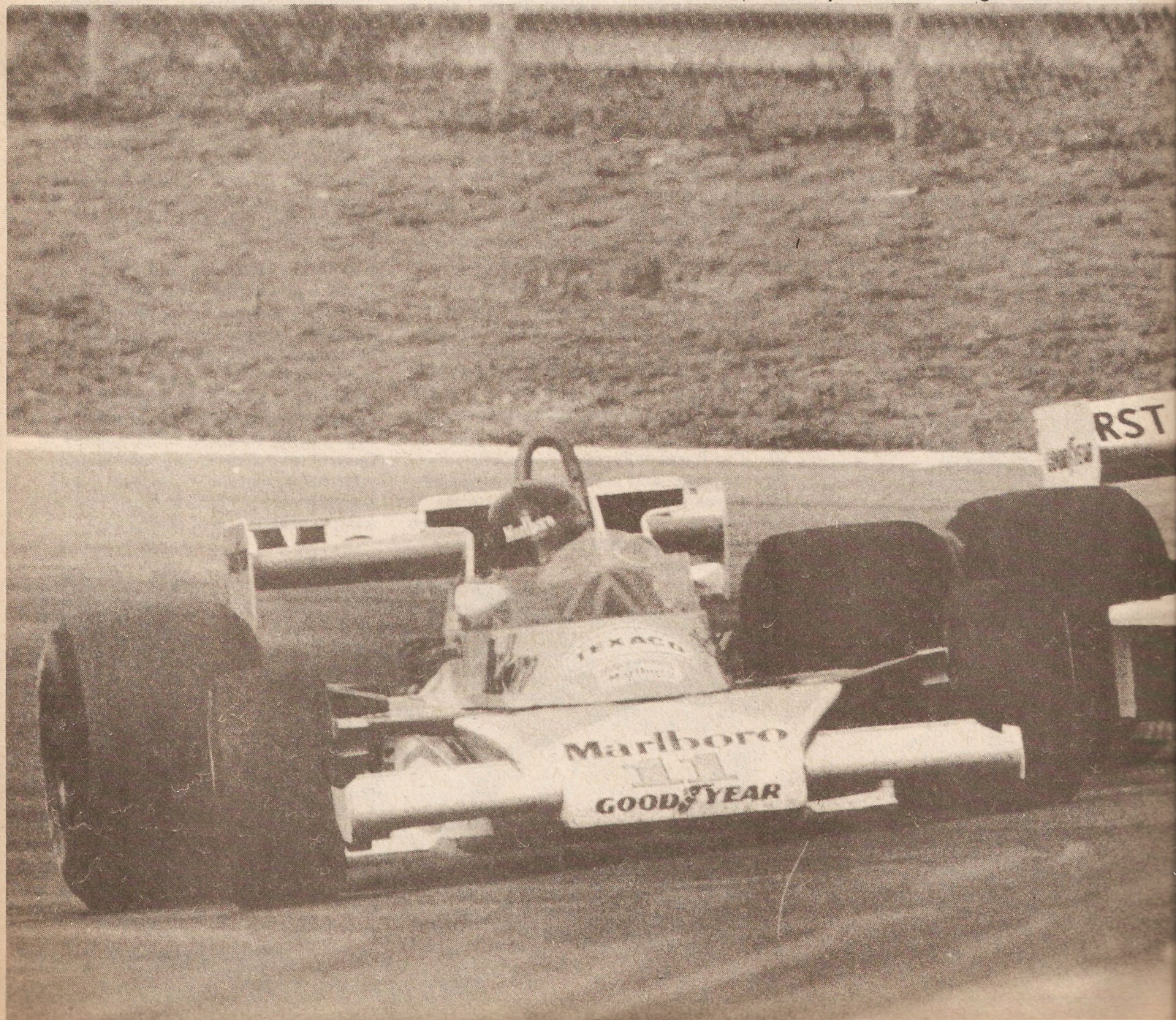
**More miles per engine
—that's the beauty of Liquid Engineering.**

The future of GP racing



Above: James Hunt — concerned about the future. Below: A famous battle—James Hunt (McLaren M23) and John Watson (Penske PC4) dived furiously for many laps in the 1976 Dutch Grand Prix.

When James Hunt made his decision to retire from motor racing mid-season, one of his reasons was his frustration with the state of the art in Formula 1, which he said no longer allowed sheer driving ability to affect the outcome of Grand Prix races. We invited the 1976 World Champion to expand on this point and to suggest a possible solution. His reaction is to put forward the idea of a new formula in which each car is built to the requirements of a strict rulebook deliberately limiting the scope of the designer.



Grand Prix racing is at the most crucial turning point in its history. The seventies have seen the sport grow from being an enthusiast orientated affair into a major international spectacle, with television coverage and sponsorship as great as any other sport, and this was due to the fact that it provided the right mix of exciting racing and personalities surrounding it to give 'body' to the interest. Owing to the nature of the sport and the inherent weakness of some of its underlying principles, the last couple of seasons have been an anti-climax as far as the public is concerned. But the success of the earlier groundwork still survives, and therefore it is not too late — yet!

Conveniently, the sport has arrived at a natural evolutionary turning point. As we start the new decade, the old generation of star drivers is handing over to the new but, more importantly, the 1979 season has produced cars whose relative performance has totally dominated that of the drivers.

Relative car performance has always been a problem in all spheres of motor racing and is, of course, part of the nature of the sport. But what we saw in 1979 reduced Formula 1 racing largely to a battle of the drawing boards.

The difference between a top GP driver and a very mediocre one, on an average 100secs per lap circuit, is maybe 0.4sec. This year we had cars running with differences in potential of 3secs and more. This means that, if you put the top driver in the bad car, and the mediocre man in the good car, the mediocre man is

2.6secs faster, so that in less than 40 laps the top man is lapped in a race. I realise that this situation is the temporary result of a major technical breakthrough, and that the gaps will steadily close with design stagnation, but it will happen again as soon as we get the next breakthrough, just as it's happened in the past.

Commercial success

Grand Prix racing, like all major sports, has reached the stage where it can only prosper if it is a full-scale commercial success. The key to that is the general public, the vast majority of casual spectators as opposed to the small minority of enthusiasts, whose support ensures financial health through gate receipts and above all through the sponsors who, after all, only pay because motor racing enables them to display their message to a large cross-section of their consumer markets. Thus, the future health of Grand Prix racing depends on giving the general public what they want — and that is close, exciting racing between the best drivers. Whether we like it or not, the drivers are the 'front men' for the business, because the general public is interested in people, not inanimate objects such as cars.

This brings me to my reason for writing this article. I believe in the business adage that you can't create a strong export market until you have established a strong home market, and I see AUTOSPORT readers as the hard-core enthusiasts which constitute GP racing's 'home market'. Unfortunately, I'm not in a good

"If we reverse the principle of freedom of technical development, and write a rulebook that dictates very heavily the design of the car, do we not, overnight, cure the biggest of the problems?"

position to gauge the mood of this home market, but *Correspondence* page of AUTOSPORT, which is as close as I can get, horrifies me. I admit that the letter writers probably represent the extremist fringe because, as in most walks of life, it is only extremists who are prepared to make a noise. But I do worry that there may be some strength to their voice as a general trend among enthusiasts. Grand Prix racing needs constructive suggestions for improvement, not a constant stream of nit-picking, irrelevant abuse, and romantics about the days of 12-car grids with four competitive car/driver combinations, three of which would break down.

The cure? I intend only to generalise. If we reverse the principle of freedom of technical development, and write a rulebook that dictates very heavily the design of the car, do we not, overnight, cure the biggest of the problems, and also open the door to improvement in other areas?

Okay, the cars may all look the same, but haven't they done so anyway for the last 15 years to the untrained eyes of the general public? And they will still be different colours. Not only would technically similar cars make for similar performance, and give the drivers a chance again, they might also improve another damaging facet of GP racing, that of unreliability. With the one exception of Ferrari, every GP team has always found it too much technically to design, develop and prepare a car that is strong enough as well as fast enough consistently to win races. With design restricted, the technical resources might move with some effect making the cars finish.

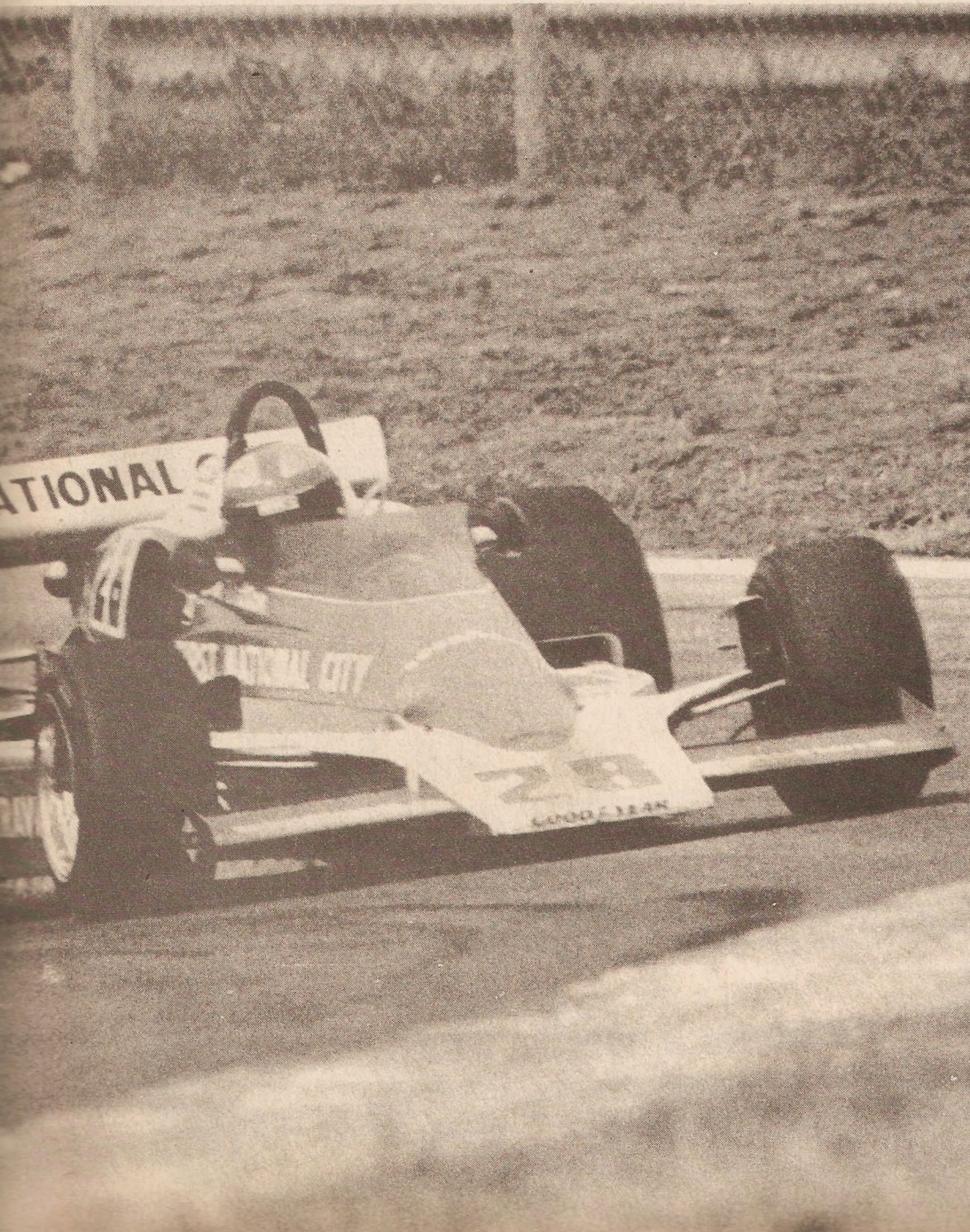
Also, technical restriction might allow that other great area of debate, namely safety, to advance. A rulebook-designed car would surely have room for more safety features, such as full roll-cages that protect the driver's head from flying objects, and also for the swift incorporation of any new ideas for safety.

Full-blooded campaign

As all AUTOSPORT readers already know, Jody Scheckter has embarked on a full-blooded campaign to improve the safety and relative performance factors of GP racing. The arguments that he has expressed make 100% sense to me, and I am well aware that I am sitting at home theorising while he is providing all the guts and effort needed to do something positive. I wish him all the luck in the world, and offer any help I can give physically if I could be of real use.

However, I fear for his campaign, for two reasons. The first is because I believe that he has taken on a job which must be 100% full-time if it is to be a success and as he plans to drive as well next year (which is also a full-time job), I reckon one or other or even both are likely to suffer. Secondly, the power structure in GP racing is such that only an arch diplomat is likely to succeed, and unfortunately, while Jody fulfils the other requirements, diplomacy is not his *forte*. Incidentally that applies to me also, and is one of the reasons I never had the guts to do what he is doing.

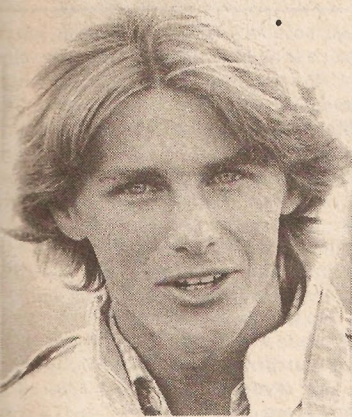
In closing on the subject, I realise that there is a myriad of objections and impracticalities to this theory of fundamental change, but I ask AUTOSPORT readers to think constructively, and realise that Grand Prix racing's future belongs to the general public — and, as they are a silent majority with no voice, it is up to the 'home market' to influence the producers' attitudes.



James Hunt

Groveswood Awards

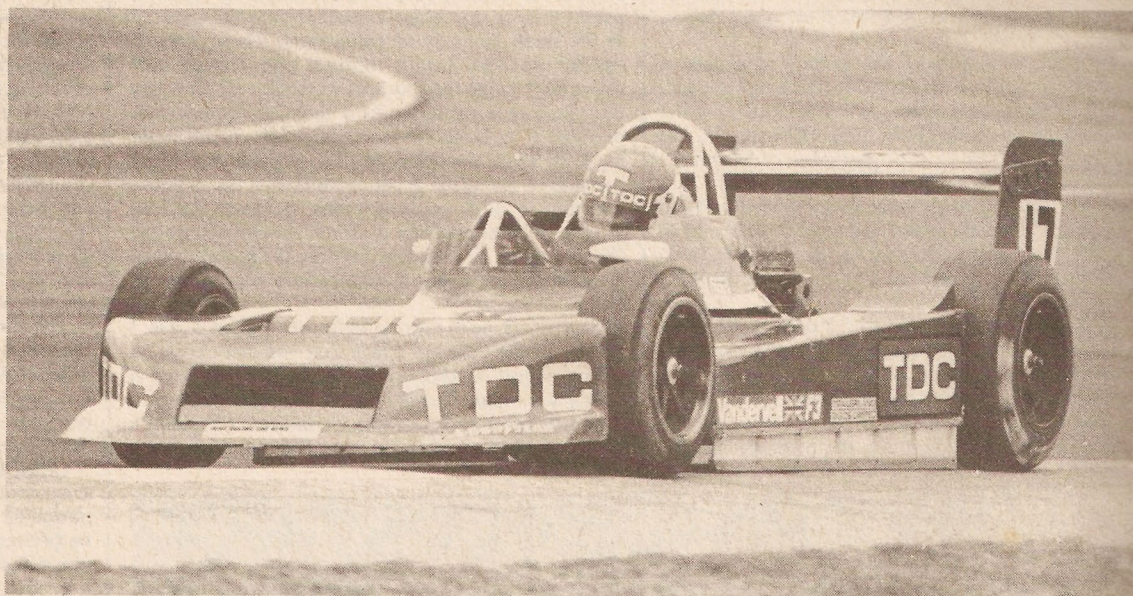
At this time every year Groveswood Motor Racing Awards are presented to help young British or Commonwealth racing drivers in their careers. John Surtees presented the top award last Monday evening to Mike Thackwell, the New Zealander becoming the youngest ever recipient of this £1,000 prize. The second of these prestigious awards went to Nigel Mansell and the third to Terry Gray, while Special Commendations were awarded to James Weaver and David Sears.



MIKE THACKWELL

Mike Thackwell is the youngest winner at 18 years of age (born March 30, 1961) of the premier Groveswood Award, worth £1,000, and he can add this honour to the Special Commendation he received last year. Mike arrived in Britain three years ago, because he considered this country to be the best place to fulfil his ambitions in motor racing. Born in Auckland, New Zealand, he spent nine years with his family in Perth, Australia, and now lives in Wargrave, Berks.

There is a strong family interest in motor racing, since his father, Ray, used to be a speedway rider in New Zealand and Britain, and also raced in Formula 2. As a small boy, Mike took



part in motorcycle scrambles, and at 11 turned to karting, winning the Hong Kong GP Junior Kart Championship in 1975 and 1976. He considered tennis as a career, but was tempted away from it when a friend started karting.

He started motor racing only last year, when he won a Formula Ford event at Brands Hatch in March and also set fastest lap. Driving a Van Diemen RF78, he competed in 31 races last season, scoring ten wins, five second places, ten thirds and eight

fastest laps.

This season he moved up to Formula 3, to compete in the British Vandervell series, and drove a factory-based March 793 in 23 races. After sorting out handling problems in the earlier part of the season, his results began to improve, but by the time of the British Grand Prix the money had run out and Mike feared he would have to stop. However, Grand Prix driver Alan Jones came to the rescue and organised a contract which enabled Mike to

continue.

During the 1979 season Mike had six wins in F3, one second place, three thirds and two fourths, and he finished third in the Vandervell F3 championship. Highlights in a superb year were his wins in the British GP supporting F3 race and in the Monza Lotteria.

Next year he plans to be driving in Formula 2, hopefully in a factory-run March. He has already had one F2 outing at Suzuka in Japan, where he finished fourth.

NIGEL MANSELL

The winner of the second Groveswood Award of £500, is 26 (born August 8, 1953) and lives at Hall Green, Birmingham.

An electronics engineer by training, Nigel's early competition experience was in karting, but he and his wife, Rosanne, later planned a shoestring entry into Formula Ford, which meant giving up his job as a senior sales engineer with Girling so that he could devote all his time to the project.

He made his debut at Mallory Park in June, 1976, and despite financial constraints, won five of 11 races entered that season. The following year he broke his neck in an accident at Brands Hatch, but after a rapid

recovery was driving again within five weeks, and won 27 races and heats that season, which won him the Brush Fusegear Formula Ford Championship.

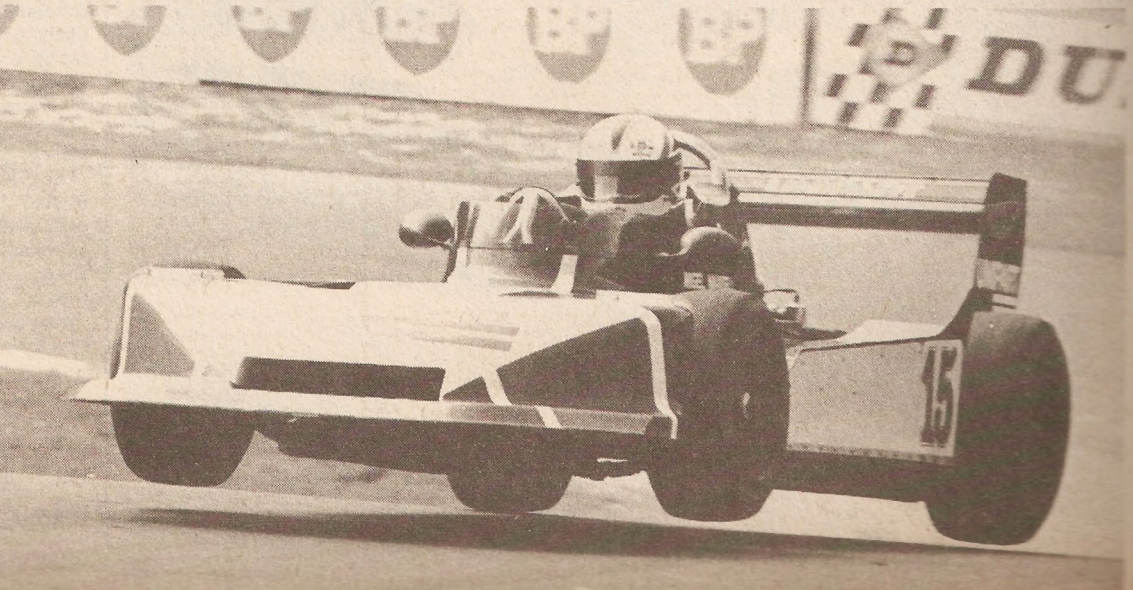
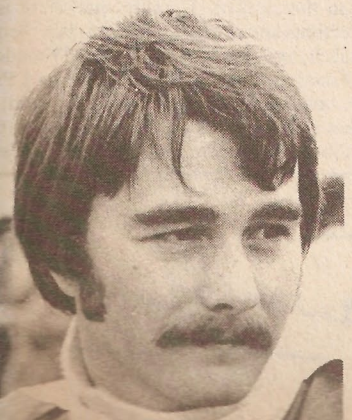
He had a miserable 1978 season, for despite working long hours as an engineering consultant he could afford only four F3 outings, but managed to score one second, a fourth and two sixth places. Still determined to make his way in motor racing he sold his house at Oulton and moved into rented proper-

ty. "I have invested everything I have in motor racing, he says, and Rosanne continues to support me with her earnings".

A big break came in February when he was offered the number two seat in the Unipart F3 team. The inconsistent Dolomite engine had scored little success in F3, but Nigel's season began well. He finished second at Thruxton in the wet and the following week won the F3 race at the *Daily Express* Silverstone meeting. In what was to be Unipart's

best F3 season, he went on to score two seconds and three fourths, and was the only British driver to qualify for the prestigious Monaco F3 race.

Unfortunately, in a serious accident at Oulton Park in September, he smashed a thoracic vertebra. "That only made me more determined to reach my goal of getting into Grand Prix racing", he explains, and within five weeks he was trying out an F1 Lotus 79 at Paul Ricard. He is hoping for an F1 or F2 drive in 1980.



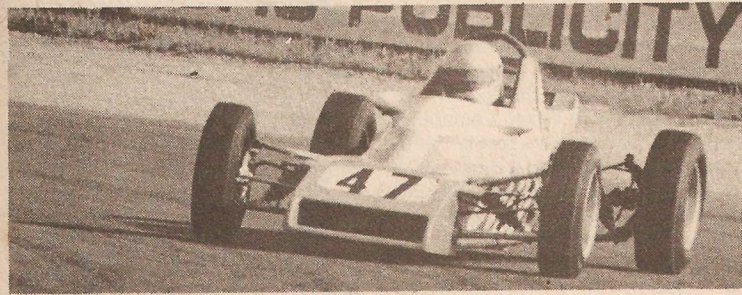


TERRY GRAY

The winner of the third Grovewood Award of £300, is 22 (born November 25, 1957) and lives at Wye, near Ashford, Kent.

Terry has an engineering background and has always been interested in cars. At the age of 12 he was driving an old Mini around local fields, and at 14 he started racing karts; during two seasons he picked up a large number of trophies and raced with the British team in the World Championships.

But he was growing too tall for karting (he is now 6ft 2ins), and, fired



JAMES WEAVER

James Weaver, who receives one of the £100 Special Commendations, is 24 (born March 4, 1955) and is an instructor at the Scorpion Racing Drivers' School at Thrupton. He lives with his parents at Matching, near Harlow, Essex.

He became really interested in motor racing in his mid-teens, and although he began an apprenticeship with Hawker Siddeley at Hatfield, he left at 18 to work for Hawke Racing. During that

by what he saw spectating at Brands Hatch, he decided to tackle Formula Ford. His first race was at Brands Hatch in December 1977, driving an old Royale RP21 in which he showed promise. He changed that for a Royale RP24 in May the following year, and won the *Kent Messenger* Championship, finished second in the Dunlop 'Star of Tomorrow' series, and came third in the Formula Ford Festival.

The 1979 season began somewhat disappointingly in a works Van Diemen RF79, but after changing engines in mid-year he went on to win the Townsend Thoresen Championship, and also won six rounds of the P & O Normandy Ferries Championship to finish second. In the recent Formula Ford Festival last month, despite handling problems in the rain, he finished second.

In 1980 he would like to tackle what he regards as the toughest competition there is — Formula 3 — and he is currently saving money and making sacrifices to that end. "What I like is a challenge," he says, "and I think I'll get that in Formula 3. I want to find out just how good I am."

He enjoys a wide range of sports, including ski-ing, golf, swimming, badminton and jogging, and this winter is planning to keep fit by riding in trials.

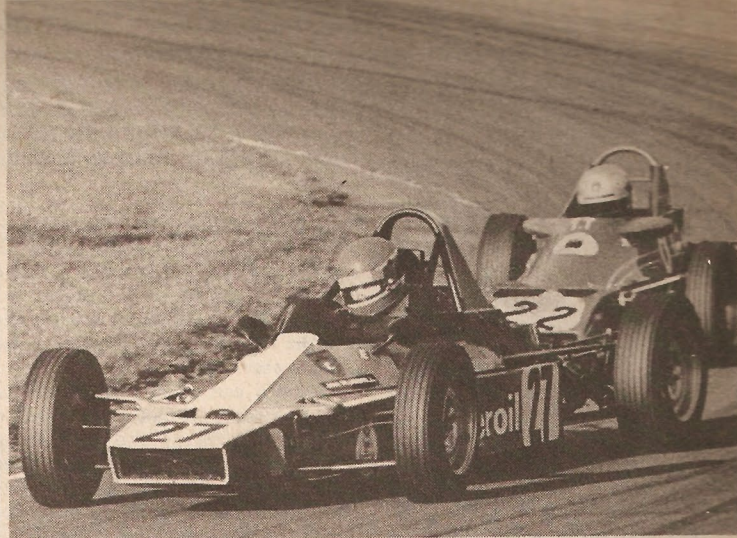
period he spent about two years building up a Formula Ford Hawke from secondhand parts.

He led his first race at Snetterton in April 1975, but crashed. With his Hawke DL11 he contested the 1976 Dunlop 'Star of Tomorrow' series, and led the championship until the last two rounds, finishing third overall.

His 1977 season with a Hawke DL17 was a disaster, for he was handicapped by lack of money and competed in only 12 events. Last year, he drove the works Hawke DL20 until switching to a Van Diemen for the last five races; he came second in the Formula Ford Festival, setting a lap record which still stands.

This season he drove a works Tiga in Formula Ford with backing from Scorpion, and led the Townsend Thoresen Championship for much of the year, but a serious accident in Sports 2000 (he sustained a broken foot and crushed knee) destroyed his chances, and he finished second.

In 1980 he hopes to continue his successful partnership with the Tiga concern run by Tim Schenken and Howden Ganley, but has no firm plans at the moment.

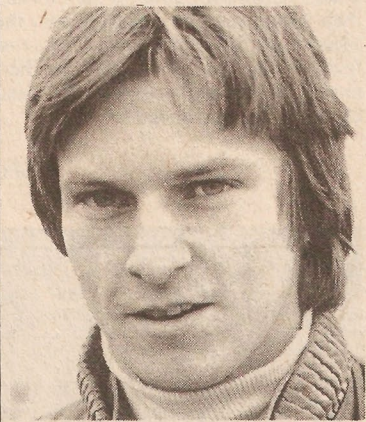


DAVID SEARS

The recipient of the other £100 Special Commendation is 23 (born December 9, 1955) and lives at Ashill, near Thetford, Norfolk.

It was perhaps inevitable that David should want to be a racing driver since his father, Jack Sears, was a well-known and successful competitor in saloons and sports cars (twice winning the British Saloon Car Championship), while his grandfather raced at Brooklands.

David was go-karting on the family farm at the age of 8, and always insisted he would be a racing driver when he grew up. His father did not discourage the ambition, but insisted he had to do



everything, including finding the finance, himself.

David left his public school a year early in order to study business management at a technical college, before going on to sell cars. But he found that this competed for time with his racing ambitions, and since June has worked only at his racing.

In 1976 he completed a course at Jim Russell's Snetterton school, and won two school races. In the two following years he campaigned a Royale RP24, and last year took third place in the Phillips national championship.

This season, during which he has raced a works Royale RP26, he has scored 18 wins, seven second places, four thirds and four fourths. He won the RAC British FF1600 Championship and also the P & O Normandies Ferries FF1600 Championship, finished fourth in the Townsend Thoresen European FF1600 Championship, and sixth in the Townsend Thoresen National FF1600 Championship.

Next year he is planning to compete in the Vandervell F3 Championship, although at the moment he has only about one-third of the necessary budget. He hopes to raise the finance and announce his team before Christmas.

David is interested in keeping fit, travel, squash and shooting, and says, "Formula 1 is my main goal."

GROVEWOOD AWARD WINNERS 1963-78

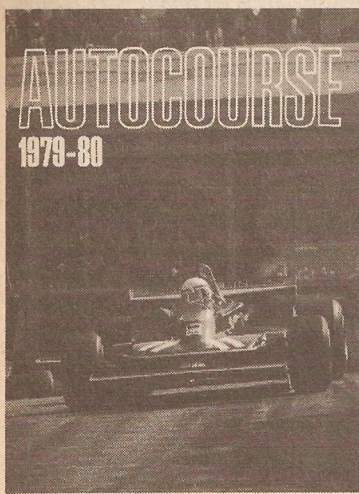
Year	First	Second	Third
1963	Richard Attwood	Tony Hegbourne	Brian Hart
1964	Roger Mac	Boley Pittard	Chris Irwin
1965	Piers Courage	Tony Dean	John Miles
1966	Chris Lambert	Jackie Oliver	Brian Redman
1967	Alan Rollinson	Derek Bell	Peter Gaydon
1968	Tim Schenken	Chris Craft	Roger Enever
1969	Mike Walker	James Hunt	Tony Trimmer
1970	Colin Vandervell	Mike Beuttler	Tim Goss
1971	Roger Williamson	Vern Schuppan	Ray Mallock
1972	David Morgan	John Watson	Ian Taylor
1973	Tom Pryce	Tony Brise	Donald MacLeod
1974	Bob Evans	Richard Morgan	Alan Jones
1975	Brian Henton	Geoff Lees	Larry Perkins
1976	Tiff Needell	Rupert Keegan	Derek Warwick
1977	Bruce Allison	Stephen South	Philip Bullman
1978	Kenny Acheson	Brett Riley	Jeff Allam

Special Commendations

1971	Tony Brise and Bernard Vermilio
1972	Derek Lawrence and Bob Arnott
1973	Geoff Friswell and Russell Wood
1974	Jim Crawford and Stuart Graham
1975	Tiff Needell and Jock Robertson
1976	Divina Galica and Nick Adams
1977	David Leslie and Nigel Mansell
1978	Michael Thackwell and Robert Zurrer

Judging Panel

Rex Grenslade	Technical Editor, <i>Motor</i>
Clive Richardson	Deputy Editor, <i>Motor Sport</i>
Simon Taylor	Publishing Director, <i>Autosport</i>
Peter Windsor	Sports Editor, <i>Autocar</i>



MOTOR RACING DIRECTORY. Edited by Mike Kettlewell. Published by Kettlewell Transport Information Trade Services. Softback (544pp), £7.95.

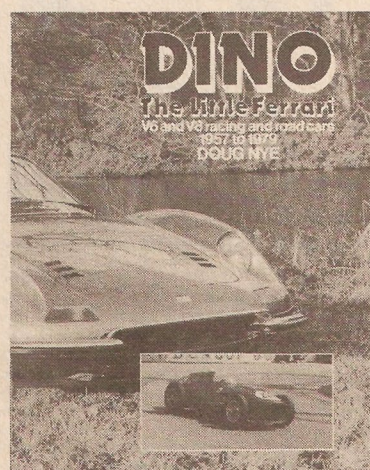
If Doug Nye's foreword is to be believed, he was no real fan of the *marque* Ferrari until he began to get properly into the research for this book. Fortunately, he confesses that he then went down firmly with the Ferrari bug, so common sense has now prevailed.

Research, carried out on the basis of a wide knowledge of motor racing and a strong feeling for its history, is Doug Nye's forte. As a journalist, he is as strong on modern motor racing as he is on its past, but it is his feeling for the history of the sport which makes him exceptional. When there is a subject he can get his teeth into, his enthusiasm — his ability to pick out aspects of the subject which he knows will appeal to the fervour of the reader — is always compelling.

The idea of compiling a book about the racing machines and road cars which have borne the name of Enzo Ferrari's son is entirely successful. Much has been written about Ferraris, but from various interviews Nye has been able to contribute a lot of fresh material, and his new book is as important as it is outstandingly readable. The 250 photographs — including some excellent contemporary racing shots from twenty years ago — are simply superb.

From the background of Enzo Ferrari himself, through the harrowing story of Dino's illness and death, to the cars and their racing successes and failures, the account of "the little Ferrari" is satisfyingly full. This is possibly the best motor racing book of the year, and cannot be recommended too highly.

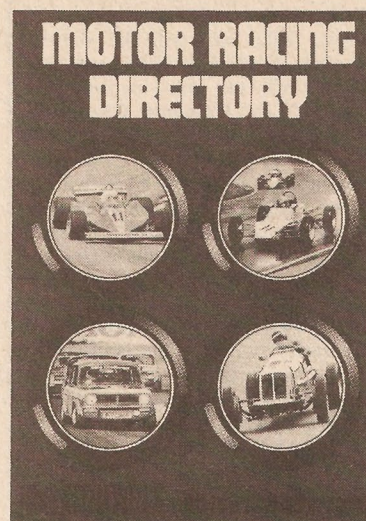
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DINO — THE LITTLE FERRARI. By Doug Nye. Published by Osprey Publishing Ltd. Hardback (320pp), £13.95.

As well as being a very well-known and long-established motor racing journalist, Mike Kettlewell is renowned in the business as a statistician and historian. For many years, he has dreamed of producing an all-embracing reference book about the sport in Britain, and this has now been published. It is a prodigious work.

Every conceivable aspect of British motor racing is covered in depth. There is, for example, a section dealing indi-



er in the country; there is a chapter devoted to every British circuit, both current and defunct, together with the results of all major races ever held there; there is a history of every Grand Prix team; there are sections dealing with racing photography, books, the RAC, race drivers' schools, museums, clubs etc, etc.

Kettlewell's mind is like a computer, but even so we cannot imagine how many man hours must have gone into the writing and compiling of this book. In the chapter dealing with World Championship figures, for example, there is a list of 'youngest drivers to start a race', which lists Ricardo Rodriguez first (19+208 days), followed by Chris Amon (19+324 days) . . . ! And that kind of detail goes right through the whole book.

It is impossible to recommend the magnum opus too highly; in this case the cliché 'every enthusiast should have one' well and truly applies. Nowhere else is so much reference information available in a single book, and much of it is unavailable anywhere else. The directory section at the end is comprehensive, giving addresses and telephone numbers of everything from alternator manufacturers to wing manufacturers, from book specialists to fabricators, journalists to racewear stockists, and so on. The lists are shorter than those in the rival *Who? What & Where?*, but we found them fully accurate. The book will become indispensable.

QDS

WHO? WHAT? & WHERE? OF MOTORSPORT. Edited by Peter Harden. Published by Etcetera Publishing. Softback (200pp), £10.00.

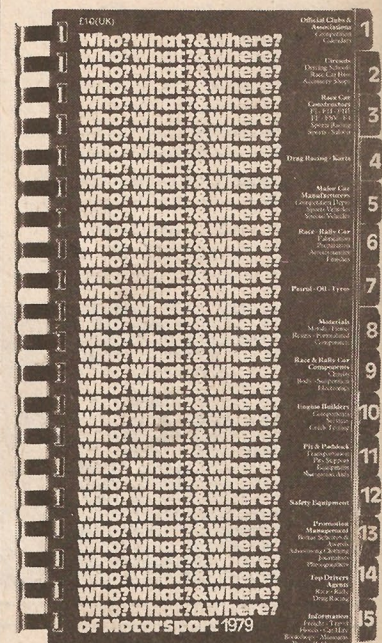
A buyer's guide providing a comprehensive list of motor sport trade suppliers is long overdue. Etcetera Publishing is the first company to fill the void and, for a first effort, this is remarkably good.

The secret in reference books of this kind lies in making them simple to use as well as complete. This new directory is too large for the pocket but compact enough for the attaché case which is now a part of every motor sport manager's equipment. It is spiral-bound in tab-numbered sections. The publishers claim that there are over 10,000 listings, and we believe them.

The 15 sections of the book cover the entire spectrum of national motor sport (including rallying), and the classified lists of trade suppliers will be particularly

competition car. Most of the many sections are fully comprehensive, although there are a few noticeable gaps. Unfortunately there are many printing mistakes, which cannot be forgiven in a reference book of this type. However, we are assured by the publishers that this will be put right in the second edition which will become a familiar and essential part of the British motor sport scene. As it is, the directory must have taken a prodigious amount of work.

Companies or individuals wishing to have an entry to the directory should write, with full details of their products or services, to the publishers at 27 Marlow Road, Maidenhead, Berks SL6 7AE (tel: 0628 31055).



UNBEATABLE BMW. By Jeremy Walton. Published by Osprey Publishing Ltd. Hardback (247pp), £9.95p.

When I looked up at the station sign and saw Royal Oak — one stop past my destination, Paddington — I knew that Jeremy Walton's new book must be interesting. I had started it on the way home and found myself engrossed in the early chapters tracing the beginning of BMW's remarkable return to success and the work of Alexander von Falkenhausen in promoting the image of the company through racing.

Unbeatable BMW is a success story covering the 20 years since 1959, when a meeting of shareholders was called to ratify a proposed merger with Mercedes-Benz, an idea which so horrified a group of lesser shareholders who, fortunately, says Walton, managed to get control of the company. The resuscitation of BMW in the early years of the next two decades was founded on the 700 saloon and coupé models and the 1500, the four-cylinder father of all BMW single overhead camshaft engineering of today.

Walton's history closely links the road car development and sales with the racing successes which have kept the BMW *motif* in the public eye to this very day. With some positively superb illustrations from at home and abroad, Walton follows racing BMW's from those little 700s through 2000s and 2012s to the 3-series saloons and great CSL coupés, which have only just been retired



engines in Formula 2 and hillclimbs is also well covered.

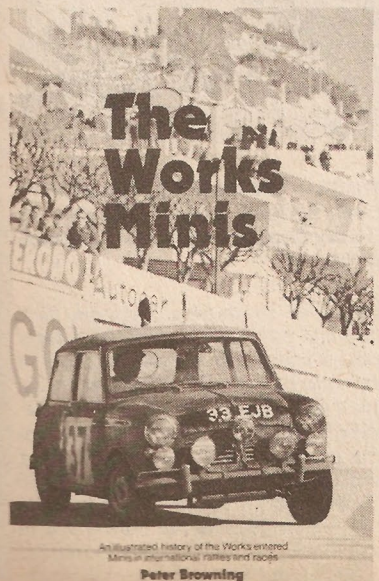
His task was a difficult one. Hard to believe, this is the first history of this period in BMW's growth and Walton faced a major problem: there were very few archives. He then traced former BMW employees and spoke to many of the drivers who contributed to BMW's success, including the late Ronnie Peterson, to whom the book is dedicated.

For the illustrations alone, except the rather specialised dust jacket shot of the author, and the appendices of detailed specifications and results, the book is almost worth the cover price. That Walton has made what could be a dull subject readable and interesting is what makes it a must for any BMW fan.

RNB

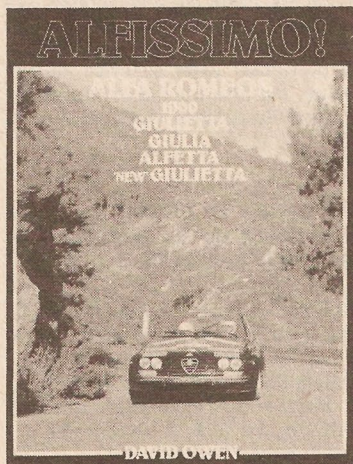
THE WORKS MINIS. By Peter Browning. Published by The Haynes Publishing Group. Softback (206pp), £2.95.

To mark the twentieth birthday of the Mini, a new edition of this well-known book has been published. It is an absorbing account of the works-entered Minis in both racing and rallying, by the last manager of the BMC (later British Leyland) Competitions Department before it closed in 1970. It is comprehensive and includes detailed specification and results sections. First published in 1971, it has many excellent photographs (all monochrome) — but why ever are there so few racing shots? Look at the price ...



ALFISSIMO! By David Owen, Published by Osprey Publishing Ltd. Hardback (312pp), £12.95.

Alfa Romeo is one of those manufacturers whose history is firmly interwoven with motor sport, so there is plenty of racing and rallying in this new book by one of the noted authorities on the Societa Anonima Lombarda Fabbrica Automobili. *Alfissimo* deals mainly with the post-war road cars which have shared the classic twin-cam four and, while perhaps not compulsive reading for the motor sport enthusiast, provides useful background information to Alfa Romeo's present return to Grand Prix racing.



LA LANCIA — SEVENTY YEARS OF EXCELLENCE. By Wim H.J. Oude Weernink. Published by Motor Racing Publications. Hardback (304pp), £19.95.

I have a friend who will avidly collect any literature whatsoever about Lancia cars, whether road, racing or rallying. He is the unreasonably proud owner of an Aurelia, and spends an extraordinary amount of money on his passion. Naturally, he was one of the first to place an order for this expensive, but fascinating and thoroughly informative book. Reading it helps one to understand how people can become enchanted by the individuality of the Lancia *marque*.

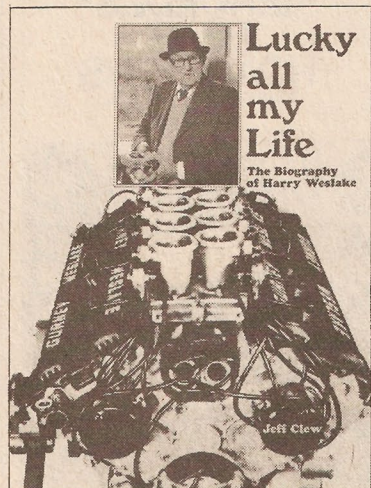
Vincenzo Lancia was famous as a racing driver for the factory FIAT team when he purchased a factory from the Itala company in Turin in 1906, and began production of the first Lancia 12 HP, which was shown at the 1908 Turin Show. Alfa, Zeta, Gamma, Eta, Epsilon, Theta — all the early Lancia models are covered by Weernink in some detail, with exceptional illustrations and photographs which alone confirm the depth of his research. The same treatment continues through Lambda, the car (announced in 1922) which was largely instrumental in the expansion of Lancia, to all the Lancia road cars to the present day. All the while, the famous Italian styling houses such as Bertone, Pinin Farina and of course Zagato have been involved with the company, and there are a great many photographs of the special-bodied cars too. The author has also included pictures of Lancias in competition, from the very earliest days.

The chapters which AUTOSPORT readers will find especially interesting concern the post-war racing years and have been contributed by the well-known Swiss motor racing journalist, Adriano Cimarosti. The Lancia D50 is one of



everyone's favourite Formula 1 cars, and the "ultimate racing Lancia" is covered both in the text and the photographs in most satisfying detail. So too are the D20/23/24/25 sports-racing cars which immediately preceded the unveiling of the beautiful D50 in 1954. The events leading to the formation, in 1963, of HF Squadra Corse provide interesting reading, and there is plenty for the rally enthusiast with the chapters on the Fulvia and the Stratos. The information on competition is supplemented by a detailed appendix giving racing and rallying results both for Vincenzo Lancia himself and by model, 1900-1978.

QDS



LUCKY ALL MY LIFE — THE BIOGRAPHY OF HARRY WESLAKE. By Jeff Clew. Published by The Haynes Publishing Group. Hardback (176pp), £6.95.

Whether motorcycle or car racing is your thing, you will be interested in the business of extracting power from the internal combustion engine, and you will certainly have heard of Harry Weslake. He was a mechanical engineer of rare genius who was fascinated by, and deeply involved with, motor racing all his life.

In car racing, he applied his genius to all kinds of engines from touring cars to Formula 1. Earlier this year, at the age of 81, he collapsed and died on his way to a reception following a speedway meeting at Wembley, the scene of more successes for the phenomenally effective Weslake speedway bike engines. His death sent a wave of sadness through all of motor sport, for he was an immensely popular character. When you read this book — which is, surprisingly, the first biography

of Harry — you will understand why that should have been. It is very sad that he died before the biography was published, but fortunate for us that Jeff Clew was able to describe Harry's life story as told to him by Harry himself.

Notable racing engines which benefited from the magic touch of Harry Weslake included the Vanwall 2.5-litre in-line four, Jaguar XK, BRM 1.5-litre V8, Gulf Mirage 3-litre V12 and, perhaps the best known of Weslake's Formula 1 projects, the Gurney-Weslake 3-litre V12 Eagle engine. The circumstances of these and many more fascinating projects are covered in detail in this well illustrated volume, which also conveys the unique nature of the man which made him one of the sport's best loved personalities.

Harry Weslake was a pioneer in many areas of engine research, and he took his ideas to fruition with huge enthusiasm and initiative. *Lucky All My Life* is a full and sympathetic biography and will be valued addition to any motor racing library.

QDS



PHOTO FORMULA 1. Published by Edita Lausanne (Britain: Patrick Stephens Ltd). Hardback (160pp), £17.50.

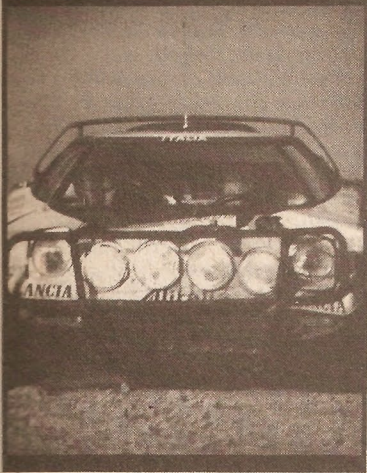
A must. There is no other way to describe *Photo Formula 1*. Published in England by Patrick Stephens, the book is an Edita Lausanne production, and is, in effect, 'Automobile Year's Greatest Hits' from 1953 to 1978. In itself, that should be enough to send you rushing out to buy it.

Edita's photographic archives must be immense, making the task of selecting a representative selection from all the brilliance of 27 volumes of *Automobile Year* a daunting one. Nevertheless, the editors have managed superbly. There is a tremendous range of fantastic pictures here — Ascari's Lancia hitting the water of the Monaco harbour during the Grand Prix in 1955, Clark's Lotus 25 in torrential rain at Spa, Behra, oil-soaked and dejected, sitting in his Maserati 250F at Rouen in 1957, Mass's McLaren in the Monaco tunnel ...

The standard of both colour and black and white printing is excellent, as you would expect. You will find no better way of spending £17.50. The highlight of the book? For me, it was a colour shot of Fangio's 250F drifting through the Curva Grande, sandwiched between two understeering Vanwalls. A collector's item.

NSR

THE RALLY



THE RALLY. By Tamotsu Futamura. Published by Automotive Herald, Tokyo. Hardback (194pp), £19.95.

This must be the ultimate 'coffee-table' rallying book. Tamotsu Futamura is a Japanese photographer who attends all the World Rally Championship events and who, because of the demands of his publishers, shoots almost entirely in colour. Not only that, but he approaches each rally picture in an artistic rather than technical manner, producing some stunningly atmospheric photographs of rally cars in their surroundings.

This book is a collection of many of these pictures, very well reproduced and printed, with brief caption information included in an appendix. There are also a limited number of editorial pages consisting mainly of reflections by the German journalist Herbert Volker.

"This is an address book reminiscent of my friends, as well as a photo album for me," writes Futamura in his brief introduction, and for those reasons this is a book to be looked at rather than read. In his imaginative photographs Futamura has captured all the detail and atmosphere that mere words so often lack, and the book is an ideal present for any fan of World Rallying.

The Rally may be fairly hard to obtain in this country, being published in Japan. However we do know that Foyles are advertising copies of the book in their December sales literature.

RS

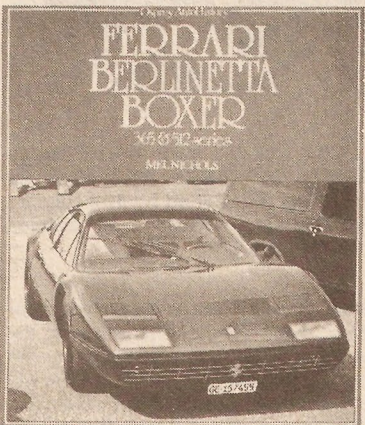
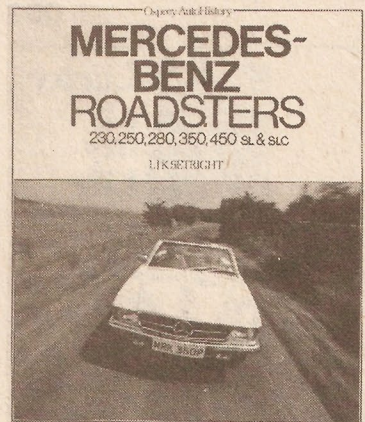
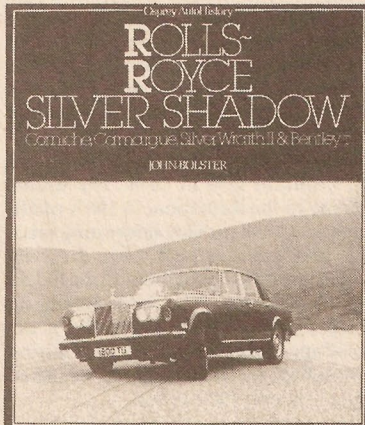
OSPREY AUTOHISTORY: ROLLS-ROYCE SILVER SHADOW. By John Bolster. **MERCEDES-BENZ ROADSTERS,** by L.J.K. Setright. **FERRARI BERLINETTA BOXER,** by Mel Nichols. Published by Osprey Publishing Ltd. Hardback (134pp), £4.95.

Osprey have come up with a new series of books covering in detail particular cars and their derivatives. The idea is not so much to provide such things as production information and specifications (although this material is included), as to give a well-known author free rein to describe all the ins and outs of an exceptional car or series of cars. In this way, the books are very readable as well as useful, and the quality of the illustrations add the final desirable element of what promises to make for a very worthwhile (if relatively expensive) series.

The *marque* Rolls-Royce is dear to the heart of our Technical Editor who is the

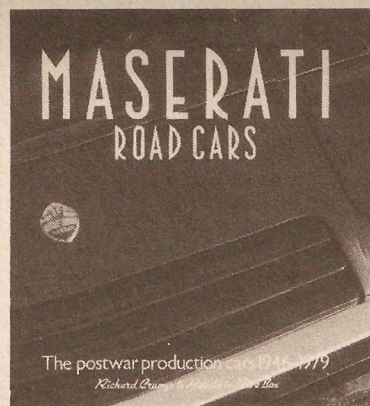
proud owner of a 1911 Silver Ghost. In his readable style so familiar to our readers, he follows the publishers' brief by describing the Silver Shadow and its derivatives (Corniche, Carmargue, Silver Wraith II and Bentley T) from concept through manufacture to actuality. JVB's technical knowledge enables him to give balanced and informative descriptions of the car's various engineering features, and the photographs of the R-R assembly line are of particular interest.

The Silver Shadow book is one of the first three of the Osprey Auto History series to be published. The others are *Ferrari Berlinetta Boxer* by Mel Nichols, and *Mercedes-Benz Roadsters* by L. J. K. Setright. All three are essential reading for enthusiasts of each *marque*.



MASERATI ROAD CARS. By Richard Crump and Rob de la Rive Box. Published by Osprey Publishing Ltd. Hardback (230pp), £14.95.

There has always been an air of mystery about Automobili Maserati road cars. Although much has been written about the racing cars which have carried *Il Tridente*, the road cars (certainly in an English language publication) have nev-



er been properly documented. This book provides that documentation and is clearly the result of considerable and painstaking research. It is notable not only for the facts and figures which have not previously been collected in one volume, but also for the extraordinary wealth of illustrations which make up its bulk.

WHO DARES TO DREAM. By Bruce Dean. Published by New Horizon. Hardback (90pp), £4.25.

This is a very strange book indeed. Bruce Dean is an Irishman who took it upon himself, in early middle age, to start Formula Ford racing in his home country. Having done that—with an apparently singular lack of success—he decided to write a book about it.

My problem in reviewing the resulting volume is considerable. On the one hand, I don't wish to appear patronising; on the other, it is unavoidable. The impression was strong that Mr Dean was merely using his season of racing as an excuse to talk about himself. The book smacks of Walter Mitty, the writer one minute describing his experiences at a racing school, the next attempting to delve into the 'heavy' aspects of the sport which have been done to death by a succession of superstars over the years. I quote: "Psychological problems — or hang-ups, whichever term you prefer — develop and the psychiatrist's couch is used to relieve tensions and resolve conflicts which, in a more pragmatic society, would be resolved in a harlot's bed . . ." I am having trouble, you see, relating that to club racing at Mondello Park.

It could have been a useful and constructive book, this, for people contemplating their first steps in motor racing. The idea was a good one, and from the pen of one taking himself a little



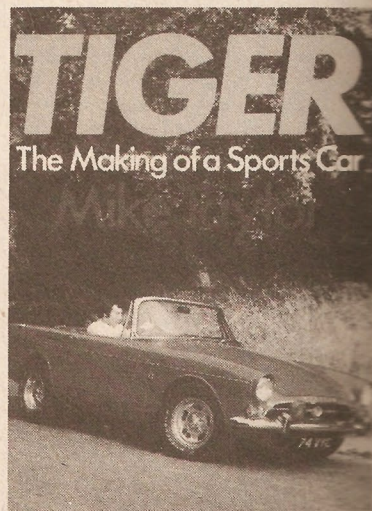
less seriously, would work well. As it is, *Who Dares to Dream* is too self-indulgent by half, and the photographs are so bad as to be funny. On one spread, the same picture appears twice, with slightly different captions! At £4.25, who dares to read?

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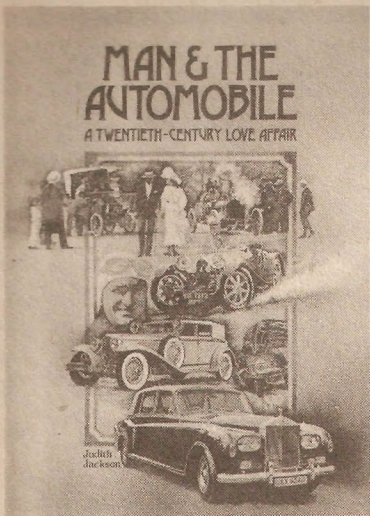
MG SPORTS CARS. Edited by Peter Garnier. Published by St Martin's Press, New York. Hardback (160pp), £6.95.

The amount of published material available about MG is quite bewildering. This is a new edition of the book which was first published by Hamlyn a few years ago. Compiled by the former Editor of *Autocar*, it takes the form of reprinted road tests from that magazine, with some extra colour illustrations including Gordon Crosby paintings. The format has enabled the publishers to keep the price down to a sensible level.



TIGER — THE MAKING OF A SPORTS CAR. By Mike Taylor. Published by Gentry Books Ltd. Hardback (224pp), £9.95.

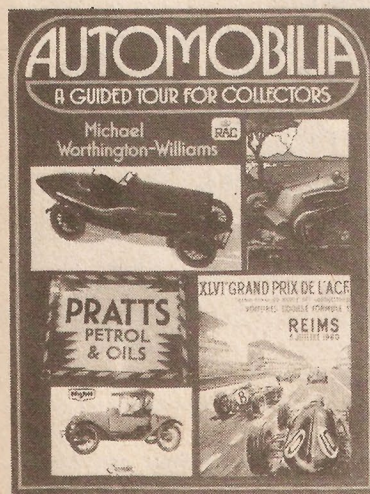
During its production, between June 1964 and July 1967, the Sunbeam Tiger earned many firm friends, devotees of the concept of a small British sports car fitted with a large American V8 engine. Here the author provides a comprehensive account of the Tiger story, including masses of information about the Tiger in competition — in club racing on both sides of the Atlantic, in rallies, and of course at Le Mans. The photographs are excellent, and there are several appendices providing useful data.



MAN & THE AUTOMOBILE — A TWENTIETH CENTURY LOVE AFFAIR. By Judith Jackson. Published by McGraw-Hill Book Co (UK) Ltd. Hardback (224pp), £8.95.

With Graham Robson as Technical Editor and a foreword by Henry Ford II, the Motoring Editor of the *Sunday Times* sets out to provide a kind of social history in which the motor car is the unifying factor. The book is therefore a jumble of ideas and themes, notable in particular for its first-rate illustrations, including many in colour.

There is a considerable sporting content, ranging from Brooklands to drag racing, and the book as a whole makes good idle reading, an inexpensive, large-format publication of the coffee table genre.



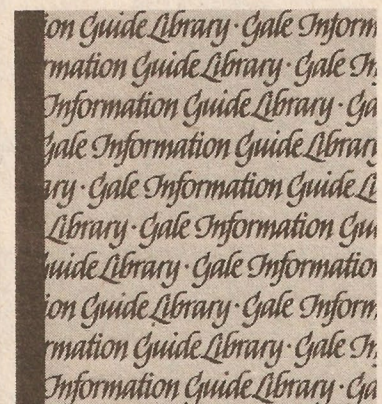
AUTOMOBILIA — A GUIDED TOUR FOR COLLECTORS. By Michael Worthington-Williams. Published by B.T. Batsford Ltd. hardback (192pp), £12.50.

The author, a well-known motoring historian and motoring adviser to Sotheby's, has presented a wealth of material which will be an absolute delight to the collector of items from models, books, magazines, photographs, posters and cigarette cards, to old car accessories (horns, lamps, radiator emblems, badges and so on), paperweights and inkstands. The full range of automobilia is vast and can never be fully covered, but this superbly illustrated book deals entertainingly with a myriad of subjects. If you are a collector, beware — it could send

MOTORSPORTS — A GUIDE TO INFORMATION SOURCES. Edited by Susan Ebershoff-Coles and Charla Ann Leibenguth. Published by Gale Research Co, Book Tower, Detroit, MI 48226, USA. Hardback (206pp), \$24.00 (price in USA).

This American publication provides indexed review lists of publications (both books and magazines) under a comprehensive series of headings, and will be very useful to anyone who has his profession in motor sport, or to the really serious enthusiast. We cannot resist quoting the editors' opinion of our own magazine: "AUTOSPORT is one of the oldest and most respected offerings of the motoring press. Its outlook is primarily British, but major international events are covered in some detail. Grand Prix coverage is excellent. Local coverage of events throughout Britain is also very good."

Accurate, it may be, but this book is also fairly expensive — if you want any kind of comprehensive service, you must pay.



SUPERCARS OF THE SEVENTIES. By Jeremy Sinek. Published by Hamlyn Publishing Group Ltd. Hardback (128pp).

A very useful bedtime book, this. Most of us can never realistically hope ever to own a 'super-car', and many people find them excruciatingly boring. Whether daydreaming or insomnia is your problem, here is the answer.

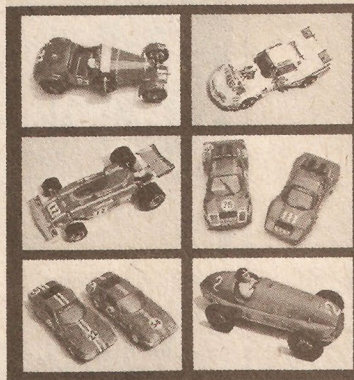


TAB BOOKS/No. 1117

\$5.95

The Model Car Handbook by Bob Cutter

How to collect, build, and display scale models of automobiles.



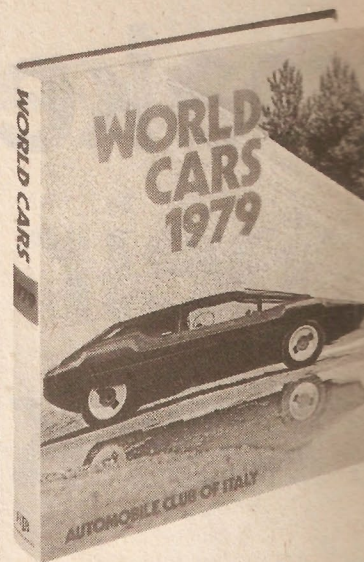
THE MODEL CAR HANDBOOK. By Bob Cutter. Published by Tab Books, Blue Ridge, Summit, Pa, USA. Softback (160pp), \$5.95 (price in USA).

Die-cast, metal kits, plastic kits, you name it, this is a comprehensive guide to the world's model car makers. It provides everything the collector needs to know, and includes separate chapters on the leading British specialists, John Day and Brian Harvey.

WORLD CARS 1979. Published by Herald Books. Hardback (440pp), £13.95.

While motor racing has its share of annuals large and small, the road-going motorcar is less well supplied. Every year *World Cars* helps to fill this gap by listing and illustrating every car in production anywhere in the world, with specifications — and that includes several fascinating obscurities like the turbocharged mid-engined V8 Argyll from Scotland, the Felber Excellence from Switzerland and Toro, a pretty coupé built in the Philippines. India still produces the Hindustan Ambassador, which is a mid-1950s Morris Oxford down to the last nut and bolt, and the Standard Gazel which is actually a four-door Triumph Herald. Introductory articles cover the

state of the industry across the world, dream cars (in colour) and electric vehicles, and the only let-down is a sketchy six-page article on Formula 1 racing which is outside the scope of the book. Invaluable for reference, fascinating for browsing.

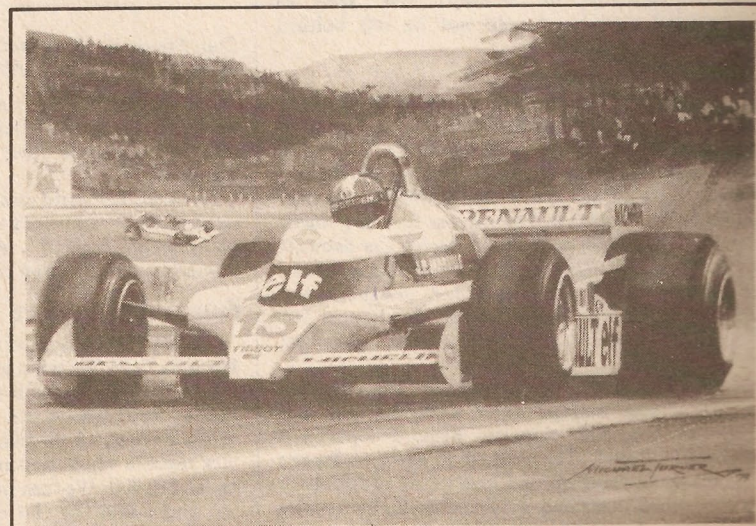


WOODSTOCK ANTIQUES

While on the subject of books, and therefore Christmas presents we would like to draw your attention to a new shop which has recently opened in Surrey. Well-known journalist Eoin Young, who has operated his Specialist Book Broking Service for over a year now, has joined forces with Woodstock Antiques. The shop therefore combines antique and reproduction library/study furniture with a variety of rare motoring and motor racing books, posters, pictures and miscellanea.

We recently visited the shop, browsing through a variety of fascinating things, from prints by Gordon Crosby to originals by Michael Turner and Roy Nockolds, from many rare, long out of print, books to original Brooklands badge sets from 1909 to winner's medals from Douglas in 1936 (victory going to Dick Seaman on Rob Walker's Delage).

It is the first shop of its type in the country and we recommend a visit. The address is: Woodstock Antiques, 11 Bishopsmead Parade, East Horsley, (tel 04865 2454).



CHRISTMAS CARDS by MICHAEL TURNER

This is one of the five superb Christmas cards produced by the well-known motor racing artist Michael Turner, and now available at £1.25 a set (inc p&p) from Studio 88 Ltd, 95 West End Lane, Pinner, Middx HA5 3NU. As well as Jabouille, Turner depicts Scheckter, Jones, Regazzoni and Laffite this year. A snip.

Sark make their mark

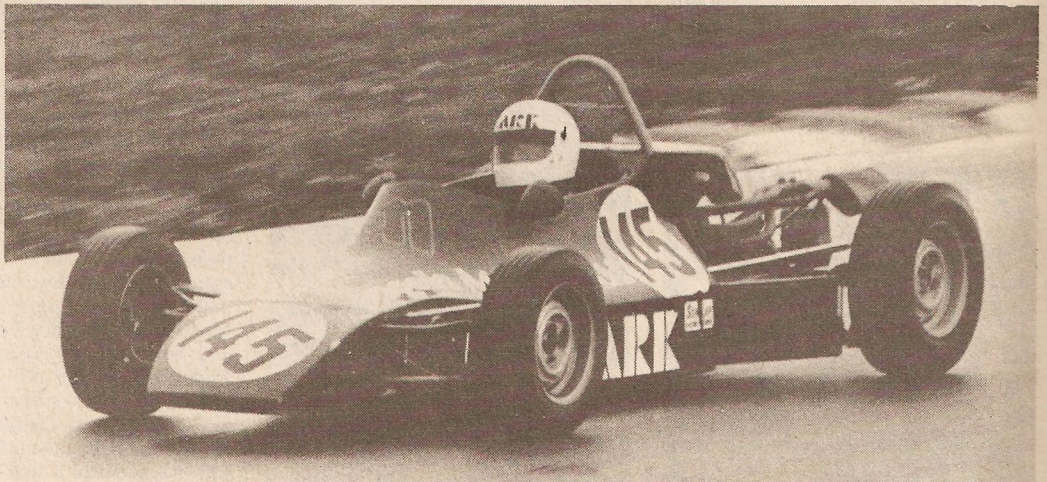
Fresh from the outstanding success in the Formula Ford Festival, Don MacLeod is hoping that his Sark company will attract new business. BOB CONSTANDUROS reports.

Back in 1973, Don MacLeod won the second ever Formula Ford Festival. A few weeks ago, he won the Festival for a second time. The difference was that this time he won it in a car designed by his brother Hamish, and built up by his own company, Sark.

Luck may have passed Donald by between 1973 and 1979, preventing him from rising through the ranks of motor racing as a driver, but he has cut his losses and put his experience to use in challenging the big Formula Ford constructors by building and marketing his own car. At 33, this North London-domiciled Scotsman may be old for a Formula Ford driver, but his determination is as great as ever. His aim nowadays is to leave driving behind and get on with making a career as a constructor, putting Sark on the map. It is certainly a daunting task, in the face of Van Diemen, Royale, PRS and other companies in Britain, but Don is determined that he should not be left behind again.

Sark has in many ways, had a troubled history. It emerged from the ashes of Starfire, a company started by Formula Ford driver Gavin Hooper. Hooper, a London car dealer and builder, hired current Williams designer Patrick Head to draw the Starfire for the then new Formula Ford 2000. The car was first introduced amid grandiose plans at the 1975 Racing Car Show. It was subsequently tested by the likes of Richard Scott (whose Formula 2 car Head had designed) and Formula Ford driver Frank Hopper. But Hooper lost interest in the project, got married, and the car sat unused.

A year later, it was announced that London accountant and ex-Mini racer Chris Parsons and Greenwich transport manager Richard Piper had bought the project. They moved it down to Piper's premises in Greenwich and, due to the proximity of the *Cutty Sark*, renamed it Sark. Despite his relative inexperience, Piper did well with the car, putting it on the front row in FF2000 races and setting a number of fastest laps, with some good race finishes. A number of cars were sold. One went to ex-F3 driver Jeremy Gams, and that car is still driven with success by Lorina Boughton. Another went to now Capital Radio



Top: Six years after winning a Formula Ford Festival, Don MacLeod repeated the feat with a superb win at the Brands Hatch Festival. Above: On his way to victory in his own Sark.

Oulton Park; this car was never rebuilt. Two more were sold to South Americans, one of which went home with its owner, the other being sold again to David Coombes.

However, few more cars were sold. During the 1977 season, Piper continued to race, but found himself uncompetitive, and with increasing business commitments he gave up racing.

Business venture

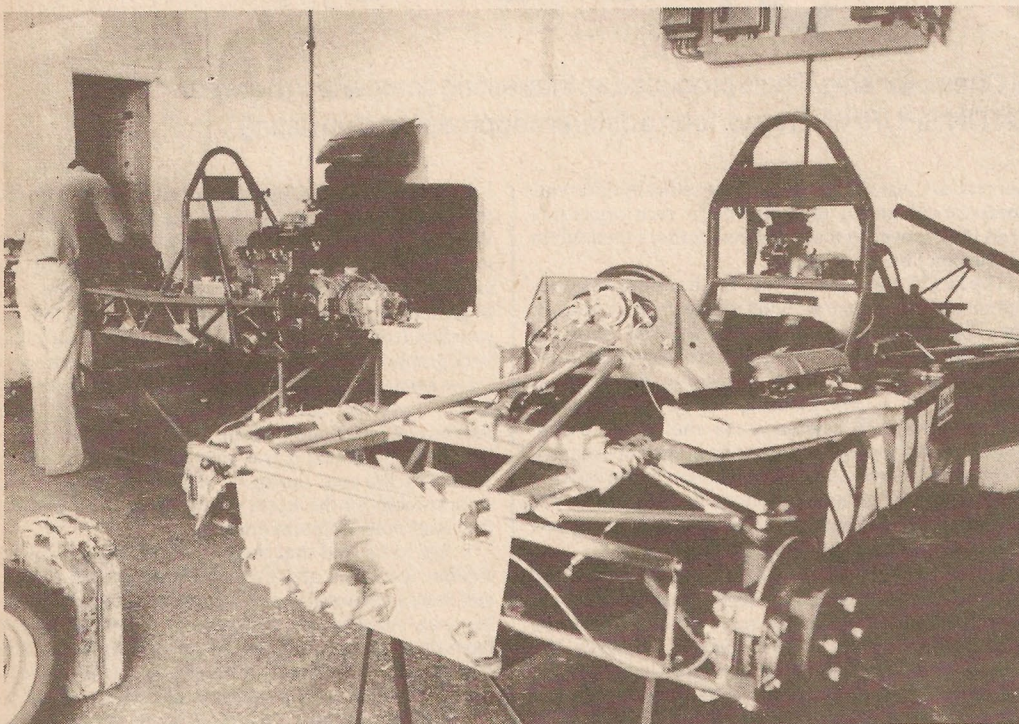
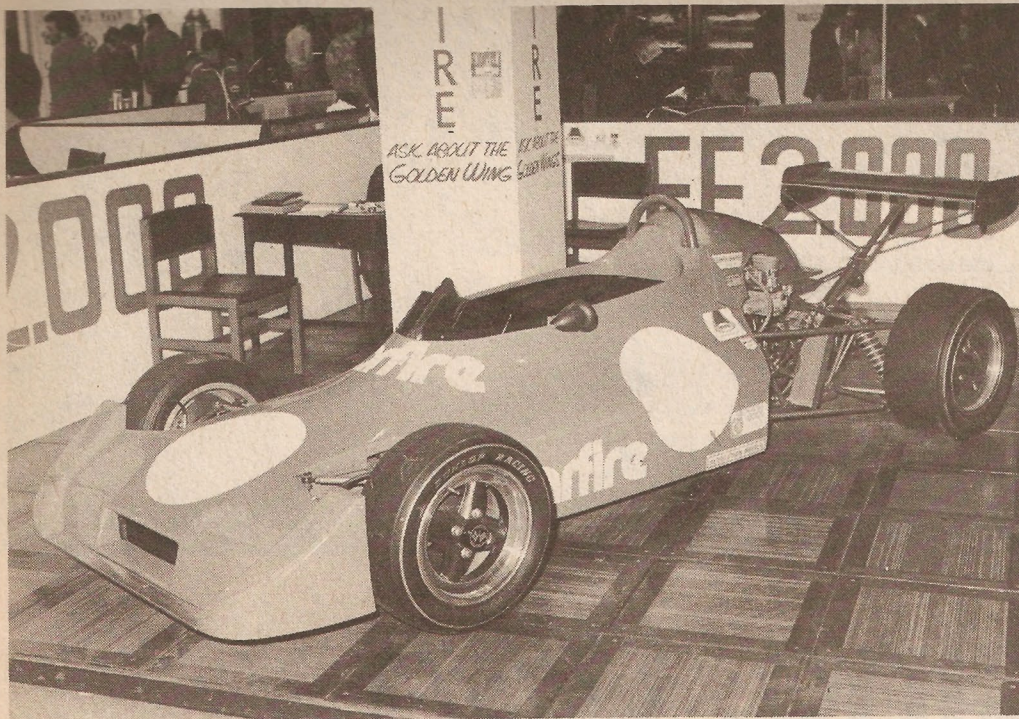
During 1977, MacLeod was racing a Van Diemen in Formula Ford. He takes up the story: "A friend asked if the car would be for sale at the end of the year. He had a friend who would be interested in buying it. When we met, we discussed the deal and I was asked how much a whole season's racing would cost. I said about £10,000. We then discussed what I was going to do, and I said that I'd be really quite interested in building cars, and he said that maybe it would be better to put money into a business venture than pour it down the drain."

The "he" was John Mortimer, a London businessman who is used to putting money into promising small businesses. Early in 1978, it was announced

from Donald's friends, Messrs Piper and Parsons. MacLeod: "Originally, we were going to do FF1600 and FF2000. I raced Piper's Sark four times at the beginning of 1978, and the whole idea of that was to find out where the car was good and where it needed to be improved, as a chassis. It didn't tell us all that much, it was actually a competitive car, there was no question about it. I finished fourth in the final race, and set fastest lap." Head admits that the Sark design was the basis for his successful Delta design.

But by this time, the company's aims had changed. "We decided to stick to 1600 because the world-wide market is huge. There are a lot of constructors supplying the market, but they don't all produce lots of cars. You've only got Van Diemen, PRS, Crosslé and Royale producing in any numbers. There is always room for someone else to come in and sell 25 cars. It doesn't exactly put anyone out of business. But the FF2000 market is so small worldwide that even if you dominated the market, you still wouldn't sell that many. The potential is that much smaller."

So it was decided to put all the eggs into the FF1600 basket. The existing chassis was used as a basis for the FF car before being sold to Peter White, and thence to



Top: The Sark traces its ancestry to the Patrick Head-designed FF2000 Starfire of 1975. Above: A Formula Ford tub being built up at the Sark premises in Radlett.

which are completely unchanged, and the top section, although that has been altered to accommodate a changed roll-bar required by the regs. The rest of the bodywork is different. The chassis retains the original dimension but we found that it wasn't as stiff as we would have liked it, so we stiffened it very successfully.

The modifications were done by Don's younger brother Hamish. Hamish has always been involved in Don's racing, ever since the early days back in the early seventies. He has a degree in mechanical engineering, and when he started work on the revised suspension and so on was working on an oil rig on BP's Fortes Field in Scotland. He now lives in Balmoral, and still works for BP.

Fairytale

The car was finished shortly before the Formula Ford Festival of 1978, and was debuted in fairytale style by Donald MacLeod. First First in the heat, its first ever race, the car went on to finish fourth in the final, and Don became the second man ever to lap a Formula Ford under the 50secs barrier at Brands Hatch, a record still held jointly with James Weaver.

"We changed the car during the winter, but only slight changes in order to productionise it. It was built

as a prototype (all the stuff that was built for it was one-off), so we had to do drawings and that sort of thing for production. Hamish did all those drawings.

"At the beginning of this season, we just had John Davis running from the factory, but we'd built up other cars for Len Greeney, Barry Paffey and David Wigdor. I was disappointed by the number of orders that we got after last season, but in retrospect not really surprised. It was just one race on which we were selling the car. Perhaps people wanted to see a bit more of us. We never expected to sell 25 cars, but we hoped to sell 10 or 12, so it was a little surprising that we didn't."

This season is recent history, but John Davis finished fifth in the Townsend Thoresen championship after what turned out to be a troublesome season. "He finished more races than anyone else in the championship. If nothing else can be claimed, he never broke down in a race. We went well in the first few races. We didn't realise it at the time, but we'd had a good engine at the end of last season which blew up at the second race of 1979. Then we discovered that we were instantly less competitive than we had been. We knew then that we had to find a good engine. We tried lots, had rebuilds done by Auriga, even bought an Auriga, but it

made no difference. We then realised that perhaps there was more than one problem. It was hard to arrive at this decision because the evidence was against it, the car had gone so well to start off with. But we realised that we had to change the car, and it was important to offer a revised car for next season anyway."

Hamish altered the front and rear suspension, and it proved its worth at the 1979 Festival. Donald praised the traction which, in the wet, proved invincible. What would have happened if the Festival had been dry? "The car would have been better. The previous one was good in the wet, always has been. The reason for changing the car was not to make it better in the wet but in the dry. It has also made it easier to drive, which surprised us. We would have preferred to have won in the dry, of course, but it might have been a lot harder.

Winning

"The reason I drove in the Festival was to show that the car was good. I'm interested in the Sark winning. When you've got so few cars in the field, you've got all your eggs in very few baskets. You're dependent on those cars having good engines, luck, that sort of thing. When you've got a dozen cars in the field, like Royale and Van Diemen, you've obviously got that much more chance.

"I'm much more interested in being a constructor than I am in being a driver. The sooner I can let someone else take over who is capable of winning, the sooner I shall be out of the driving seat, and the happier I'll be."

MacLeod, despite picking up many hints from his former boss, Ralph Firman, has found that becoming a constructor is difficult. "We do what virtually everyone does in Formula Ford these days. Basically we sub-contract and assemble the cars ourselves. But at the moment, I spend a lot of time building the cars, working on them, administration, it all hinges on me. When we're better organised, I shall be able to spend more time testing the cars and perfecting them."

"Currently Don relies heavily on his mechanic, Edward Woodhouse, (who came with John Davis) and part-timer David Norman. Chassis are built by former Clubmans designer Andy Diamond to a very high standard, while other engineering work is done by Adrian Reynard's Sabre Automotive.

The future for Sark revolves around Formula Ford. Don is keen to get into the American market. He has already been over there, and expects to sell two or three cars there next season. He is perfectly prepared to go over and race the car himself if he needs to establish it: "There's no point in having a car running at the back if you want to sell it." Interested agents have already contacted him from Ireland and Germany.

The car is likely to remain in similar trim for next year, with the suspension modifications as seen at the Festival. "The next car that comes from us is going to be a new car altogether, and that will be for 1981. But it won't be of revolutionary design. I think you can only be innovative when your financial position allows you to be. You can't take a risk at this stage, because you go bust. You can't take the knocks if it doesn't work out right."

With his experience, Don is obviously very aware of the developments in Formula Ford. "The hire and racing team people are a very important development. Many manufacturers have found it very difficult to run a racing team from the works. It is self-destructing, racing disrupts production, production disrupts racing. For years, Royale have refused to run works cars, but have been willing to slot in with people like Rushen Green, an absolutely top organisation which suits Royale perfectly. Ralph Firman of Van Diemen has taken the other step. The racing team is entirely divorced from production, under a separate roof with different mechanics, and financially self-supporting. "Now, obviously we'd like to do a deal with someone like Rushen Green, but I can't see that happening at the moment. But next year we'll put our racing team on a different footing — premises, personnel — and it will have to be self-sufficient.

"People can see that we mean to be around for some time. Our backer, John Mortimer, has been fantastic, keeping faith in us. We're serious about manufacturing racing cars. We've survived our first year, surely the most difficult for anyone, and we've ended it well. Hopefully, that will give people confidence in our product."



Randy Canfield tries to slip his 'frog-eye' inside the Midget of Catherine Kizer (the first ever lady champion) in the 'H' Production final.

Club racing, USA

A visit to Road Atlanta for the SCCA National Championship Finals produced an interesting comparison between amateur racing in Britain and America. QUENTIN SPURRING reports on a different approach to club racing.

Some of the major motor racing categories in the USA reflect differences in attitudes to life in general so strongly that the opportunity to view some American club racing held enormous interest. The very nature of the job demanded that my knowledge of club racing on the other side of the pond was, at least, adequate. But, as the man said, a little knowledge is a dangerous thing, and the chance actually to attend the SCCA National Championship Finals at Road Atlanta had to be seized. The prospect of seeing club racing in the USA intrigued me.

Over there, the categories which have really impressed me have been those on which there has been no European influence whatsoever. If I hear you cry, "Heresy," you have never seen Sprint cars or NASCAR Grand National.

However, with a road car industry based on absurd Goliaths (under pressure, in recent years, from Davids imported to a unit), and a demonstrable failure to understand what road racing is actually about, the American club racing scene simply had to have some European influence. Indeed, that influence I already knew to be extensive. The intriguing thing was to find out how the European concepts which obviously dominated the scene were affected by purely American attitudes.

The foremost of American principles when it comes to motor racing is one that is sadly — in fact, disgracefully — lacking not only in Britain, but in Europe as a whole. It is called promotion. I do not mean placing advertisements in the local press and on local radio: I mean that the promoter is the individual most central to the success of any racing category, because it is his job to give it public appeal.

Above all, what hits you when you go to watch motor racing at any circuit in the USA, whether you are involved in the sport in some way or simply an enthusiast, as that the spectator is the most important person in the place. If Joe Soap doesn't like it, forget it: he pays the bills. And he wants to see close, exciting motor racing.

This attitude permeates throughout the various strata of the sport in America, and is responsible for the most fundamental differences in the club racing scene on that side of the Atlantic. What I went to see was the climax of the year's club racing as organised by the

Sports Car Club of America, and the radically different, spectator-orientated thinking of the race organisers (and their power to make the competitors themselves toe the line) hit me at once.

The SCCA operates a series of club racing categories (all carefully designed with the public in mind, and all, therefore, subject to continual change), and events for these categories are staged by the club's seven divisions across the country. Each category, naturally, is organised as a championship series, so divisional champions in each emerge at the end of the season. However, the top four in each class in each division are then invited to what American commercialism calls the "Olympics" of national amateur racing, the SCCA Champion Spark Plug Road Racing Classic, otherwise known as the Road Atlanta Run-Offs.

Qualifying for the Run-Offs, during which the national champion in each category is decided in one great inter-divisional bonanza, is a matter of some pride. Unwillingness to take part — to make the journey, say, from Utah to Georgia — is virtually unknown. Divisional feeling is strong, and contributes to the overall atmosphere in no small measure.

Walking through the paddock at Road Atlanta for the first time, I was puzzled by this atmosphere. After a while, I realised what it most closely resembled from my own experience. There was an air of championship hillclimbing at Shelsley Walsh or Prescott about the place, an air of friendly but competitive rivalry, a strong feeling of mutual enthusiasm for a much-loved sport. That is, sport. Sharp young hotshoes with sycophantic personal managers and aggressive team chiefs were totally absent. Refreshing, it was.

The realisation that Road Atlanta is one of the finest road circuits in the world came next and, frankly, took me completely by surprise. I should have known. David Hobbs, who now spends much of his time (poor fellow) in nearby Atlanta, witnessed my unforgivable astonishment: "Oh, yes — it's a really fabulous circuit, it's got everything the Nürburgring has except sheer length. I love it. It's spectacular for the crowd and very demanding for the driver." Road Atlanta, built around a red clay hillside in delightful wooded country and the property of the Le Mans winning Whittington brothers, provides better viewing facilities than Brands Hatch and undulates even more. A driver must cope with simple steepness as well as slow corners, fast sweeps, humps and the special requirements of a flat-out series of spectacular swerves. It is 2.52 miles long, quite dangerous and, alas, will probably never be the scene of the US Grand Prix.

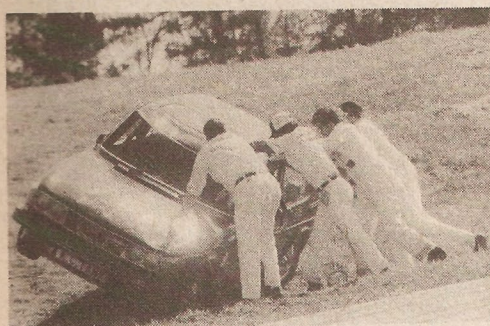
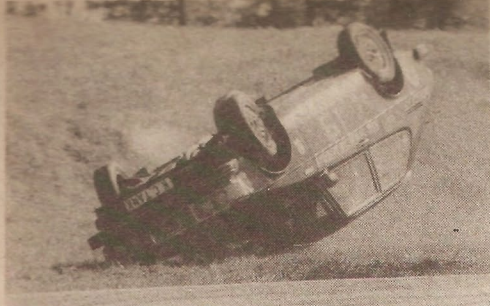
The third most striking aspect of my arrival there was the standard of preparation of the cars themselves. With 20 races on the programme (Peter Browning, you should be so lucky), there were over 500 cars in the various paddock areas, and the certainty, I thought, of a large number of shoddily prepared racing cars. Not on your life. It did not take me long to realise that one of the strongest points of the professional American categories — immaculate (and I mean immaculate) preparation — applied also to the amateur racing. The Americans build and prepare their racing cars quite beautifully; but this is true only in a cosmetic sense. Setting up the cars, tuning them into the best possible compromises for the motor racing jobs in hand — well, that is a totally different matter.

It has to be said that there remains a great deal of sublime ignorance about club racing over in America, and there are several theories about why this should be. My own concerns the competitors themselves. As I have said, one can find few hungry young lions. The USA still determinedly defends a claim to self-sufficiency and, with a country that size in which to operate, few young drivers seek to move on to recognition in International racing, even now. The sometimes offensive 'hunger', to which Europe owes its standing as the cradle of top racing drivers, is replaced by an always fascinating, and sometimes laughable egotism. Your average all-American Formula Ford driver simply does not see himself as a future Grand Prix (or even Indy) star: he is right there now. Nuvolari against the Germans and Fangio against the Ferraris at the Ring. Death before Dishonour, right there in a meaningful combative situation. You'd better believe it.

You can't, of course, although some of the people (and particularly some of the girls) still do. To be fair, this attitude is changing, and young men more professional in their approach are emerging all the time. Of my first impressions, the final and perhaps the most lasting was that America could be on the verge of producing a new generation of young International drivers, provided that all the European influences at amateur level are maintained and subjected to American innovation. Plenty of that last and valued quality was in evidence at Road Atlanta.

Snowroom Stock

Actually, any kind of innovation is stifled in the first category I will discuss, namely Showroom Stock. This is the direct equivalent of our own Production Saloon class, but is precisely what it says, being very closely



Above: There were some dramas, but the Saab Turbos cleaned up the Showroom Stock 'A' final.



policed. Competitors use blueprinted engines, of course, and they are allowed a few minor tweaks such as buffing down the tyres to a minimum of tread. From time to time, the SCCA publishes notice of new modifications admitted, such as fuel additives, but otherwise the permitted alterations to the cars all have to do with safety (half roll-cage, full harness, taped up lights and so on). Drivers of lately competitive cars now being blown off will tell you different, but (despite rumours of unauthorised tweaking of the fuel pressure, and the like) there is actually very little cheating going on in Showroom Stock.

While tuning possibilities are strictly limited, this class provides a good example of the success of the SCCA's policies which are designed to achieve close motor racing. There are no engine capacity classes, but the cars are classified purely on performance. If your car is too slow—or too fast—for any of the classes, you will be asked politely to seek your motor sport elsewhere.

The Run-Offs naturally featured all three of the Showroom Stock classes operated by the SCCA divisions, and the cars which turned up represented a crushing condemnation of the USA's home products. Of the 26 runners in the fastest 'A' class, only one Chevrolet Monza and two Vegas (none a front-runner) were home-made. Ten of the imports were Saab Turbos, six were Datsun 280Zs, five were Porsche 924s, and there was one Alfa Romeo 2000 Spyder. Some of the Datsuns and the Alfa were not quite as quick as the rest, leaving almost a straight fight between the Saabs and Porsches with a couple of Japanese interlopers.

You may wonder, in view of the SCCA's rules, why some cars were quicker than others. The answer is, of course, simply that some drivers are quicker than others. In fact, very much so. This was a very noticeable factor throughout all the classes, and there is no doubt that the general standard of actual driving is far lower than in Britain. Half a dozen or so men stood out from

Don Knowles takes to the grass to win his second Showroom Stock 'B' crown.



the rest in each category. This first became obvious to me when I was watching practice: in every type of class, there were some highly individual lines through the corners, and if this was the national finals, I wondered that the divisional events must be like . . . I did not view the coming races with any great enthusiasm but, for some reason which I have not really been able to fathom (are drivers more disciplined during the actual racing?), most of the wild driving had disappeared come race day. And every race—every one of the 20—was closely fought, really exciting to watch.

In Showroom Stock, manufacturers are permitted an indirect involvement (although the cars must be privately owned), and in fact manufacturer interest is extraordinarily high. The Datsun 240/260/280Z series won the 'A' class title for nine consecutive years, during which the Japanese company took a firm grip on the USA market and the model became the best selling sports car. No one is seriously attributing its success solely to its racing record, but nevertheless Showroom Stock race victories are highly prized by manufacturers trying to establish (or to protect) a foothold in America.

Saab, for instance, have recently gained new management determined to increase the Swedish company's share of the USA market, and ready to put motor racing to the maximum possible use to achieve that aim. With so many cars qualifying for the Run-Offs—ten Turbos in the 'A' class and nine of the lower performance 99L fuel-injection models in the 'B' class—Saab-Scania of America Inc took some trouble at Road Atlanta. The Saabs had their own paddock area, stocked with \$35,000 worth of spare parts and full technical service facilities, and watched over by the company Regional Service Manager, Dave Freeman. Competitors were able to use these facilities to work on their cars themselves and, indeed, four of the Turbos enjoyed practical works entry treatment.

Especially after the untidy practice sessions, the racing itself was a revelation, very closely fought

indeed. The 'A' class race, the first on the programme, lost some of its tension a few laps from the end. The lead was being contested by three Saabs, two Porsches and a Datsun, but the 924 drivers (one of them last year's class champion, D.J. Fazekas) contrived to take each other off the road, leaving the win to Ron Christensen's Saab from Ben Burrell's Datsun, just three-hundredths behind him.

As an aside, it is interesting that Christensen, who had driven to Georgia all the way from Salt Lake City, 2000 miles away, entered the same car for the Utah Economy Rally, returning 43.52mpg . . .

Saab cleaned up in the 'B' class, as well. Don Knowles successfully defending his 1978 title with the same car. Knowles used some canny trackcraft to put a backmarker between his 99L and the Mazda RX-3 and Alfetta GT which were in hot pursuit, to pull out a 4secs cushion on the last lap.

I have never seen spectators get so excited about a production car race and, when the Saab advertisements begin to proclaim the Showroom Stock titles, I am sure they will have a ready audience.

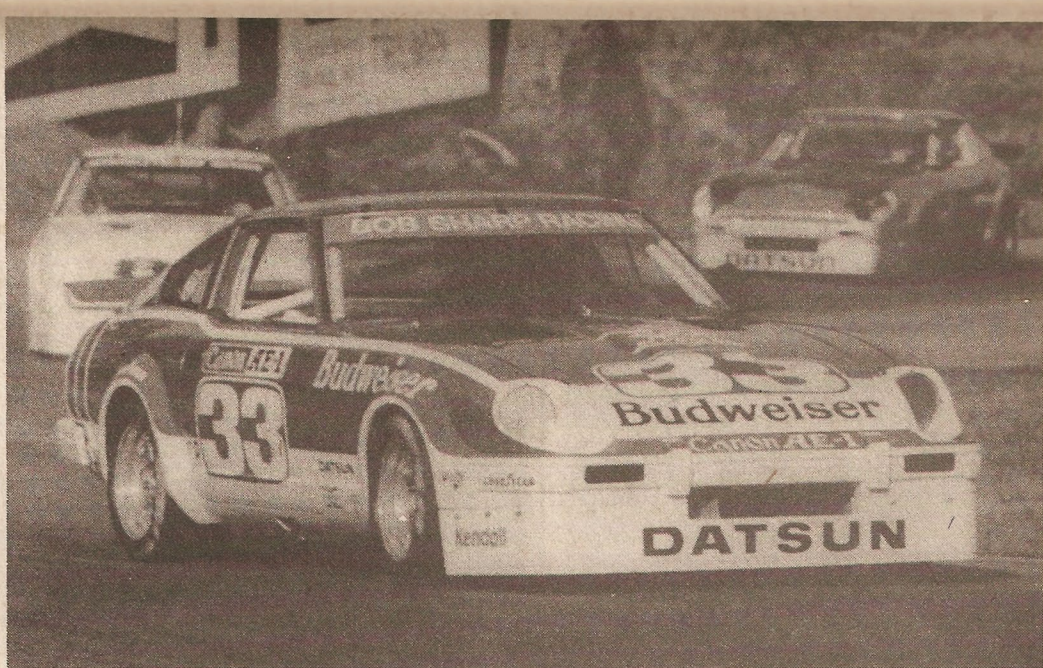
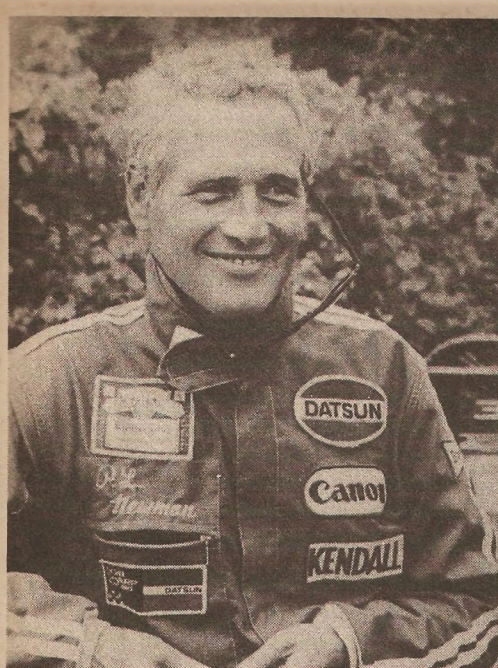
Another major importer, VW will be equally delighted with the publicity from victory in the lowest-performance 'C' class. A Rabbit (the American name for the Golf for which the SCCA also operates a successful one-make series) scored one of the easiest wins on the three-day race programme, defeating an AMC Gremlin, another VW, three more Gremlins and a Pacer. US cars did rather better here, although it is a reflection on their performance that they are competing in SSC with the smaller-engined imports such as the Rabbit, Ford Fiesta and Opel Isuzu.

Production

The very popular SCCA Production classes are the equivalent of a kind of Group 3½, modified sports cars. Once again, the cars are successfully classified on the basis of relative performance. There was no 'A' Production class at Road Atlanta this year following a reclassification at the end of 1978, but there were races for seven classes 'B' to 'H' including a very wide variety of cars.

The 'B' class was dominated by Chevrolet Corvettes, and the only two interlopers, both Porsche 911s, contrived to take each other off on the first corner! 'C' Production included singleton entries of another 911, the only Jaguar E-type still racing in the USA, and a Mazda RX-7 on its first appearance at the Run-Offs. However, the class was numerically and practically dominated by the latest 280ZX Datsun model, in one of which P.L. Newman was starring.

Newman's motor racing ability was perhaps not fully realised in Europe until Le Mans 1979, but he has been an accomplished amateur driver in the States for some years. He was the 1976 'D' Production Champion with a Triumph TR6, and now drives for the extremely professional (and works assisted) Bob Sharp Racing team, which gets major sponsorship from Budweiser. As he wandered round the paddock during the Run-Offs, super-cool in shorts and sweatshirt, he was treated by the officials and other competitors like some kind of protected species. People bend over backwards



For the second time in his career, Paul Newman won a National crown, taking the Budweiser Datsun 280ZX to the win in 'C' Production.

Club racing, USA

continued

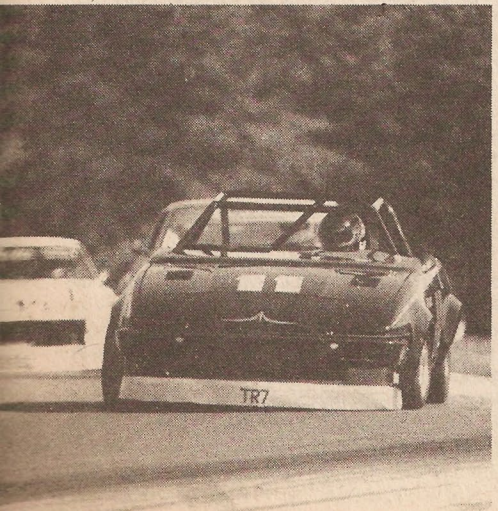
not to make him feel like a superstar, and are wary of asking him for his autograph and the like for fear he might go away. If I were he (Joanne Woodward, I love you), I am sure I would find this pretence that he is just another club driver even more irritating, but there you are.

Newman came to the Run-Offs after an impressive run of divisional successes, having been runner-up in the 'C' Production finals in 1978. This year he just ran away with the title, winning by over 6secs from two more Datsuns. He was one of the most experienced, neatest and most consistent drivers in the place and, at 54, left all the younger hotshoes in his wake. The 'C' class is the most professional in the Production category and includes the most manufacturer support.

There were four Triumph TR7 entries in the 'D' class, two of them exceptionally well prepared in California by Huffaker Engineering. One of these, a new open car, scored a half-second victory over a Lotus Super Seven. Here we have another example of the success of the SCCA classification system, which has the effect of keeping older cars racing while they slip down the performance class 'alphabet'. The 'D' class was also contested by such cars as an Elva Courier, Triumph TR6 and Porsche 356 (marvellous old cars, those) as well as the inevitable Datsuns — all once again imports, you notice.

Also in 'D' Production, there was a very close factory interest (with several top Porsche personnel in attendance) in two new works-built 924s. The cars disappointed, being well off the pace, but the Porsche people later said that this had been an exploratory outing, and that they would be racing actively in the class next year. The idea is to get the 924 established in

J. Lee 'Mother' Mueller takes the Huffaker Triumph TR7 to the 'D' Production title — and the JRT bonus.



the USA market, and there is also the possibility of the 924 Turbo in Showroom Stock.

At the moment, Porsche are one of several major importers who offer considerable bonus awards to SCCA amateur competitors. Porsche-Audi had a £10,250 contingency awards budget for the Run-Offs alone, while Datsun had £10,500, Mazda £5,500, Fiat and Renault both £3,500, Saab £3,075, Toyota £3,000, and BMW £1,750. The largest budget of all — including trade suppliers such as Champion, Firestone and Goodyear — was that of Jaguar-Rover-Triumph, at no less than £15,000.

Porsche 356 Speedsters, (including the winner's) some super little Alfa Romeo Spiders and MGBs were the main contenders in 'E', while the remaining three classes were the province of Triumph Spitfires, 'frog-eye' Sprites (very pretty) and later Spridgets of 1275cc, 1100cc and 850cc, with occasional intruders such as a Morgan 4/4 and Fiat X1/9. All these Production cars most closely resemble Modsports in Britain, although they are allowed slightly fewer modifications than the latter. Modifications than the latter

Sedan

The touring car equivalent of Production is Sedan, in which there is also a great deal of manufacturer interest. However, this time the modified cars are classified on the basis of engine capacity, in three classes up to 1300cc, 1301-2500cc and over 2500cc. An interesting feature in the two smaller-engine classes is that performance in each is equalised by keying the weight of the cars with engine capacity. The 'C' class was dominated by B210 Datsuns (Dick Davenport winning his third successive class title) but, after weight adjustment, a Mini could keep the Japanese cars busy and finished fourth.

Paul Newman also has a Datsun 200SX, again run by Bob Sharp racing, for 'B' Sedan, this being the latest 2-litre sporty saloon for the US market. However, he tangled with a backmarker early on, and after a spectacular recovery could finish only third. The top ten were all modified Datsuns except for a Mazda RX-3 in fifth place and a Toyota Corolla in tenth.

There was not a solitary American product in either of the smaller classes, but the 'A' class was ruled by US pony cars, a Mustang winning from a Plymouth Barracuda and a Camaro. Like all the race winners, Dan Moore received a jubilant reception on his victory lap from the marshals from his own South-Western SCCA division. A group of marshals from each division attends the Run-Offs, and is allocated one of the posts. The enthusiasm of the marshals is enormous, but the actual standard of marshalling at Road Atlanta was surprisingly (and sometimes even alarmingly) low. The more one travels abroad, the more one appreciates the high standards set in Britain.

Sports-Racing

There are now three Sports-Racing classes, 'D' up to 850cc, 'C' 851-1300cc, and 'A' 1300-5000cc. All the cars comply with FIA Group 6 or 7, a type of racing which has long been popular in the USA. However, the odd engine capacity divisions are an indication of the fact

SCCA NATIONAL CHAMPIONS 1979

Showroom Stock

Class A..... Ron Christensen..... Saab Turbo
Class B..... Don Knowles..... Saab 99 GL
Class C..... Sammy McSpadden..... VW Rabbit

Production

Class B..... Andy Porterfield..... Chevrolet Corvette
Class C..... Paul Newman..... Datsun 280ZX
Class D..... Lee Mueller..... Triumph TR7
Class E..... Robert Overby..... Porsche 356 Speedster
Class F..... Steve Johnson..... Triumph Spitfire
Class G..... Bob Griffith..... MG Midget
Class H..... Catherine Kizer..... MG Midget

Sedan

Class A..... Dan Moore..... Ford Mustang
Class B..... Bill Coykendall..... Datsun 200 SX
Class C..... Dick Davenport..... Datsun B210

Sports-Racing

Class A..... Jerry Hansen..... Lola-Chevrolet T332CS
Class C..... Tom Foster..... Tiga-BDH SC79
Class D..... Dave Leeson..... LeGrand-Yamaha Mk18

Formula

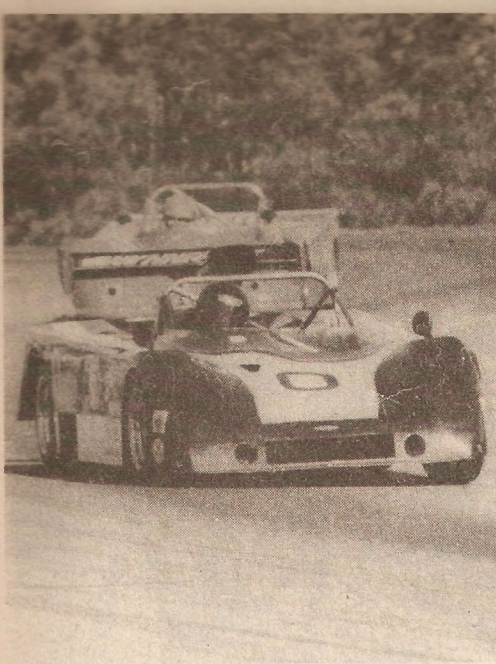
Vee..... Wayne Moore..... Lynx C
Continental..... Tom Pomeroy..... Argo JM2
Ford..... Dave Weitzenhof..... Citation-Zink
Atlantic..... Tim Coconis..... Ralt-Ford RT1

that European-style sports-racing competition has yet to take hold over there. It is particularly noticeable that there is no 2-litre class, which means that not only Cosworth BDG powered G6 cars, but also Sports 2000 machines must compete against 5-litre CanAm-type sports cars. Obviously this is unsatisfactory, but the SCCA plans to change the situation for 1980.

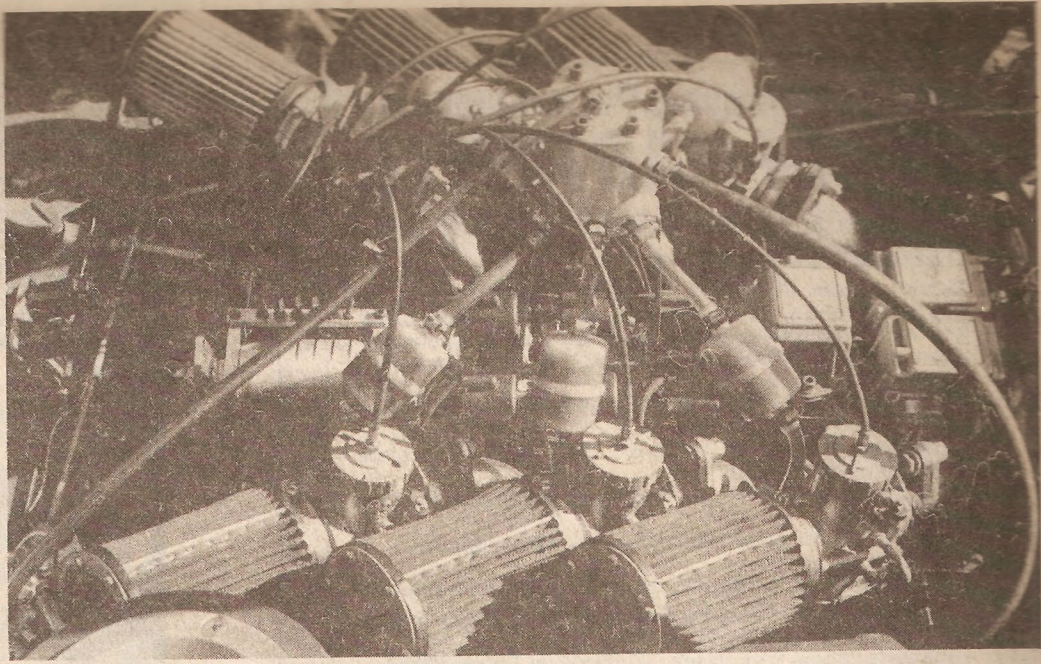
After only a short time in the Road Atlanta paddock, it was obvious to me that one form of racing which could really take off in the USA is Sports 2000. It would provide just the right kind of inexpensive club racing with the quasi-professional look. The SCCA is fully aware of the potential of Sports 2000, and next year it will be a National category in its own right. As well as Lola and Tiga, other British companies, notably Chevron and Crosslé, are now busy on new S2000 machines designed to clean up what will certainly be a lucrative market in the USA next year. In addition, there are American companies hurrying to produce cars, including Larrie Schneider's Madison, Wisconsin firm which produces the very attractive Ocelot, a multi-functional G6-type car which looks similar to the CanAm Schkee.

Nine of these Ocelots were entered in the Sports-Racing finals, along with a few other American cars such as the Bobsy and LeGrand. Fitted with motorcycle engines, mainly Yamaha, these dominated the 'D' class. In the 'C' class, there was a wide variety of 1300cc engines, although most of the quickest cars were fitted with the Cosworth BDH. The race winner was equipped with a brand new Tiga SC79 but, apart from the odd Chevron, Bobsy and even an Elva Mk7, the field was numerically dominated by Lolas. In one of the Huntingdon products, a two-years-old T496, there appeared a most interesting engine which all but carried off the laurels.

Entered by the electronic ignition and fuel injection company, Wynnfurst, Jeff Miller's Lola used a most



Above: Jeff Miller's Lola led the 'C' Sports-Racing event early on, fitted with this ingenious Kohler snowmobile engine.



ingenious engine based on three two-cycle Snowmobile engines made in Canada by Kohler. The six cylinders are arranged in pairs with a specially fabricated common crankcase, and total 1275cc. This clever and incredibly noisy engine develops over 200bhp at 9000rpm, and revs to 9500. I imagine that torque is not its strong point, and it is mated to a six-speed modified Hewland gearbox. Naturally it features fuel injection and electronic ignition, and it is very effective. Miller finishing a strong second after leading race winner Tom Foster for several laps.

The ten little S2000 cars in the 'A' class — all Lolas except for a solitary Tiga — were hopelessly outclassed, and indeed did not get round quickly enough during practice to qualify under the SCCA's rules when compared with Jerry Hansen's pole time with his Lola T332CS CanAm car. Hansen was asked if he minded if the rules were waived, and he said he didn't mind a bit, and proceeded to win his 20th SCCA National title. More 5-litre Lolas were second and fourth, with 2-litre racing engined Chevrons third and fifth, and the first S2000 — the Tiga — a creditable sixth.

Formula

The single-seater classes in the Run-Offs were essentially the same as in Europe, although there are subtle differences in the American regulations.

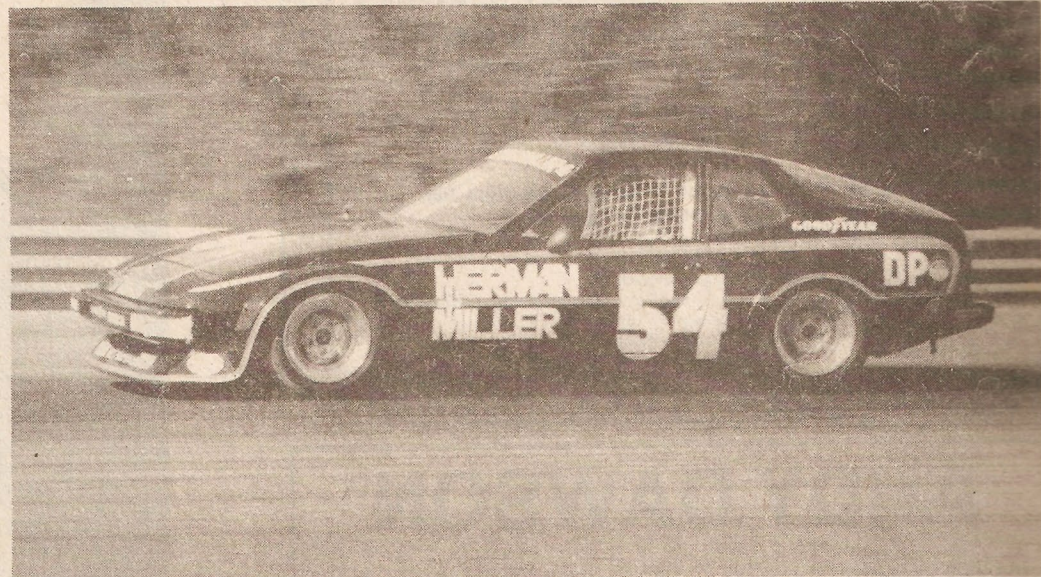
Formula Vee has been a very popular class in the USA for many years, but it is noticeable that very few of the chassis are European-made. Lynx, Zink, Caldwell, Vista Bushwacker, they were all there plus one or two home-made one-offs, but not a sign of an old European-made car left over from the days when Vee was big over here. There were plenty of new cars, but this must be the cheapest US single-seater class, and the racing was extremely close.

Formula Continental was a new National class for 1979, for cars with modified 1100cc production engines or Super Vee. In the USA, Super Vee is becoming very popular, with the 165bhp water-cooled engine. However, in the SCCA's Continental class, the water-cooled engines are strangled by means of an F3-type air restrictor to around 120bhp. This is designed to keep the old air-cooled FSV engines competitive, and has been the subject of much controversy and argument between the SCCA and the competitors.

Apart from the odd one-off, the chassis are all British-made, Lola leading the way with other entries manufactured by Royale, Chevron, Ralt, and Argo. The title was won by one-armed driver Tom Pomeroy, driving water-cooled FSV Argo JM2.

The American version of Formula Ford is different from the European in one major area, that of tyres. Racing tyres are permitted, and there is no 'spec' tyre for the formula. As a result, there is something of a tyre war going on between Goodyear and Firestone, with M&H trying to find a place in the market. A lot of tyre testing is carried out by the top FF drivers, and the man who clinched the 1979 title at Road Atlanta, Dave Weitzenhof, works as a Firestone engineer.

The engines are also slightly different, and the permitted modifications to such things as piston rings and valve gear make the US Ford 1600 power unit marginally more powerful than its European counter-



One of the works-built Porsche 924s which contested 'D' Production.

part, say between 115 and 120bhp compared with 110. However, this is nowhere near enough to compensate for the racing slicks, and in my view the American FFs are too easy to drive. This not only makes for almost unbelievably close racing, which presumably is the idea, it also makes it immensely difficult to spot the talented drivers.

The race was contested by one huge train of 28 cars, until someone spun in the middle of the pack and left the lead dice between a mere 17. It was mostly follow-my-leader stuff, except after the series of fast sweeps on the back of the circuit, where plenty of slipstreaming went on before the drivers got onto the brakes for the difficult last corner.

The scene at this slow, downhill right-hander on the last lap was entirely predictable. The Crosslé 35F of Dennis Firestone (no relation) was in the lead, but he got punted off in the general hysteria, and Weitzenhof hung on down the steep hill to claim the crown with his Citation-Zink. The second-placed Lola T540 was disqualified for having an illegal cylinder head, leaving as runner-up Tom Davey's Van Diemen RF79 from Rogelio Rodriguez's Crosslé.

Of the 38 entries (including reserves), only five were not British imports, which gives an indication of the potential of the market in this category. Crosslé was the most popular British chassis with 14, followed by Lola with 10, with the balance fairly equally shared by Van Diemen, PRS, Royale, Tiga and Dulon. In the absence of Formula Ford 2000 and until the advent of Sports 2000, FF1600 is very much the big-money arena for British chassis makers. However, this was the third successive occasion on which the dice have fallen badly for the British firms and an American chassis has won the prestige FF1600 event of the American season. Weitzenhof also won in 1977 with a Zink, and last year David Loring won the title with the effective (but expensive) Eagle, now sadly almost out of production. Nevertheless, I am pleased to report, the reputation of

the British firms remains undiminished, and is enhanced by an extensive and very efficient dealer network across the country.

It is not quite as pleasurable to report that I missed meeting Harvey Templeton, the 70-years-old engineer whose ingenious FF1600 car, the HR7260, was featured in *AUTOSPORT* on October 4. Unfortunately, Harvey crashed his device during first practice, early in the week.

Finally, Formula Atlantic. Unlike the professional North American series competitors, the SCCA amateurs may use a variety of 1600cc pushrod production engines, but in practice a lot of the cars are cast-offs from the pro championship. March chassis of several vintages dominated the field at the Run-Offs, with 15 of the 25 runners. Two Bobsy cars were the only US chassis, and after March the next most numerous design was Ralt, with only three. However, it was a Ralt RT1 which carried off the prize, with four Marches in pursuit all the way.

The SCCA is not always entirely successful in its policies, but it rules the club scene with enough clout to ensure that wherever possible places are found for older cars to race competitively, that there is a healthy market for new racing cars (which mostly come from Britain), and above all that the spectators keep coming to watch close motor racing. This is done by a strong management (admittedly now under some threat due to the internal disputes which recently caused the resignation of the SCCA Director of Club Racing, Tex Arnold). The SCCA is always looking closely at the various class systems, and will change them if it is ever desirable. Of special interest is the manner in which cars are classified on performance, which could well be copied for certain categories in Britain. Consider that the average winning margin for 17 of the 20 finals (each just under 50 miles) was only 2.2secs, and you can see that the SCCA approach is working well. Food for thought?

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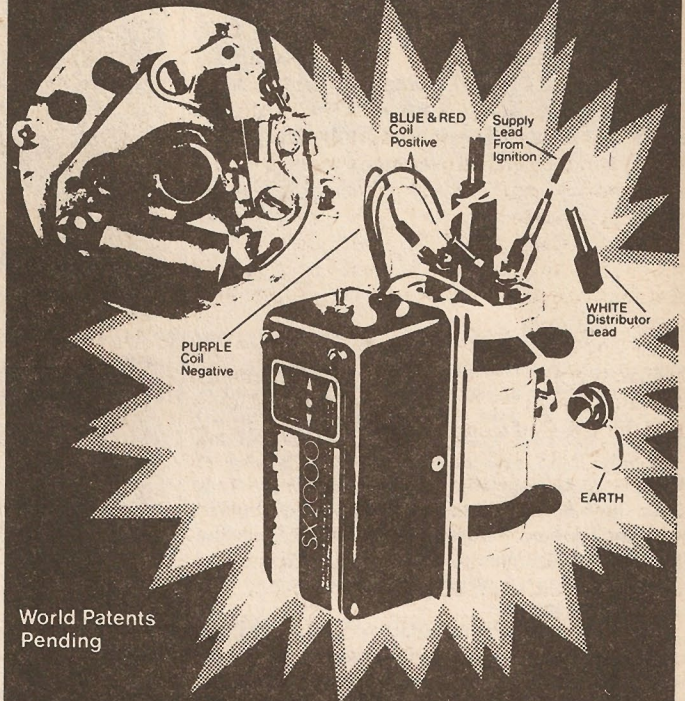
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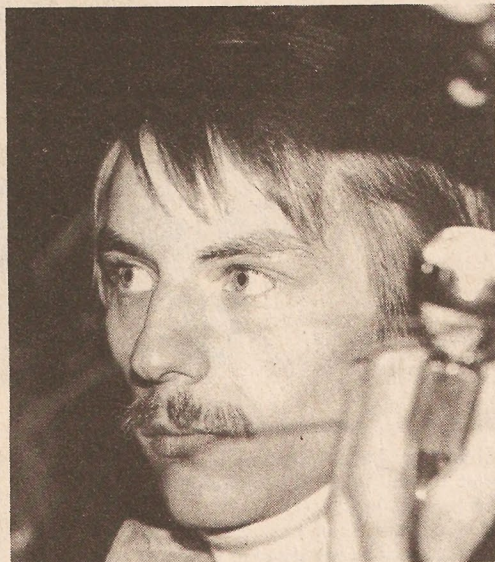
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Jochi Kleint

MARTIN HOLMES talks to the 1979 European Rally Champion.

After years in the wings, the European Rally Championship has brought Jochi Kleint into the open theatre of international rallying. Until he moved to Opel at the start of 1979, Jochi was simply a highly experienced rallyman with a career which stretched over many years, a variety of countries, and several teams, yet without anything much to show for it. Now, he has won the European Rally Championship, after a nail-biting end to the season when the Spaniard Antonio Zanini, threatened to snatch the glory away.

He has never failed to impress with his skills behind the steering wheel. Anyone lucky enough to watch him in the last few seasons would know that the VW Golf team did not fully do him justice and so we were not surprised when he won on only his second outing with the Opel, at the Boucles de Spa. Now Kleint is looking forward once more; with the European series behind him, he feels that he is now ready for the World Championship.



"I feel I have been using the European Championship as a method of getting more experience so we can then do World Championship rallies."

Jochi Kleint comes from a family of active motor sporting enthusiasts and many people confuse him with his older brother, particularly since Jochi has been competing for a lot longer than most people realise, back to the days when his brother was a Ford team driver in Germany. In fact Jochi's first rally as a driver, was in 1966 with a Saab 96 two-stroke. He is shy, quiet and, when he speaks, he does so softly and with a

distinct South African accent. His career as Manager of the South African Datsun rally team gave him his first serious taste of the world outside Germany. However, like his fellow-countryman, Walter Rohrl, he has a strong loyalty to his own country's teams and, when his time in South Africa was up, he went back to Germany again.

Like many drivers in the past, he happened into the

European Championship, rather than started the season with a positive purpose in that direction. This is a series which is only useful to a team which is working well, and often it takes some while before a team realises that it is on its way to a successful season. Opel had a team for 1979 that was working well — but which was not successful in the specialised field of their primary objective, the German National series.

They started the season with the hope that their Ascona 400 would, by the end, be rallying, and hopefully winning. Through delays in development this project is now put back and so Kleint has spent most of his time rallying a model, the Group 2 Ascona, which originally was intended to be a development stop-gap. What is interesting is that he actually prefers this car to the Kadett GT/E, which must bode well for the time when the sixteen-valve model comes along. *What made you decide to change from Volkswagen to Opel at the end of 1978?*

Firstly, the programme with Opel was much better this year because the original idea was that we did the German Championship. We stopped this because the results were not so good and instead we carried on with the European Championship. Secondly, I think that the team is fantastic and the car is good. I still look forward to the new car which was the special reason I signed the contract with Opel.

The regulations for the German Championship are terrible. You cannot get good points if you only come second overall but when you drive a 1300cc car and always win your class, you will be in the top three at the end of the year. If you are one of two competitive Group 4 cars and you cannot always win, it is hopeless. There are no points for group, only for the class and overall places.

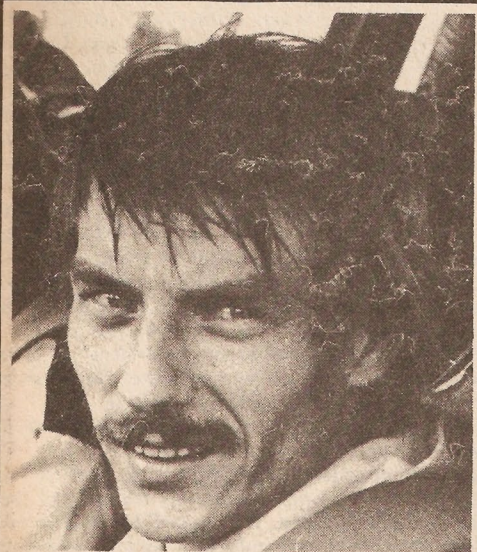
You said that you started badly. What went wrong in Germany?

The Sachswinter was the first rally and we came third behind Rohrl and Bohne. We had a Group 2 car as there was little advantage in using a Kadett Group 1b for that rally. We concentrated for a while on the German Championship but in June, after the Four Regions Rally, we considered taking the European Championship seriously instead.

You have been driving both Ascona and Kadett this year. Why have you chosen to do some rallies in the Kadett?

Jochi Kleint's only appearance in Britain this year was on the Scottish Rally, where he chose to use the Kadett because of its superior handling on tight stages.





Jochi Kleint

continued

Since the Ascona became available in February, we only did two rallies with the Kadett, the Costa Brava and the Scottish. We chose the Scottish Rally as the last rally for the Kadett.

I prefer the Ascona because the handling is better for me on the tarmac; the rear axle of the Kadett is very nervous. The Ascona is more stable. I think that both cars are strong enough for everywhere we rally and both have the same engine, although the Ascona is a little bit heavier.

If you did a special stage with both cars, in the same conditions, in which car would you be quicker?

It depends on the stage. If it is very tight and twisty the Kadett would be better; on the wide roads, nice and smooth, or on the gravel the Ascona is better.

With the Ascona, have you had a lot of problems in developing the suspension?

No problems at all. I do the testing, but it has been difficult this year because we have not had enough time. We have been doing rallies most weekends and between these we have only had a little bit of time to test the suspension and other things.

Have there been any unexpected difficulties at Opel?

I am quite happy with everything. Jochen Berger has done a lot for me. He is a good friend whom I first met a long time ago. I knew him right from the old days of Kleint Racing Team.

He is a good organiser and a good Team Manager with the advantage that he was European Champion with Rohrl in 1974, and this has meant that we have

As he demonstrated in Cyprus, Kleint much prefers to use the new Ascona on smooth tarmac stages.



Third place on the Sachswinter Rally was a promising debut for Jochi Kleint's Group 2 Opel Ascona.

had fewer problems with organisation. He knows a lot about the European Championship and he knows what is going on.

Kleint Racing Team was a semi-works team for Ford. My brother had a workshop in Hamburg and we built Capris there. In fact, my brother put Walter Rohrl in the team where he drove a Group 1 Capri to start with. I had a Group 2 car. After one year Rohrl was put into a Group 2 Capri with Berger and they won in Weisbaden with one of our cars, they also came second on the Polish and won on the Baltic. He was leading the Olympic Rally and I had been lying third, but we retired with rear axle trouble.

The team was sponsored by Ford. We prepared the cars and Mr Suhr (who now has his own workshop) was the workshop foreman. We mainly did rallies just in Germany, with a couple of small rallies elsewhere. My brother did only rallying because he had been a works driver for Ford of Germany a long time ago, back in the days of the Taunus cars in 1968 with Neerpasch.

Why did you go to South Africa?

It was after Ford Germany decided not to enter rallies any more. There was nothing happening in Germany, because of the petrol restrictions. I decided to go for one year to get experience, to learn the English language (I didn't speak a word of English before) and make some friends. My brother introduced me to friends at Datsun who were forming a rally team there.

We used the local drivers Sarel van der Merwe, Roelof Fekken and Eric Sanders. Our team was

sponsored by Japan, the cars were built there and came over by the boat. We only had to service them and do little bits of preparation. Datsun had a place in Pretoria with its own factory and a competition department.

Why did they want to take a German who couldn't speak English to run their rally team?

I got the offer from Mr van Bergen, who had done the TAP Rally and the odd Monte Carlo. I met him in Copenhagen and he asked me to come over for one year to drive rallies for Datsun. He and Wakabayashi from Datsun Japan both made the decision to get me to South Africa. They made me an offer and I decided to go. I then decided to stay another year because I had a good life there, but in 1976 I came back and worked for the Volkswagen Formula Vee Team with Reinhard Rode and all the staff from VW.

Volkswagen started in 1975 with a 75hp Golf with one double carburettor. The rally car developed 90hp and was very light. In 1976 we had the Golf GTI, but we did not start having good cars until 1978.

What did you think of Golf as a rally car?

Fantastic but not for rough sections. The trouble here I suppose was that you had to make it very strong, like for the Safari, and then it was very heavy and useless. There were no serious problems with the car; sometimes we bent the subframe at the back if we hit something, but normally no problems.

What do you think will happen next year?

I don't know. I feel I have been using the European Championship as a method of getting more experience so we can then do World Championship rallies. Now I know the team is good and with our experience I am sure we can drive well on Bandama, Safari and the other big events.

What would you do if you weren't a rally driver?

The same type of business, something around rallying. That is where I have had most of my experience in life. I think that there are now too many problems with the tuning business. I think the time has gone for that. I think that the future rally cars are going to be more standard and that there will not be so many special cars.

Why doesn't the country which makes the best cars in the world have its own World Championship Rally?

I am sure that we could if you put Hunsruck and Hessen Rallies together like the old Olympia Rally, it would be the best rally in the World Rally Championship. Definitely fantastic! I am sure that we must get people to organise rallies like that. It needs the right man.



"... if you could put the Hunsruck and Hessen Rallies together like the old Olympia Rally, it would be the best rally in the World Championship."

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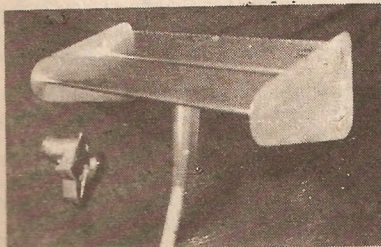
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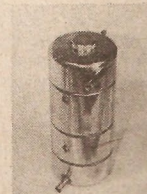


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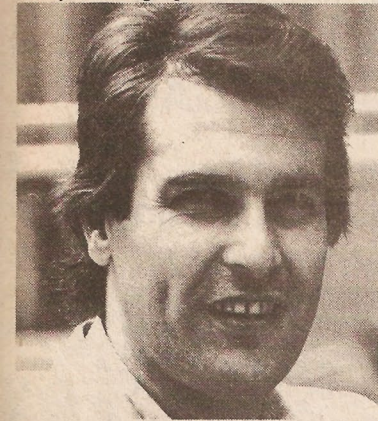
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'Tony changes sides

'Tony' Fassina, the private Stratos driver who won both the Madeira and San Remo rallies this year is almost certain to be driving an Opel Ascona next year. 'Tony' had hoped to continue with his 'Tony': driving Opels

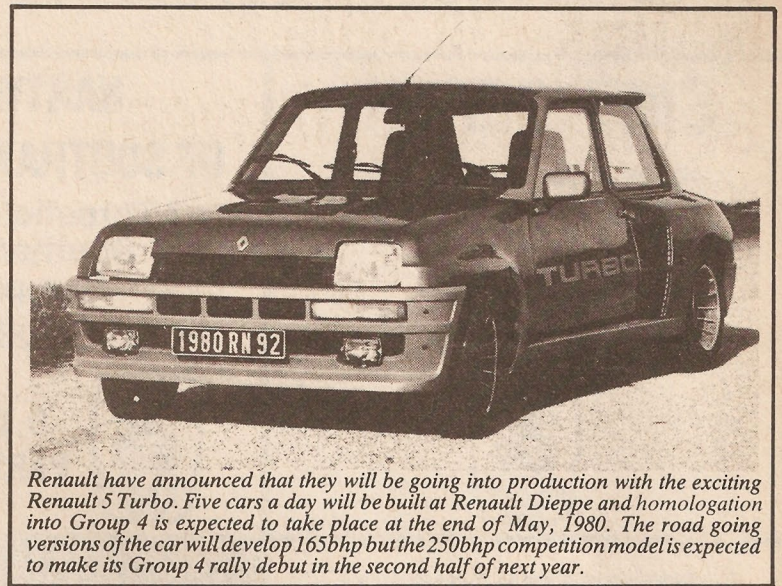


Stratos programme but reports from Italy suggest that he has been unable to get any satisfactory offers of help from the Lancia factory and so is now talking to Italian Opel tuner, Conrero.

If 'Tony' does join the Conrero team it will be to drive a Group 4 Ascona 400 alongside Dario Cerrato. Cerrato has driven both Kadetts and Asconas for Conrero over the past couple of years.

As 'Tony' joins the Conrero team, so Maurizio Verini moves on. The ex-Fiat driver, who has scored some good results for Opel this year, will be driving for the Alfa Romeo Autodelta team next year alongside Mauro Pregliasco. Both drivers will be using Alfetta GTV Turbo cars.

The Autodelta team plan to compete on the European Rally Championship and also selected World Championship rounds including the Acropolis and San Remo events. After a season of development with the standard Alfetta GTV, the Turbo car is expected to make its debut in the next few weeks and be homologated by early next year into Group 2.



Renault have announced that they will be going into production with the exciting Renault 5 Turbo. Five cars a day will be built at Renault Dieppe and homologation into Group 4 is expected to take place at the end of May, 1980. The road going versions of the car will develop 165bhp but the 250bhp competition model is expected to make its Group 4 rally debut in the second half of next year.

A private Mercedes?

Scuderia Kassel, a German team from the town of Kassel, are to enter two Mercedes 280s on the Monte Carlo Rally for Swedish driver Ingvar Carlsson and German driver Holger Bohne. It seems that this is a completely separate operation from the works cars that will be appearing from the Portugal Rally onwards.

The cars will be a Group 2 machine for Carlsson and a G1 version for Bohne. Although Mercedes stress that this is a private team, we also hear rumours that Carlsson, who campaigns a BMW 320 on

Swedish championship rallies, is talking to the Mercedes factory with a view to arranging a drive on the Portuguese and Acropolis rallies in Hannu Mikkola's 450SLC. The rumours also suggest that if this deal comes off we might also see him in a Mercedes on the Lombard RAC Rally.

Whether or not the deal with the Mercedes factory comes off, Carlsson, who is being partnered by Claes Billstam on the Monte, will be running his BMW again next year in the Swedish championship.

Talbot to do Monte?

The international Talbot team seem certain to start their 1980 season with the Monte Carlo Rally, the first round of the World Championship. Although nothing has yet been confirmed it seems fairly certain that the two factory drivers will be Henri Toivonen and Guy Frequelin, the Frenchman taking the place of Jean-Pierre Nicolas.

Toivonen's programme is rumoured to include at least six of the World Championship events with Portugal and Acropolis as the next two rallies after Monte

Carlo. His co-driver for all these events will be Philip Boland, who has been helping out in the Total Escort this year and who did the Scottish rally in the works Talbot of Jean-Pierre Nicolas.

With the financial control of Talbot Competitions now established in Paris for next year, there may be one other change for the Monte Carlo Rally. We did hear that the two Lotus-engined Sunbeams are likely to be running on Michelin tyres for the event.

Portugal outlines

The route outline for the Rally of Portugal, the third round of the World Rally Championship for Drivers, was published at the RAC Rally along with all the information necessary to plan an entry on this excellent event. The rally will take place from March 4 to 9 with the road book being made available in early January. There will be some 47 Special Stages of which 556km will be on gravel roads and 118km will be on tarmac.

Estoril once again provides the base for the rally which is divided up into four sections culminating in the final night of rallying around Sintra, the scene of some classic battles. The Estroil Sol Hotel is the rally base and the rally is once again sponsored by the Port Wine business. Further details are available from Rallye de Portugal, Avenue da Republica, 47-5, Lisbon, Portugal.

Brise to run Fiesta?

If the stories that we have been hearing are correct, then it would seem that Tim Brise will be having a busy season next year. The young Kent driver is going to revert to the Ford marque next year and will be driving a Group 4 Escort in the Sedan series but most interest is likely to centre on his plans for the Castrol/AUTOSPORT championship.

Brise appears to have taken some development work upon his shoulders and is planning to run two different Fiestas during the year. We hear that one of them will be powered by a two-litre BDA engine and that the other will be a turbo-charged 1600cc car.

Now, with Brise being run by John Taylor next year, and Taylor having spent the last few years as a Ford development driver, could it be that the front-wheel drive project is not as dead as we thought?

The final World round

The final round of this year's World Rally Championship starts in Abidjan on the Ivory Coast this Sunday. Bjorn Waldegaard currently leads the series by a 12 point margin from Hannu Mikkola but, with both drivers out on the event in similar cars, the final result is still wide open.

The Bandama Rally is the longest event in the World Championship covering some 5570km of route, of which 5100km are on gravel tracks. The route takes competitors away from the coastal plain of the Ivory Coast and up into the remote jungle and desert regions. Organised by the French Promocourse organisation, the rally is split into four loops with the mid-point being the town of Yamoussoukro.

The entry of the Bandama Rally is fairly specialised with Toyota, Mercedes and Peugeot posing the main challenges.

Jean-Pierre Nicolas won last year in his Peugeot and will be out again this weekend.



World points—the truth

Don't blame us if we've still got it wrong, we said last week — and yes, we had got it wrong — badly wrong, in fact. The points position of the World Rally Championship for Drivers has now been firmly settled, and our thanks to the FISA for their telex pointing out that they changed the scoring system at the beginning of the year, and that the revised scoring system was published at least twice during the course of the year.

The scoring system is such that there should be a maximum of seven rounds of the World Championship to count towards final totals and that a maximum of five of these rounds should be run within Europe. The relevant information was

There is limited British interest in the rally with the group 1 Escort RS2000 of Carlos Torres prepared by David Sutton Cars and being serviced by Sutton mechanics on the event. Torres is competing on the rally in a last ditch attempt to win the Portuguese Rally Championship, of which all international events seem to be qualifying rounds.

The two Toyota Liftbacks entered are being driven by Jean-Luc Therier and Ove Andersson while the four factory Mercedes drivers are Hannu Mikkola, Bjorn Waldegaard, Vic Preston and Andrew Cowan. There are three Peugeot V6 Coupes entered, to be driven by Timo Makinen, Jean-Claude Lefebvre and Jean-Pierre Nicolas.

Heavy rain in the Ivory Coast over the past few weeks has severely affected many parts of the route and the going on this event is expected to be as tough as ever.

published in the FIA Bulletin of December 1978, when it was said that the scoring would be put forward for further consultation in order that a decision could be reached on December 15, 1978. There was a further reminder of the new regulations in the issue of March 1979.

So, Bjorn Waldegaard leads with 103 points from Hannu Mikkola on 91. Our apologies for the confusion which we've caused and also to FISA for the slur on their abilities. Incredibly, most of the information for our story came from a FISA Inspector on the RAC Rally via our International Rallies Editor.

We hope that everybody now has the correct message, loud and clear.

Mintex will split at mid-point of event

The 1980 Mintex International Rally, the first round of next year's Sedan Products Open championship, is to be divided up into two separate legs. For the first leg, starting from Newcastle on February 22, a full entry of 120 cars will start. For the second leg, starting from the breakfast halt in Scarborough on February 23, only the leading 60 cars will be allowed to restart.

These cars will then complete two laps of the Yorkshire forests before heading to the finish in York. Those competitors who are prevented from restarting the rally in Scarborough will have half their entry fees refunded and a set of Mini-Mintex awards will be presented to the leaders of the barred cars.

The split in the rally is designed to ensure that the maximum possible use is made of the Yorkshire forests and the

outline route for the whole event shows some 270 stage miles against a road distance of just 300 miles. Included in the stage mileage is the traditional favourite tarmac test at Olivers Mount and also a new stage at Witton Castle, near Bishop Auckland. This has a mixture of tarmac and loose surfaces and should provide excellent spectating.

The rally scrutineering will be held on the evening of Thursday, February 21 in the service area of the Eldon Recreation Centre in Newcastle and the event will start from the Newcastle Civic Centre the next morning. The finish will be at the York Racecourse at about 6pm on the Saturday. Regulations are available from the Mintex International Rally, 28 Woolgreaves Garth, Sandal, Wakefield, West Yorks.

More money from DTV

Dealer Team Vauxhall will be carrying on with their highly successful and lucrative Chevette Cup into 1980, with even more money for winning competitors and a new points scoring system.

This DTV bonus scheme, which started this year, will offer championship winners the chance to double their Chevette Cup money. The system will be such that if, for example, the 1980 Cup winner also wins the Castrol/AUTOSPORT Championship then he (or she) will receive the prize of £3,000 twice, that being £6,000. This bonus operates right down to the tenth placed competitor in the Cup's final points table.

The new scoring system means that, instead of grading points by international, national and restricted permits, the Cup now has three scoring categories which are designed to close the obvious gap between some international status events and those at national level. Only

international rallies remain in the top grade, all other events at this level will score in category B (previously national). Also the Motoring News rally series will also be in category B, despite the fact that many are restricted events.

To be eligible for the Chevette Cup the competitor must use a Vauxhall engine Vauxhall car in motor sport events and must hold either an RAC or RIAC licence. There is no registration for the scheme, competitors just claim points by sending a copy of the results of their event to DTV.

The current leader of the 1979 Cup, who is virtually uncatchable, is rallycross driver Ronnie Douglas on 851 points, with Barrie Williams second on 530 points, top rally man George Hill third on 300 and Bertie Law fourth on 275. Further details of the Cup can be obtained from Paul Davies, Dealer Team Vauxhall, Station Works, Shepreth, Nr. Royston, Hertfordshire.

Santa Hannu — no sleigh

What have Father Christmas and the world's top rally drivers got in common — answer: they all come from Finland. So if you want to make sure that Father Christmas gets his English mail safely, why not give it to a top rally driver to deliver to him personally? That is just what happened after the Lombard RAC Rally when Hannu Mikkola acted as postman for the letters that had been deposited in a special post box in the St John Street Post Office in Chester.

The box was in the Post Office from November 10 to 17 and, at 11am on the 17th, the box was opened by a postman who then handed the letters in a sack to Hannu. Unfortunately Hannu did not have a sleigh to transport him to Finland, it was most likely a Finnair DC9, but all the children of Chester can rest assured that, by now, Father Christmas is reading what they want and preparing his present sack for his December 24 journey round the world — via Chester.

Missing persons report

During the course of our Lombard RAC Rally report we managed to completely obliterate any mention of two important facts and two important teams. Have you noticed for instance that our results jump from 11th overall to 13th? Who are the mystery team who finished 12th?

We are now in a position to reveal that Jimmy McRae/Mike Nicholson finished there, driving their DTV works Chevette, a result made all the more remarkable

since Mike Nicholson has been trying to finish the RAC Rally for nine years. McRae and Nicholson had a total of 512m 45s penalties.

Our typesetting department also managed to lose Russell Brookes Paul White from the list of crews in the Ford works team. Russell's Escort, sponsored by Andrews Heat for Hire, was built by the factory mechanics at Boreham and run with both Andrews and works service.

to clear up any possible doubt as to the car's eligibility in the Group 2 category of the event. Despite incidents from earlier this season, the RAC Rally scrutineers were apparently not interested in the engine after the event, confining themselves to checking the diff ratio of the Datsun.

Jill Robinson retires

Joining the growing list of drivers who have announced their intention to retire at the end of this year is Jill Robinson, for nearly a decade Britain's leading lady rally driver. Jill has decided to stop driving but will, of course, still be very involved in motorsport, co-ordinating the affairs of David Sutton Motorsport and helping with the organisation of the newly formed Rothmans Rally Team.

Jill has travelled all over the world in her rallying and has driven mainly Ford Escorts, though she has also tried her hand at such as Alfa Romeo, BMW, Datsun, Colt, Renault Alpine and many others. She has won the Castrol/AUTOSPORT Ladies championship three times and won the Ladies Award on the RAC Rally three times.

Jill will be opening a Rally Leisurewear Boutique at the premises of David Sutton in the New Year and those male chauvinists who mourn the passing of a lady in the David Sutton team, need not fear. Jill's younger sister, Judy Simpson will be taking her place.



Jill Robinson — retiring.

Briefly . . .

● Pirelli announced their 1980 competition plans in Turin last week and confirmed that they will still be supplying rally tyres to the works teams of Fiat, Lancia, Audi, Toyota, Opel and Volkswagen. However, due to the introduction of the Pirelli Formula 2 race tyre, the company no longer has the capacity to supply tyres to private drivers. Most italians have now changed over to Kleber tyres which are widely available on their national events.

● Gilbert Staepelaere's Ford Belgium team will not officially be running any drivers next year, despite a season this year when they have been looking closely at a number of young local drivers. Staepelaere himself may, however, buy a car and use it to run a private team in

Belgium championship events. The Escorts used by the team this year were built and prepared by Paul Ridgway in Rugby and, as a result of these moves, Paul now finds himself with some time on his hands for next year. Anybody looking for a good mechanic might care to contact Rugby 4402.

● The post-RAC Rally forum organised by the Andrews Heat team was a great success and raised some £718 for the NSPCC and £211 for the Springfield Boys Club. The forum took place in the Wolverhampton Civic Hall on the Friday after the RAC Rally and the star guests were Ari Vatanen, Russell Brookes, Geoff Capes and Jackie Stewart. The compere of the evening was Stuart Turner. As a result of the evening one of the local motor clubs, Midland Manor MC, will be helping to co-ordinate a day out in rally cars for local handicapped children.

Scots in BTRDA series

There are plans afoot to attract Scottish competitors to the Esso-BTRDA championship following two highly successful confrontations between the English and the Scots during the 1979 season. A contact has been established through John Fife, who was Press Officer for the Esso Border Counties event, and he has agreed to help co-ordinate the Scottish challenge. John can be contacted at 90 Jerviston Street, New Stevenson, Lanarkshire (Holy Town 832063).

Meanwhile interest in the BTRDA

series and the Mini Challenge is running at a very high level and over 800 enquiries for regulations for the Mini Challenge had been received. These are currently being printed.

One other innovation for the 1980 BTRDA series will be an award for the marshal who contributes most to the smooth and efficient running of the event. A BTRDA sub-committee will be awarding a trophy and £100 on the basis of its observations and consultation with event organisers.

Geoff Simpson receives his award for winning the Esso/BTRDA Championship from Doreen Edwards. Also pictured (from left) are Terry Napper of Tyreservices, Jeff Edwards of Esso and Peter Ashcroft of Ford.



● The engine of Timo Salonen's Datsun 160J, placed third on the Lombard RAC Rally, is currently lying sealed at Team Datsun Europe's headquarters awaiting a visit from the RAC scrutineer. The engine was sealed immediately after the rally, at the Team's own request, in order

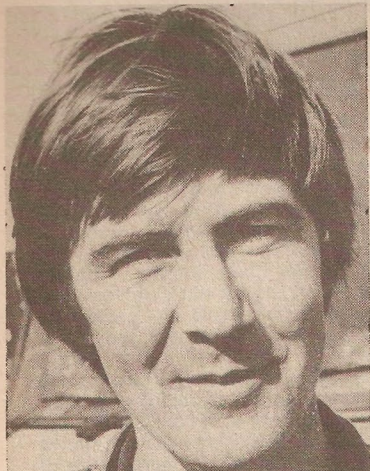


**DUNLOP.
THE 1979
WORLD RALLY
CHAMPIONS**



Leading the field to give you the best.

Bill Dobie moves up



Bill Dobie: new car

Bill Dobie, one of the finds of the 1979 Esso-BTRDA series, is to move up to contest the National Rally Championship in 1980. Dobie will be running his Escort RS in the Castrol/AUTOSPORT championship, once again with backing from Karcher (UK), the high pressure cleaning firm.

Dobie will have a new car for next season, replacing the rather aged ex-Nigel Rokey machine that he has used this year. Besides a full programme of Castrol/AUTOSPORT championship rounds the team also hope to include a couple of European rallies in their season.

One offshoot of the Karcher involvement will be the provision of high pressure cleaning equipment at the end of several championship events. The series starts with the Gwynedd Rally in North Wales on February 9.



Jimmy McRae drove the SMT single-cam Chevette as fast as he knew how on the Galloway Princess Rally. Jimmy and Ann Bradshaw finished second overall a mere eight seconds behind a determined Drew Gallacher.

Briant's second win

Mick Briant has won the BTRDA Silver Star Trophy for the second time in five years. Briant's total score in the Silver Star series was 120 from eight outright wins. His navigator, Dave Kirkham, scored the same number of points to win the AUTOSPORT Trophy. Both men will collect their trophies at the BTRDA lunch in January.

This year's championship was contested over 11 rounds but, for 1980, there will be 15 rounds in the series with the best 10 scores to count.

Final points positions: Mick Briant, 120; Bill Gwynne, 114; Toney Cox, 94; Cwyn Jones, 92; Steve Hill, 86. **Navigators:** Dave Kirkham, 120; Paul Watkins, 95; Mike Sones, 92; Peter Cracknell, 87; Barry Cooper, 80.

New sport for Lionel

Lionel Blair, the television dancer and choreographer, competed on his first rally at the weekend and plans to do more. Blair was co-driving for Ian Young in a Dolomite Sprint which started the Galloway Princess Rally at car 100 and the crew completed the stages successfully.

Lionel first showed an interest in rallying by attending scrutineering of the Lombard RAC Rally where he talked to several people involved in the sport. "I'm not interested in golf, or any of the more traditional showbiz sports," he told us. "I've always been interested in motorsport and rallying seems like a lot of fun."

After breaking himself in on the Galloway Princess, Lionel hopes to compete on more events next year.

Television casualty

The BBC television documentary of the RAC Rally, 'Sideways round Britain', was a casualty of the current industrial action at the weekend. Although the documentary, which featured the pre-rally build up for both Tony Pond and Geunda Eadie, had been successfully filmed during the course of the event, it was in the dubbing process that the problem arose.

"We were obviously very upset."

Derek Smith of BBC Birmingham told us. "Unfortunately there was nothing that we could do about it, though we did sit around until Saturday afternoon hoping that the problems would be solved. We hope that we can slot the programme in again when things are back to normal."

We will bring you more details as soon as we have them.

Second wash and win

Cambridge University Automobile Club held its 2nd Ariel Rally, sponsored by Procter & Gamble, on the night of December 1. Number one seeds, Edwards/Woodbridge, did not start after their mishap on the Witsend the previous week, and car number two, More/Parsons, suffered electrical failure on the way to the start of the event so the field was led away by the silver TR7 of Parker/Thorburn at number three.

The start at Downham Market was rather disappointing, but fortunately the rest of the event more than made up for that shortcoming. The event consisted of three sections centered on the petrol halt at Guist. The first third was rather rapid 'plot and bash' at the end of which four cars, Mauger/Stephoe, Everett/Bowie, Rees/Maynard and Downes/Evans, shared first place on 10mins.

At some stage in this section the car of Gregory/Wise was lost without trace and Parker/Thorburn were unlucky to be the first to find the first mud of the event, after a long straight, and then found a ditch some way from the road.

The second third was all selective, and Simon Everett clearly demonstrated his intentions by being best on all six sections in his Burton entered Escort.

The final third, which featured much of the excellent route on 133 used on last year's Ariel was, in effect, a route in advance, all tulip section, notable for the large quantities of mud on the roads. A final selective in this third saw Rees/Maynard fastest, with Everett/Bowie and Mauger/Stephoe just one second behind.

At the finish, at the Hotel Wroxham, where an excellent breakfast was available, it was learnt that Everett/Bowie were the clear winners for the second year running. Rees/Maynard were second and Mauger/Stephoe third. Results were rapidly declared final, and the awards presented.

1. Simon Everett/Jim Bowie (Escort RS2000), 32m 29s; 2. Robin Rees/Paul Maynard (Escort RS2000), 35m 20s; 3. Dick Mauger/Dick Steptoe (Escort 1600), 36m 12s; 4. Graham Dale/Bob Shutler (Escort RS2000), 37m 15s; 5. Noel Downes/Paul Evans (Escort RS2000), 39m 22s.

Simon Everett won CUAC's road rally for the second consecutive year.

Davrian expand rallying

"Davrian don't just make racing cars, you know." That was the message from Adrian Evans of Davrian when he phoned us from Wales to tell us something of the company's plans for competition in 1980. This year a Davrian prepared by the factory and driven by John Dark has won the 1300cc category of the Welsh stage championship while a 1600cc version of the car driven by John Bray has achieved some notable overall results in the series, including one third

overall. Both these cars were powered by Ford engine units which gives an obvious lead as to what the company has in mind for the next season. A more powerful car has been developed and has already been tested over some stages in Wales by a nationally known driver. Some chassis development is to go into the car and this will, of course, be passed on to the road going Davrians, which are now back in production.

'Safari' in Lincoln

In muddy conditions, which he described as 'like being on the Safari', Charles Hill won Saturday night's Trent Maintenance Cossack Rally in his F.K. Sharpe of Lincoln Alfa Romeo Alfasud. At the end of the 150 mile event, Hill and John Vincent were a minute ahead of Paul and Dave Burns in their Quorn Engine Developments twin-cam Escort.

Starting at number one on the event were John Beatty and Eric Scoffin in the Escort RS2000, which had been newly built. They led the competitors away from the Grantham start on to the first part which was south of the Lincolnshire town and towards Sleaford.

At the halfway halt at Cranwell three crews were tying for the lead: John

Short Alan Milner in their Escort Mexico, Chris Pearson/Pete Dalton in their Opel Kadett GT E and Hill/Vincent in the Alfasud, all on seven minutes.

The second half took the crews up the Temple Bruer white and on to map 122 where they competed on three long selectives around Woodhall Spa. It was on the later part of the rally, particularly along whites at Skinnard and Basingham, that it became very wet and muddy and the crews were thankful to see the finish at Gonerby service area on the A1.

1. Charles Hill/John Vincent (Alfa Romeo Alfasud), 36mins; 2. Paul Burns/Dave Burns (Escort TC), 37mins; 3. Chris Pearson/Pete Dalton (Opel Kadett GT E), 40mins; 4. John Short Alan Milner (Escort Mexico), 41mins.





Drew Gallacher took his sponsor Gordon Lockhart on the rally with him.

Drew sails to victory on friendly Galloway

After a day-long battle, Drew Gallacher and his sponsor Gordon Lockhart won the Galloway Princess Rally on Sunday. The victory was hard-earned, as Jimmy McRae was in close attendance throughout the day with Donald Heggie. Bill

Dobie and Allan Arneil just in arrears. Ronnie McCartney finished top Irishman, after an excellent drive in the pushrod Sunbeam.

As an end-of-season thrash this rally is traditionally contested in a friendly but

Another step on

Mike Hutchinson took another step towards winning the East Midlands Rally Championship, when he won the Falls Rally run by the Loughborough CC in Leicestershire.

Accompanied by Eric Cowcill in his DK Cassettes Escort RS2000, he scored his fourth win in seven events and is now favourite to take the title with only two events left. Seventy four crews tackled a 150 mile route which started in Melton Mowbray and finished in Leicester.

For the first time for five years the organisers managed to run the event in fair conditions and, from the start,

Hutchinson stormed away ahead of the field. By half time he had opened up a 2mins lead. He maintained this to the finish by which time he had added another minute, in spite of very muddy and slippery conditions. Colin Pearson and Peter Dalton (Opel Kadett) won a close battle for second place beating Rob Hughes/Howard Wilcock (Escort RS2000), by 19secs. John Taylor/John Coupland were the only major casualties when they put their Magnum well off into a ditch early on and for once John Haden, a regular championship contender, was off the pace.

1. Mike Hutchinson Eric Cowcill (Escort RS2000), 21m 42s; 2. Colin Pearson Peter Dalton (Opel Kadett), 25m 3s; 3. Rob Hughes Howard Wilcock (Escort RS2000), 25m 22s; 4. Paul and David Burns (Escort TC), 26m 0s; 5. Graham Calton Nigel Harris (Escort Mexico), 26m 55s; 6. John Glover David Vanes (Escort 1600), 28m 0s. **Semi-experts:** P Cooper R Brown (Escort RS2000), 30m 26s. **Novices:** P Ross A Oakes (Escort), 38m 13s. **Mixed crew:** D Williams Christine Hopper (Escort 1300), 51m 1s.

Robbing the rich?

Salvage driver Dominic Fratoroli won the Friar Tuck Special Stage Rally, run by Robin Hood MC by 1sec using Yokohama tyres from Japan. Experimenting with different tread patterns throughout the 13 stage event run on a closed airfield at Langar, near Nottingham, he turned a 15secs deficit into victory when he was quicker by about 15secs on the last stage.

Sixty crews, a full complement, turned up for the 37 miles of competition and in the first half, Tony Bowsher and Roger Parkes put their Vauxhall Firenza into

the lead by 15secs over Fratoroli (Escort TC) who had lost some time when a plug lead came off on the third stage.

In an exciting finale Fratoroli and R Sayers took the main award on 40m 21s while Bowsher and Parkes were caught by Steve Green and P Wall (Escort RS2000), and because there was no provision in the regs for a tie deciding factor, they shared second spot on 40m 22s. Class winners were: S Bowcock/K Whittaker (Imp), 43m 22s; D and K Winter (Escort 1300GT), 43m 27s; B Jelley/N Gamble (Escort 1600), 40m 37s.

nonetheless competitive atmosphere. The event is sponsored by Sealink and takes its name from the new Stranraer to Larne ferry that will come into operation in the New Year. Rally headquarters this year was in Castle Douglas, the route including 40 competitive miles in 10 forest stages. The non-stop rain made one wonder if the Galloway Princess herself may not be well-suited to the event. In reality it meant the tracks were easily ripped up, making things very rough for the latter numbers.

The action opened at Glengap with Jimmy McRae quickest by 3seconds. His partner for the event was AUTOSPORT'S Ann Bradshaw, making her debut in fine style and obviously enjoying the experience. Second here was Willie Rutherford in the Mazda Hatchback, soon to retire with a broken half shaft in Kirroughtree.

By the first passage check Gallacher had taken the lead, 4 seconds up on McRae with Bill Dobie and Alan Arneil tying for third. Donald Heggie was fifth and Ernest Kidney sixth, enjoying his foray into the Scottish forests. Punctures cost McRae, Heggie and Arneil time in Drumjohn forest but it was Gallacher who was quickest on a stage that he enjoys. Ronnie McCartney had swapped shock absorbers to improve traction and really started to move, taking second fastest.

In the Group 1 battle John Lyons had his Kadett's suspension welded by Ivor Clark's service crew. John eventually took the honours but both men had troubled days.

McRae took fastest on the final two stages but that still left Drew, 8 seconds ahead to win a Continental holiday first prize. TV personality Lionel Blair, co-driving in car 100 was delighted at finishing the event and summed this "mini-International" up for everyone as "just fantastic!"

PETER FOUBISTER

1. Drew Gallacher Gordon Lockhart (Escort RS1800), 48.36; 2. Jimmy McRae Miss Ann Bradshaw (Chevrolet HS), 48.44; 3. Donald Heggie John Judge (Escort RS1800), 48.57; 4. Bill Dobie Peter Mellor (Escort RS1800), 48.59; 5. Allan Arneil Robin Brown (Chevrolet HS), 49.02; 6. Ronnie McCartney Peter Scott (Talbot Sunbeam), 49.25.

Alen survives

Attrition took a heavy toll among the front runners in the 18th Northern Lights Rally, leaving Markku Alen to win by more than 4mins from Kyösti Hämäläinen. Kyösti's victory in Group 2 clinched him — a mere formality — his sixth Finnish Championship. Another Ford driver, 29-year-old Veli Hirvonen, took the national title in Group 1 by finishing a fine sixth overall and first in group.

This event traditionally attracts some drivers who arrive straight from the RAC Rally, and this year, of course, Alen was one of them. The other two were Hannu Mikkola and Henri Toivonen, neither of whom reached the finish. Hannu's Escort blowing a head gasket and Henri's Talbot Sunbeam going out with a blown engine after closing the gap on Alen.

Other notable retirements along the 400 mile route were Ulf Grönholm's Fiat, which led for a couple of stages early on, Leo Kinnunen's Porsche and Antero Laine's Saab Turbo. For Laine, this might quite possibly have been the last rally in his current troublesome car.

After the top two crews, there were a few surprises further down the field. Third place was taken by Heikki Enomaa in a G2 Talbot Sunbeam. Fourth was Matti Alamaula in a G2 Escort RS2000, another old hand coming good, and fifth was Swede Ingemar Persson in yet another Escort.

After the event, which was driven on icy, if not snowy, roads, Markku Alen complained of lack of inspiration, the strains of the RAC rally still only too fresh in the memory. Hannu Mikkola, on the other hand, did not take his failure too seriously, as he already had his mind set on the decisive round of the World Drivers' Championship, the Bandama Rally.

ESA ILLOINEN

Crews are kept at Whitsend

Although the organisers were forced to cancel several parts of the route for a variety of reasons, the Whitsend Rally, sponsored by Duckhams and run by Bexley LCC, kept the 72 crews alert on slippery roads in freezing temperatures.

Based entirely in Kent, the 150-mile route contained three selectives, all on Romney Marsh, which once again claimed its quote of incidents and retirements. This year only one crew was actually reported to have gone into the water for the night.

The event, a round of the LCAMC and the ASEM Championships, was won comfortably by the Northampton club crew Graham Dale and Bob Shuttler in an Escort RS2000 who dropped 18m 20s and were some 3mins ahead of the rest of the field. The best scrap was for third place where only 26secs separated third and fifth places.

1. Graham Dale Bob Shuttler (Escort RS 2000), 18m 20s; 2. Noel Downes Paul Evans (Escort RS 2000), 21m 29s; 3. Terry Friday Paul Beeson (BMW2002), 22m 26s; 4. John Weatherly Ray Smith (Talbot Sunbeam), 22m 48s; 5. Alan Robertson Nick Verney (Escort RS 2000), 22m 52s; 6. John Caryl Graeme Presswell (Escort TC), 30m 1s. **Novices:** Attila Kurdash Paul Sagar (Imp), 3F 32m 41s.

facing page

Scenes from the Lombard RAC Rally: Top left; The whole Ford team lined up for this group picture before the start of the event. Six of the seven cars were to finish in the top ten. Top right; Stuart Turner (centre) Ford's publicity director was out and about on the RAC Rally watching the Escorts on their final outing. Here he talks to Peter Ashcroft and Tony Fall, the latter wearing a radio link. Centre left; The Psimat organisation provided high pressure cleaning for the rally cars at many of the main halts. Centre right; Dealer Team Vauxhall decided to run their own tyre service on the rally. This is one of their vans with over 40 tyres loaded on the roof. Bottom; The Simpson brothers, Geoff and Alan were one of the few British club crews to finish the rally with a good result, though they had several problems.

Perhaps one reason for this lack of interest is that the races are dominated by cars which are well and truly out of production; the 3.2-litre BMW CSL has won nearly every G2 race over the last four years. Early in the 1979 season however, things were looking up in terms of new cars. David McDonald planned to enter a couple of AMC Spirits, but they never materialised. There was the possibility of two Mercedes 450SLCs from AMG, who never found the money to run them. Luigi Racing were going to enter two Chevrolet Camaros, and 1978 Champion Umberto Grano was hoping to develop a BMW 635CSi. We expected lots of good new cars to attempt to get rid of the well-established CSL, but it all came to naught. The regulars in the over 3000cc class were the same, and only the teams and drivers had changed.

There were three competitive BMW CSLs, and they contested every race of the series in their protracted battle. Just one round was cancelled, that at Estoril (as usual!) which still left 13 rounds in the series. There were four in Italy (Mónza, Vallelunga, Mugello and Enna), two in England (Brands Hatch and Silverstone), two in Austria (Osterreichring and Salzburgring) and one each in Spain (Jarama), Czechoslovakia (Brno), Germany (Nürburgring), Holland (Zandvoort) and Belgium (Zolder). This is more than the European Formula 2 Championship and the World Championship of Makes, and only two less than the F1 World Championship — the promoters obviously like it.

Instead of the 20 regular runners at each round in 1977, and the 15 last year, there were only about 12 this year. But, as in years past, there was still a large grid at most rounds. Eighty cars at the Nürburgring fills the place up quite nicely, and 44 cars at Silverstone are plenty, even if many of them are Group 1 cars.

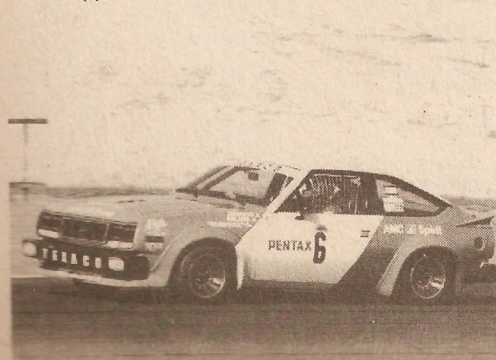
The series was certainly hard-fought. The principal contenders were those three BMW CSLs. Last year's champion Umberto Grano joined up with Eddy Joosen in one of Joosen's CSLs, which had been rebuilt by Alpina and was run by Juma, using Pirelli tyres. The 1977 Championship winning ex-Alpina CSL was still in the hands of Carlo Facetti and Martino Finotto, running on Goodyear tyres. And running on Dunlops was Luigi's CSL, driven by former European G2 Champions Jean Xhenceval, and Pierre Dieudonné, who were joined by Rajmond van Höve.

The races

The Luigi team moved into the series lead with a win in the wet opening race at Monza. Grano and Joosen



Above: The Swedish-entered VW Scirocco of Lindstrom Wiedesheim. Below left: The Silverstone TT was the first British appearance of the AMC Spirit. Below right: The 1300cc class works Skoda of Michl/Petr.



Above left: Twice 2-litre class winners, Paul Geisser and Marco Vanoli's reliable BMW 320i. Above right: Willi Bergmeister's rapid Audi 80. Below: The Loibnegger/Neger/Werginz BMW 530i which won in Austria.

were joined by Bruno Giacomelli at Vallelunga, and Bruno was able to coax his car across the line first, although it was a narrow and exciting victory. However, it was Zakspeed Escort driver Walter Nussbaumer who moved into the lead of the series, with 24 points. Giacomelli, Grano and Joosen had a similarly dramatic win at the next round, Mugello, once again over Finotto/Facetti. It put them into the lead of the series with 40 points.

At Brands Hatch, Luigi's drivers were the only CSL survivors, and they took the lead of the series again. Second place at Jarama behind Grano/Joosen helped them maintain their lead. None of the CSLs finished at the Osterreichring, but Luigi's team kept their championship hopes alive by winning in front of a 120,000 strong crowd at Brno. By that stage, the Luigi drivers had 87 points, to Facetti and Finotto's 45.

Then the Italians came back with a vengeance, beating the Luigi team into second place at Nürburgring. They beat Grano/Joosen into second (narrowly) at Zandvoort, and did the same two weeks later at Salzburgring. By now, the Italians were close behind with 105; Luigi's drivers had 114 points.

Luigi fought back at Enna, just beating Finotto/Facetti, but at Silverstone the Italians won and the Luigi CSL retired. In this penultimate round, the tables were turned and Facetti/Finotto led the series for the first time. The Belgians had a chance to win the series at their home circuit, Zolder, but it was not to be. The Luigi car retired, and Facetti/Finotto capped their season with their fifth win in six races. Luigi's team won four races, while Grano/Joosen, with Giacomelli on occasions, won three races.

The one win that eluded the CSLs was at the Osterreichring, where appropriately enough the Austrian team of Harald Neger, Heribert Werginz and Roman Loibnegger won in their 3.0 BMW 530i. This car was the most regular and competitive in what is a poorly supported class. The up to 3000cc class usually consists of this BMW, some poorly driven Capris, David Palmer's Mazda on occasions, and the odd Opel Commodore. However, the Austrians are very competitive, as their three third and three fourth places confirm. Their season was somewhat soured by disqualification at the Nürburgring, where they were unable to dismantle their Alpina-built engine at the circuit for the scrutineers to inspect. The Austrians were quite happy for the scrutineers to inspect the engine back at Alpina's, but that was not good enough.

The other teams

The 2-litre class, so often dominated by BMWs, became Ford's preserve. Zakspeed committed themselves to a



full season of Group 2 with two Escort RS1800s. Their drivers throughout the season were Klaus Niedzwiedz and Sigi Muller Jr, who were joined at various times by Han Heyer, Manfred Mohr, Walter Nussbaumer, Jorg Denzel and Helmut Doring.

A third Escort was built up in England by Pete King who was joined by David da Costa and David McPherson. Their season started rather shakily at Mugello, but they came second in class at Brands Hatch, won the class at Jarama and even led overall at the Osterreichring. They were second in class at Zandvoort. Altogether, it was a good effort for the English team in their first full season of European racing, helping Ford to nine class wins. The Zakspeed team were second and third overall on three occasions each, and fourth five times.

The other four class wins went to BMW 320is. Helmut Kelleners and Herbert Muller took Eggenberger's Jagermeister example to class wins and third overall at the Nürburgring and Zandvoort. A more successful car, also Eggenberger built, was Paul Geisser's; he took part in most of the rounds with an excellent record of reliability, and sharing with Marco Vanoli he won the class at Enna and Zolder. Sadly there were few regular 2-litre runners, although at the Nürburgring the competition was good, for three Zakspeed Escorts ran against a host of competitively driven BMW 320is.

Willi Bergmeister switched his allegiance from VW Sciroccos to Audi 80s in the up to 1600cc class, and did a superb job with his neat, rapid car. Indeed, on some occasions, he led the Zakspeed Escorts. With Hans Nowak, he suffered a certain amount of engine trouble, but claimed two second places overall at the Osterreichring and Zolder. They won the class more often than immediate rivals Manfred Trint and Fred Rosterg in the Kilian Tuning Audi 80, which provided strong support for Bergmeister's team.

Sadly, there were few regular VW Sciroccos to give the Audis competition; even Jorg Siegrist bowed to their superiority and only contested a few rounds. Richard Lloyd did a few rounds in his Akai VW Golf GTI, and showed that the Audis were not completely all-conquering, winning the class at Brno. The friendly Swedes Thomas Lindstrom and Bo Wiedesheim managed to do a few rounds in their Scirocco, winning the class at the first Monza race.

Skoda took in a number of rounds in the 1300cc class, but on occasions found tough opposition from privately-run Alfasuds, Fiat, Mini and Datsun were among other cars in the class, but the Skoda men certainly tried hard when they appeared.



It won't lie down

The future

Generally, the European Touring Car Championship can be considered to be in much better health than the World Championship of Makes. The sports car series has the occasional 'star' participating, but the racing is not so good. The drivers are often better known, but this world status means that more attention focuses on the G5 races. In G5, there are but one or two manufacturers seriously competing, whereas G2 has the interest of three or four, although not through works teams.

But G2 racing refuses to lie down and die. We have talked about the decline for some years, but there are and have been hopes of improvement. Already there are two or three manufacturers either committed or seriously considering entering up-to-date cars in next year's series.

There is one drawback, of course, as there is in G5: the Appendix 'J' regulations are due to be revised for 1982. What, say the manufacturers, is the point of going into an ailing series and developing new machinery for only two years' competition? All that development would be wasted. The answer, at least for G2, would be to get the new regulations brought forward as soon as possible, if manufacturers and competitors can agree.

All the saloon men throughout Europe are keen, enthusiastic, and mostly competent competitors—that is a sound basis for a good championship, so possibly G2 has a chance.



The 2-litre class was the preserve of the Zakspeed Escorts — this is Klaus Niedzwiedz at Brands Hatch last April.

EUROPEAN TOURING CAR CHAMPIONSHIP 1979

	FIRST	SECOND	THIRD	FOURTH	FIFTH	SIXTH
Monza (I) March 25	Jean Xhenceval Pierre Dieudonne Rajmond van Hove 3.2 BMW 3.0 CSL	Hans Heyer Sigi Muller Jnr — 1.9 Ford Escort RS1800	Hans Heyer Klaus Niedzwiedz Walter Nussbaumer 1.9 Ford Escort RS1800	Heribert Werginz Harald Neger Roman Loibnegger 3.0 BMW 530i	Walter Beutler Walter Brun — 2.0 BMW 320i	Thomas Lindstrom Bo Wiedesheim — 1.6 VW Scirocco
Vallelunga (I) April 1	Bruno Giacomelli Umberto Grano Eddy Joosen 3.2 BMW 3.0 CSL	Carlo Facetti Martino Finotto — 3.2 BMW 3.0 CSL	Manfred Mohr Walter Nussbaumer — 1.9 Ford Escort RS1800	Heribert Werginz Harald Neger Roman Loibnegger 3.0 BMW 530i	Manfred Trint Fred Rosterg — 1.6 Audi 80	Paul Geisser Marco Vanoli — 2.0 BMW 320i
Mugello (I) April 14	Bruno Giacomelli Umberto Grano Eddy Joosen 3.2 BMW 3.0 CSL	Carlo Facetti Martino Finotto — 3.2 BMW 3.0 CSL	Jean Xhenceval Pierre Dieudonne Rajmond van Hove 3.2 BMW 3.0 CSL	Hans Heyer Walter Nussbaumer — 1.9 Ford Escort RS1800	Helmut Kelleners Herbert Muller — 2.0 BMW 320i	Willi Bergmeister Hans Nowak — 1.6 Audi 80
Brands Hatch (GB) April 29	Jean Xhenceval Pierre Dieudonne Rajmond van Hove 3.2 BMW 3.0 CSL	Klaus Niedzwiedz Sigi Muller Jnr — 1.9 Ford Escort RS1800	Heribert Werginz Harald Neger Roman Loibnegger 3.0 BMW 530i	Manfred Trint Fred Rosterg — 1.6 Audi 80	Holman Blackburn Gordon Bruce — 3.0 Ford Capri	Pete King David da Costa David McPherson 1.9 Ford Escort RS 1800
Jarama (E) May 13	Umberto Grano Eddy Joosen — 3.2 BMW 3.0 CSL	Jean Xhenceval Pierre Dieudonne Rajmond van Hove 3.2 BMW 3.0 CSL	Heribert Werginz Harald Neger Roman Loibnegger 3.0 BMW 530i	Pete King David da Costa David McPherson 1.9 Ford Escort RS1800	Cantero Arias Penacoba 2.0 Chrysler 180	Babler Babler — 1.8 Seat 124
Osterreichring (A) June 3	Heribert Werginz Harald Neger Roman Loibnegger 3.0 BMW 530i	Willi Bergmeister Hans Nowak — 1.6 Audi 80	Thomas Lindstrom Bo Wiedesheim — 1.6 VW Scirocco	Sigi Muller Jnr Walter Nussbaumer — 1.9 Ford Escort RS1800	Rolf Korner Lothar Schoerg — 3.0 Ford Capri	Otto Kaelberer Hans-Wilhelm Ridder — 2.0 Opel Kadett GTE
Brno (CS) June 10	Jean Xhenceval Pierre Dieudonne Rajmond van Hove 3.2 BMW 3.0 CSL	Carlo Facetti Martino Finotto — 3.2 BMW 3.0 CSL	Tony Spiegelsberger Hermann Tomczyk — 2.8 Opel Commodore	Kalus Niedzwiedz Sigi Muller Jnr — 1.9 Ford Escort RS1800	Richard Lloyd Anton Stocker — 1.6 VW Golf GTI	Bernd Ringshauser Sigi Muller Snr — 3.0 Ford Capri
Nurburgring (D) July 8	Carlo Facetti Martino Finotto — 3.2 BMW 3.0 CSL	Jean Xhenceval Pierre Dieudonne Rajmond van Hove 3.2 BMW 3.0 CSL	Helmut Kelleners Herbert Muller — 2.0 BMW 320i	Jorg Denzel Helmut Doring Hans Hever 1.9 Ford Escort RS1800	Heribert Werginz Harald Neger Roman Loibnegger 3.0 BMW 530i	Bruno Giacomelli Umberto Grano Eddy Joosen 3.2 BMW 3.0 CSL
Zandvoort (NL) August 5	Carlo Facetti Martino Finotto — 3.2 BMW 3.0 CSL	Umberto Grano Eddy Joosen — 3.2 BMW 3.0 CSL	Helmut Kelleners Herbert Muller — 2.0 BMW 320i	Manfred Trint Fred Rosterg — 1.6 Audi 80	Jacques Cleutjens Franz Lubin — 3.0 Ford Capri	Pete King David da Costa David McPherson 1.9 Ford Escort RS1800
Salzburgring (A) August 19	Carlo Facetti Martino Finotto — 3.2 BMW 3.0 CSL	Umberto Grano Eddy Joosen — 3.2 BMW 3.0 CSL	Jean Xhenceval Pierre Dieudonne Rajmond van Hove 3.2 BMW 3.0 CSL	Klaus Niedzwiedz Sigi Muller Jnr — 1.9 Ford Escort RS1800	Dieter Kindmann Ludwig Linder — 2.0 BMW 320i	Paul Geisser Marco Vanoli — 2.0 BMW 320i
Enna (I) September 2	Jean Xhenceval Pierre Dieudonne Rajmond van Hove 3.2 BMW 3.0 CSL	Carlo Facetti Martino Finotto — 3.2 BMW 3.0 CSL	Umberto Grano Eddy Joosen — 3.2 BMW 3.0 CSL	Heribert Werginz Harald Neger Roman Loibnegger 3.0 BMW 530i	Willi Bergmeister Hans Nowak — 1.6 Audi 80	Manfred Trint Fred Rosterg — 1.6 Audi 80
Silverstone (GB) September 16	Carlo Facetti Martino Finotto — 3.2 BMW 3.0 CSL	Klaus Niedzwiedz Sigi Muller Jnr — 1.9 Ford Escort RS1800	Hans Heyer Jorg Denzel — 1.9 Ford Escort RS1800	Stuart Graham Triff Needell — 3.0 Ford Capri	Gordon Spice Pete Clark — 3.0 Ford Capri	Brian Muir Win Percy — 3.0 Ford Capri
Zolder (B) September 30	Carlo Facetti Martino Finotto — 3.2 BMW 3.0 CSL	Willi Bergmeister Hans Nowak — 1.6 Audi 80	Heribert Werginz Harald Neger Roman Loibnegger 3.0 BMW 530i	Paul Geisser Marco Vanoli — 2.0 BMW 320i	Helmut Kelleners Herbert Muller — 2.0 BMW 320i	Alain Semoulin Alain Dex — 3.0 Ford Capri

Triplex - The team with a head-start on safety



Gerry Marshall, winner of two production saloon car championships in the Triplex Triumph Dolomite Sprint, has a clear lead over the opposition. His racing car, like all current production Dolomites, is fitted with a Triplex Ten Twenty safety windscreen.

The Triumph Dolomite Sprint is not just a fast race and road car but a safe one too. The Triplex Ten Twenty Superlaminated windscreen, which is standard fitment, reduces facial cuts on head impact, in an accident, by an average of 99%.

Rex Greenslade, technical journalist and road tester, is an ideal team mate for Gerry and well placed to appreciate the safety advantages of Ten Twenty.

Come and meet Team Triplex drivers Gerry Marshall and Rex Greenslade and see all five team Dolomite Sprints in the Saloon Car Paddock and collect your free sticker and personality cards. Gerry and Rex will also be available for autographs.

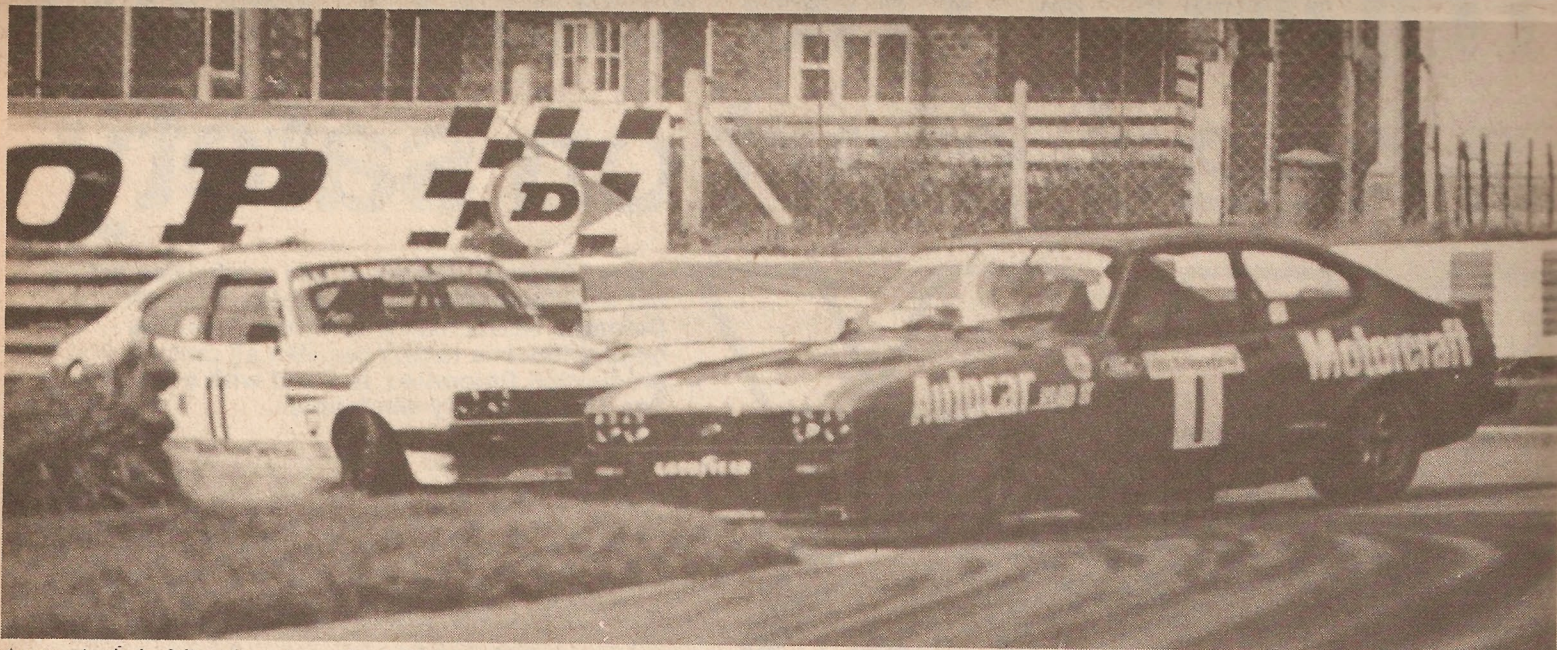
The Ten Twenty Superlaminated windscreens fitted to the Team Triplex with Esso and Motor Triumph Dolomite Sprints give racing drivers Gerry Marshall and Rex Greenslade a headstart on safety. Just like all new Dolomite drivers they have a windscreen which virtually eliminates facial cuts on head impact in an accident. If you drive any Dolomite you can now specify Triplex Ten Twenty as a replacement windscreen.

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A rare mistake by 3-litre class winner Gordon Spice as he 'loses it' in front of Jeff Allam.

End of the old order

Celebrating 20 years in production, the Mini was again the champion British saloon. Overall victories in Tricentrol championship rounds, however, went to Ford Capris, except one. This saw a win for the year's most significant car, the Mazda RX-7. ROBIN BRADFORD reports on the last season before major regulation changes.

In 1980, the face of the British Saloon Car Championship will undergo the first major change since the imposition of a 3-litre capacity limit in 1976. That limit is to be increased to 3500cc and weight and wheel rim width restrictions are to be introduced in each class. These moves, proposed more than a year ago, are intended to increase the number of competitive cars and attract more manufacturers to the series.

It is to be hoped that it is not too late. Growing discontent among competitors and officials has given this series a bad name in recent years, the superb quality of racing only just saving the face of the premier saloon series in Britain. If the regulation changes succeed in preventing the 'cheating' which has been a hallmark of this championship in the past, then the RAC's job is well done. If a broader cross-section of models is attracted, then Belgrave Square will have been doubly successful.

The racing in 1979 has been close and exciting,

The most significant car of the year — the Mazda RX-7.

persuading even hardened Group 2 fans that the switch to G1 in 1974 was not a mistake. That the racing was dominated by Capris did not detract from the spectacle, as anyone who saw the G1 race supporting the British Grand Prix at Silverstone would testify.

Strangely, however, crowds are not high at G1 races. The spectacle is certainly worth watching and the British Saloon Car Championship is, after all, the second most important circuit racing series in Britain, after the Aurora Formula 1 Championship, and the country's most prestigious saloon series. Promotion, particularly by the sponsors, the RAC and circuit owners, needs to match the standing of this competition.

With changed regulations, an influx of new models, and better promotion, the 1980 series — once more, it seems likely, with Tricentrol sponsorship — stands a good chance of improving its tarnished image. But it's not the first time we've said that.

The opening round of this year's championship was cancelled, when the Brands Hatch Race of Champions meeting was snowed off. As the race was not replaced in the calendar, 12 were left, with the best nine scores to count. This left a pretty well-balanced programme with rounds at Silverstone (3), Oulton Park (2), Thruxton (2), Donington (2), Mallory Park (1), Brands Hatch (1) and Snetterton (1).

The last mentioned deserves a little more consideration, as it was a night race. Snetterton is the only British circuit to have hosted night racing in recent years and deserves some support for so doing. It is unfortunate, however, that the only chance to race at night should be so far away from the rest of the world that the entry for the race should be so bad. It was particularly sad for the winner, Jeff Allam, who could not collect maximum points for his win as the class was badly supported, a problem which no other class-winner shared.

2301-3000cc

Tom Walkinshaw, who has proved to be the major innovator in the British Saloon Car Championship in recent years, moved from BMW to Mazda and changed

Richard Longman — Champion again.



classes for 1979, so the top capacity class consisted solely of Ford Capris.

Such is the standard of preparation of these hatchbacks and so complete the necessary homologations that the 3-litre class often seemed like very expensive one-make racing. Once again, the man to beat was Gordon Spice, with six wins in the 12 rounds in the *Autocar* Gordon Spice Group Capri (the same tally as last year). Spice negotiated additional sponsorship from Motorcraft early in the season, after last year's backers STP had pulled out. The smart red Capris (again Chris Craft was his team-mate) were prepared by Dave Cook and Pete Clark of CC Racing at Kirbymoorside. Gordon's consistent run put him 35 points ahead of his nearest rival, young Jeff Allam.

With support from the family business, Allam Motor Services, an Epsom Car Garage, and BP, Allam had made such a mark in the 1978 season that the Grovewood Awards panel considered him worthy of the third award, an all-too-rare accolade for a saloon racer. He carried the same sponsors through into 1979 and with them his tremendous talent, now tempered by a couple of season's experience against the likes of Spice and Craft. He put all this to good effect, scoring two championship wins, even though the second — at the Snetterton night race — netted him less than maximum points as his class was poorly supported.

Allam clocked up four firsts to aid his struggle for the top, as did Spice's team-mate Craft, who finished third. This season was less successful for the experienced Craft, who didn't manage a class win as he had last.

Another contender with CC Racing preparation was fourth-placed Vince Woodman, the affable West Countryman winning the second of two Donington rounds in his Esso Equipe supported Capri. Jonathan Buncombe, with whom Woodman regularly contests the Spa 24 Hours the weekend after the British Grand Prix, again drove the second Esso car in a few races but finished the season with a lowly class position.



Richard Longman in the championship winning car contesting a place with a larger capacity car as he often did.

Perhaps the unluckiest man in the top class was Stuart Graham, whose Fabergé Capri (with additional support this season from Lee Jeans) was the victim of many undeserved and unsolicited disasters. Running eighth in the class prior to the last round, Graham was well upset and finding each round would further depress him. It all came right at his home circuit of Oulton Park, however, with a fine win in that closing race, which at least allowed him to sleep more comfortably during the winter and brought him up to fifth in class.

Just one point behind him was former British Saloon Car Champion Brian Muir who, once again, stamped the seal of his considerable experience on this series with a win at Brands Hatch in August. Yogi was again driving the Martin Thomas-prepared Browne & Davies Capri, the team racing with a less astronomical budget than those of many of their fellows, the background against which one should consider their achievement.

The rest of the class really fall into the also-ran category, except, perhaps, Colin Vandervell, who had the choice of slick tyres at Mallory Park at the beginning of August gave him his one win of the year (and more than half his season's points tally).

Ford senior press officer Gordon Bruce shared a Capri backed by Voxson sound systems, who they had wooed into the sport at last year's Tourist Trophy, while Dave Brodie appeared once again in a black unsponsored example with some remarkably fast and spectacular laps to his credit.

1601-2300cc

The most significant technical development for 1979 was the arrival in this class of the rotary-engined Mazda RX-7 coupé, which caused a considerable stir on and off the track. This attractive hatchback was built and raced by Tom Walkinshaw Racing, the preparation company established by the experienced (in racing and in business) Scot to prepare the previous year's BMW.

This car attracted a lot of interest, not least from the Triumph Dolomite Sprint entrants who had previously dominated this class. Were the interior dimensions sufficient? — shades of Porsche 911 coupés in the

Gordon Spice — 3-litre class winner.



**TRICENTROL RAC
BRITISH SALOON CAR
CHAMPIONSHIP**

2301-3000cc

	Mar 25, Silverstone	Apr 13, Oulton Park	Apr 16, Thruxton	May 28, Silverstone	Jun 24, Donington Park	Jul 14, Silverstone	Aug 12, Mallory Park	Aug 19, Donington Park	Aug 27, Brands Hatch	Sep 9, Thruxton	Sep 23, Snetterton	Sep 29, Oulton Park	Total points
1 Gordon Spice..... 3.0 Ford Capri	10*	9	9	6	10*	9	6	3	—	10*	—	3	75
2 Jeff Allam..... 3.0 Ford Capri	4	2	2	6	6	1	3	—	—	6	6	—	45
3 Chris Craft..... 3.0 Ford Capri	6	5	—	3	4	7	—	6	6	3	—	—	40
4 Vince Woodman..... 3.0 Ford Capri	2	3	7	2	3	—	4	10*	—	—	4	—	35
5 Stuart Graham..... 3.0 Ford Capri	1	6	—	2	2	—	—	4	—	—	—	10*	23
6 Brian Muir..... 3.0 Ford Capri	3	—	3	1*	—	4	—	2	9	—	—	—	22

1601-2300cc

1 Tom Walkinshaw..... 2.3 Mazda RX-7	10*	10*	10*	10*	10*	3*	3	10*	E	10*	9	9	88
2 Rex Greenslade..... 2.0 Triumph Dolomite Sprint	4	E	6	6	6	9	9	6	—	—	—	7*	53
3 Barrie Williams..... 2.3 Vauxhall Magnum.....	6	4	4	1	—	—	7*	—	9	—	6	4	41
4 Derrick Brunt..... 2.3 Vauxhall Magnum.....	—	3	2	3	3	3	—	—	4	6	4	3	31
5 Gerry Marshall..... 2.0 Triumph Dolomite Sprint	—	6	1	4	4	—	—	—	6	2	—	1*	24
6 Tim Gross..... 2.0 Triumph Dolomite Sprint	—	1	—	2	—	6	—	2	3	3	3	2	22

1301-1600cc

1 Richard Lloyd..... 1.6 Volkswagen Golf GTI	10*	E	10*	6	6	10*	6	10*	10*	10*	6	10*	82
2 Win Percy..... 1.6 Toyota Celica GT	4	1*	6	10*	10*	E	10*	6	6	6	9	7*	70
3 John Morris..... 1.6 Volkswagen Scirocco GTI	6	9	3	—	—	4	1	3	4	4	—	3	37
4 Louis Parsons..... 1.6 Volkswagen Golf GTI	3	6	4	3	—	—	2	2	—	3	—	—	23
5 Terry Watts..... 1.6 Talbot Avenger GT	2	4	—	2	4	1	3	4	—	—	—	—	21
6 Alec Poole..... 1.6 Toyota Celica GT	—	—	—	4	—	6	—	—	—	—	—	—	10

Up to 1300cc

1 Richard Longman..... 1.3 Austin Morris Mini 1275 GT	6	9	10*	10*	9	10*	10*	6	10*	10*	9	10*	97
2 Alan Curnow..... 1.3 Austin Morris Mini 1275 GT	10*	1*	—	6	7*	6	6	10*	—	—	—	3	49
3 Jon Dooley..... 1.3 Alfa Romeo Alfasud Ti	—	3	3	3	3	3	4	2	6	6	6	—	38
4 Jon Mowatt..... 1.3 Austin Morris Mini 1275 GT	4	4	6	4	1	4	—	3	4	—	2	6	38
5 Tom Pitcher..... 1.3 Austin Morris Mini 1275 GT	2	6	4	—	4	—	—	4	—	4	4	4	32
6 John Spiller..... 1.3 Talbot Avenger GT	—	—	1	2	—	1	3	1	—	3	3	2	16

MANUFACTURERS' CHAMPIONSHIP

1 Austin Morris Mini 1275GT.....	9	9	9	9	9	9	9	9	9	9	9	9	90
2 Ford Capri.....	9	9	9	9	9	9	9	9	9	9	6	9	90
3 Mazda RX-7.....	9	9	9	9	9	2	3	9	—	9	9	9	83
4 Volkswagen Golf GTI.....	9	6	9	6	6	9	6	9	9	9	6	9	81
5 Toyota Celica GT	4	—	6	9	9	6	9	6	6	6	9	6	75
6 Triumph Dolomite Sprint.....	4	6	6	6	6	9	9	6	6	4	3	6	64

*Includes fastest lap.
Best nine scores count for Drivers' Championship.



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Race results by C.C. prepared cars for Gordon Spice Racing

1975-1979 British Saloon Car Champion Class Winners

1977-1979 Belgian Group 1 Champion Class Winners

1979 1st 4th 5th Spa-Francorchamps 24 Hours

1978 1st and 4th Spa-Francorchamps

1978 3rd overall, 1st Group 1 Silverstone T.T.

1979 7 Wins in Tricentrol Saloon Car Championship

1979 4 Wins in Belgian Saloon Car Championship

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The end of the old order

continued

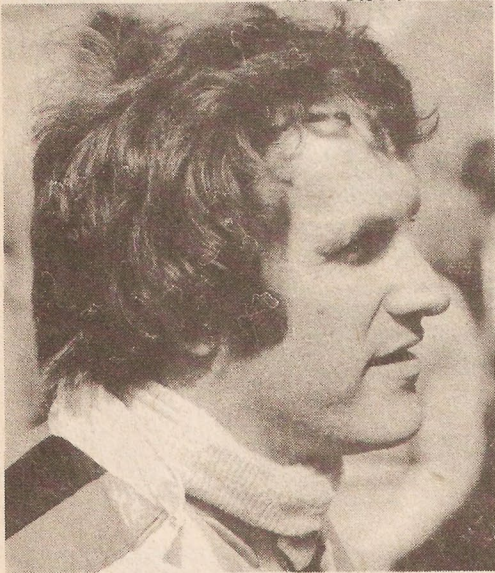
European Car Championship in the early seventies — what were the homologation papers like? Was it, indeed, homologated? Walkinshaw, sponsored again by Pentax, soldiered on, however, racing a car which was not introduced to Britain until much later in the year.

The coupé had a remarkable turn of speed, made a disgusting noise (even Walkinshaw had to wear ear defenders to drive through the paddock) and, more to the point, won a lot of races: the first five of the season to be precise. These were class victories, of course, but the Mazda looked capable of emulating the little Sprint's 1978 performance and produce an outright win. This feat was achieved at Donington in August. Walkinshaw easily outrunning the opposition.

Although there was considerable discussion during the year about the car's legality, both among competitors and with the RAC, the fact that the car handled so well and was so powerful were sufficient to keep it ahead on its own merits. In the early part of the season, there were a number of problems with ignition, which came to a head at the Grand Prix meeting, when Walkinshaw dropped down to fourth in class in the final laps after a spectacular dice with Rex Greenslade.

The G1 race supporting the Grand Prix was also notable for perhaps the worst saloon car accident seen in Britain, certainly since the Brodie/Matthews incident at the same circuit six years previously. That

Tom Walkinshaw — class champion.



The Esso twins, Vince Woodman and Jonathan Buncombe, bounce across the Silverstone chicane.

master of car control Gerry Marshall rocketed off the circuit between Stowe and Club, rolling the Triplex with Esso and *Motor* Dolomite Sprint along the sleepers at 100mph. Gerry's helmet came off, and his seat became dislodged, the great (in every sense of the word) man rolling about inside like the proverbial pea in a pod. How he came out of the accident alive I, for one, shall never know and regular readers of *AUTOSPORT* who saw our exclusive sequence of photographs earlier this year will also doubtless wonder.

The resulting injuries and period of hospitalisation effectively ended Marshall's chances of any class success. To be fair, however, his performances in the earlier part of the season had not been up to the standard of previous years and he had finished behind team-mate Greenslade on a couple of occasions.

Greenslade, a journalist with *Motor* magazine, was one of the 'finds' of the 1979 season. His previous racing experience had been largely in front-wheel-drive Alfasuds — apart from that memorable slow-motion roll in a Toyota Celica — and the move to the considerably more powerful and rear-wheel-drive Sprint was a major one. He proved himself, however, to be a markedly better driver than many of us had expected, evidenced his run ahead of Walkinshaw at the Grand Prix a mature and sensible drive.

Both the Sprints were prepared by a new company, Gerry Marshall Racing at Silverstone, with former Leyland engineer Roger Dowson at the helm. After purchasing the cars from Ralph Broad, a degree of 're-preparation' was necessary in the cause of engineering scruples, to borrow a phrase from a colleague, but they continued to appear in immaculate form.

The 2300cc class was the only division to feature three

different manufacturers in the top three places — Mazda, BL Cars and, wait for it, Vauxhall. Yes, the Magnum is still with us. Third-placed man was Barry Williams, whose sideways style is just what saloon car spectators are looking for. Again run by the London Sports Car Centre (with sponsorship from Eg Computers), Williams showed just what can be done with virtually no budget. What would have happened had team patron Alan Foster attracted a large backer one just doesn't know. The team's second car appears occasionally with either Foster or Tony Lanfranchi at the wheel.

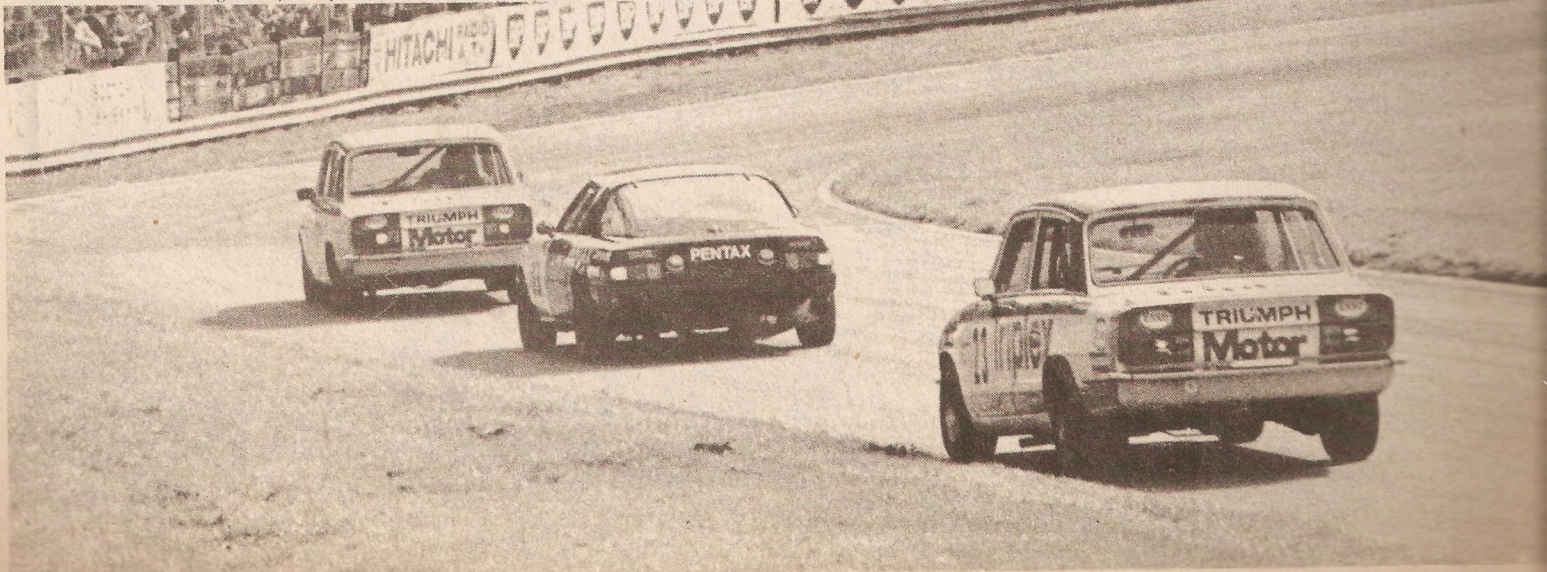
Returned to the Vauxhall fold after a couple of production saloon seasons in BMWs was Derrick Brunt, making his G1 debut. The St Albans farmer, with a little support from Hendon Way Motors but basically paying his own way, did his own preparation — and engine builds, after a problem with suppliers — and did very well to achieve fourth in class at the season's end.

Three more Dolomites completed the class, driven by Tim Goss, Roger Saunders and Tony Strawson. The latter wins G1 remark of the year award for his comment as he passed Marshall's airborne Sprint at Silverstone: "Oh, I didn't know Triplex had a helicopter".

1301-1600cc

"Akai's okay, OK.", it says on Richard Lloyd's Volkswagen Golf GTI, and Golf's are obviously pretty good, too. With seven class wins to his credit, Lloyd was once again the 1600cc class winner his black Golf

The Pentax Mazda changed the face of the 2300cc class. Here it is sandwiched between the Triplex Dolomites of Gerry Marshall (leading) and Rex Greenslade.





Richard Lloyd — champion in Golf.

The end of the old order

continued

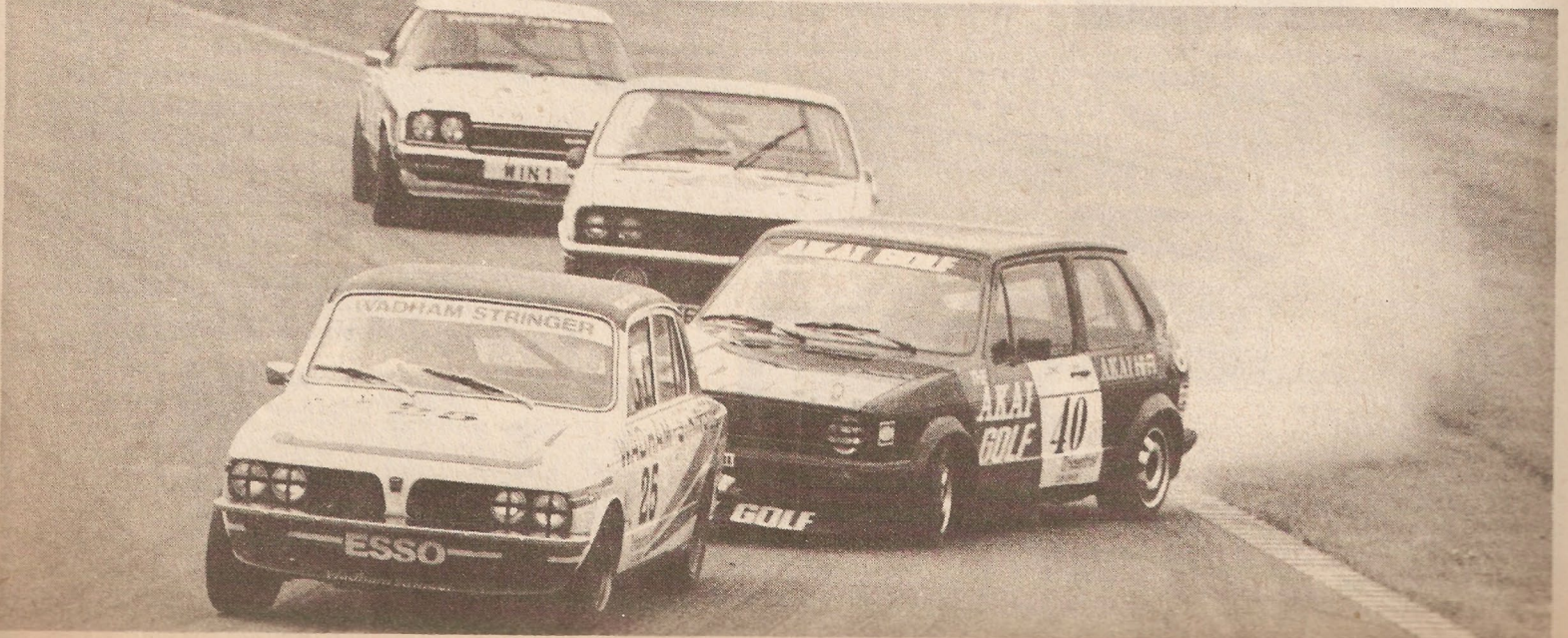
prepared as immaculately as ever by his own company, GTi Engineering.

What in 1978 had appeared a possible threat, however, had become a reality this year: Win Percy's Toyota Celica GT. After a somewhat slow start to the season, Percy managed two class wins in a row in the Hughes of Beaconsfield car, these two experienced drivers giving the crowds something other than a gaggle of Capris to look at. Although much heavier than the Golf, the current Celica provided Percy with at least something to revive the memories of his dominant days in the Samuri cars.

Lloyd's previous GTi, now raced by Louis Parsons, managed fourth in the class, while Percy's occasional team-mate, Alec Poole, finished sixth.

Two other models made their mark in the top six, the Volkswagen Scirocco of John Morris, which finished third — an excellent result for his first year in the car — and Terry Watts who brought his Hillman-Chrysler-Talbot Avenger home fifth. Morris, supported by Morris Vulcan, inherited a class win when Lloyd was disqualified at Oulton Park, but it was consistent third and fourth placings which kept him in touch with the leaders.

Richard Lloyd gets well out of shape trying to keep ahead of Win Percy. Ahead is Roger Saunders and behind Derrick Brunt.



Up to 1300cc

For the second year running, Richard Longman is the British Saloon Car Champion, this Salisbury engine tuner giving the Mini its fifth win in the series to coincide with the car's 20th birthday.

Built and prepared in his own workshops, the Patrick Motors-sponsored car only failed to win the class on two occasions and, even then, Longman's honour was upheld as the victor was Alan Curnow, whose car was also built by Longman. The first of these, incidentally, came in the opening round at Silverstone where Curnow was even using Longman's engine from last year!

Curnow finished second in the class, his attractively liveried car boasting support from datapost, the parcels

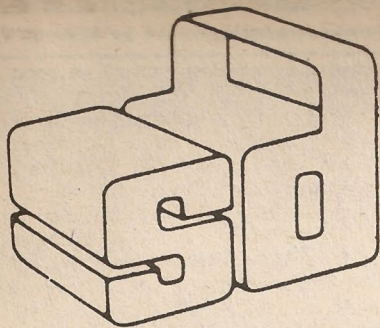
delivery division of the Post Office — a good new sponsor for the sport.

First non-Mini was the Alfa Romeo Alfasud of Alfa Romeo Dealer Team, Napolina, and driver Jon Dooley. As has been the case for a few years now, the team is severely handicapped by a lack of interest from the parent company in Italy. The excellent handling and superb braking attributes of the Alfasud desperately need more power to complement them and, without some better parts homologated, this car is never going to catch the Minis.

Privateers Jon Mowatt and Tom Pitcher took their Minis to fourth and fifth in class, the former once again entering both British ETC rounds. John Spiller ran a Hillman-Chrysler-Talbot Avenger into sixth, unable to emulate the successes of Bernard Unett.

Jon Dodley was again handicapped by the lack of homologated tweaks for the Alfasud.





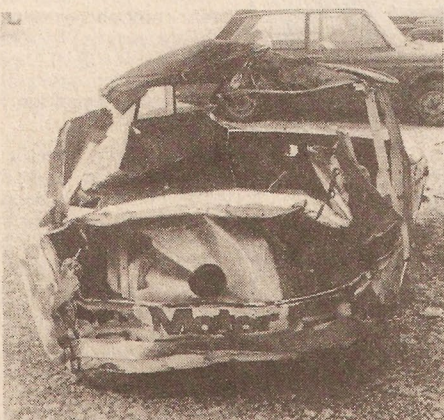
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..... Gerry Marshall

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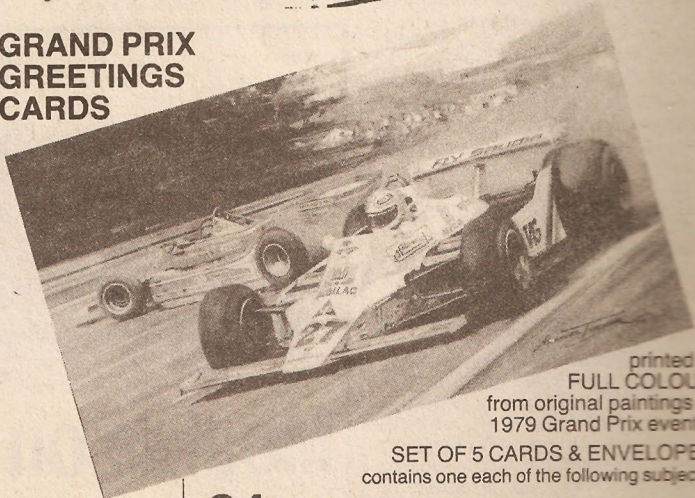
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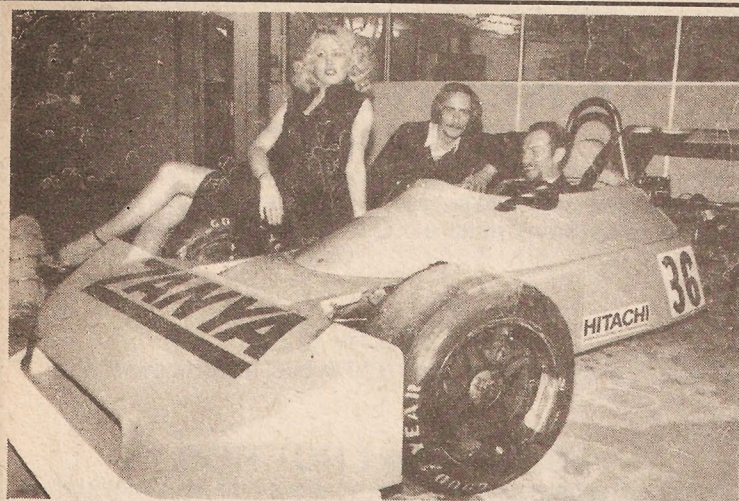
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AS2 (3)



Zanya's first share

Faced with ever rising costs within motor racing, double AMHEC F4 champion Ian Briggs has come up with a novel idea to raise the necessary finance for a full season of Hitachi Formula Atlantic racing in 1980 during which he will continue to campaign the ex-Mike Wilds 1978 Aurora F2 series winning Ralt RT1 chassis.

Ian Briggs Racing is offering 15 £1,000 shares in the championship programme and in return for its shareholding each firm will be entitled to use the car for its press and public relations work and, of course, in advertising. Parties of existing and potential clients may be taken to see 'their' car race and employees can be involved in the team's activities through in-house promotions.

Briggs's team is likely to be one of the leading contenders in the championship, the Sonning Common driver being renowned not only for his ability behind the wheel but also for his superb race preparation. 'Briggo', in fact, contested the 1979 Hitachi series to get the feel of the formula on a very tight budget.

Zanya Distributors, of Reading, is among the first firms to take advantage of the economical advertising scheme offered by Briggs, they themselves specialising in transport, courier services and warehousing. Zanya see motor sport sponsorship as an effective way of promoting the speed and efficiency of its service. Managing Director Peter Pannell (in car) receives advice from Ian Briggs while model Josy Anne adorns the front of the blue Ralt.



Booth's Redman trophy

The Longton & District MC's prestigious Brian Redman Trophy is awarded annually to the member who, in the opinion of the committee, has had the most successful season taking into account the number of events entered, status of meetings, financial resources, machinery at a driver's disposal and many other criteria. It was presented to the Club by past President Brian Redman who originally won it with the late Jo Siffert in a Porsche 917 at the 1970 Spa Francorchamps 1,000km race.

This year's winner is 42-year-old Warren Booth, the Blackburn motor trader who has raced in Aurora AFX qualifying rounds and Northern libre races this year with the Crown Paints Industrial Finishes Division Chevron-Hart B42. Warren won the BRSCC National Formule Libre series and also took in two European F2 rounds with the car. He was presented with the magnificent Trophy des Ardennes by John Taylor (right) the Longton President, watched by Goldie Goldsmith, Marketing Director of Dutton Forshaw Limited, the Club's major sponsor.

Briefly . . .

● Bill Hope's Rostron Racing Cars concern are offering £1000 to any driver who wins a national FF1600 championship in 1980 providing, of course, he is driving one of the new Quest 80FF chassis. The prototype chassis has already been given two shakedown outings at Brands Hatch in the hands of Mike Thompson and results have been encouraging, with no major problems encountered. With the cash incentive as a valuable carrot dangling over the end of the season potential FF1600 competitors may do well to consider the Quest.

● Rumours at Brands Hatch on Sunday suggest that TEAC will run a 1-litre special saloon championship restricted to non-spaceframe machinery next year. If it goes ahead it will be seen as a welcome addition to the calendar for those who compete in basically obsolete Minis and Imps and who cannot afford to build a new spaceframe version for 1980.

● In all all-out attempt to impress his sponsors from the Envirogarde Group, Saltdean's Paul Tarry has hired one of Jerry Furner's Harlequin Racing Van Diemen-Auriga RF79s for the penultimate Kent Messenger championship round on Sunday. Tarry normally campaigns Peter Lawrence's ancient Royale RP3 so this opportunity to drive a fully competitive car will be a useful gauge of his potential.

● Further to Mr Alec Pringle's letter in Correspondence (November 22) on the sticky subject of catering at race circuits, the Club Editor sampled the extensive menu of the Goodwood cafeteria for the second time within a fortnight last week. That he went back speaks for itself — where else can one get a wholesome and appetising two course meal with a drink for under £1? — and all praise is due to Barbara and her staff who keep the facility open all year round. For those who test regularly at the Sussex circuit, the Goodwood lunch is now an integral part of the session. A must!

● New owner of Australian Gerry Witenden's smart Delta T79 FF2000 chassis is former Lotus Formula Ford Driver Michael Bruno from South Wales who will hopefully contest the national championship rounds with the car.

● Richard Fripp, one of the leading names behind the BARC's widely acclaimed race rescue system, has been co-opted onto the Club's Council to fill the vacancy which has existed since the 1979 AGM.

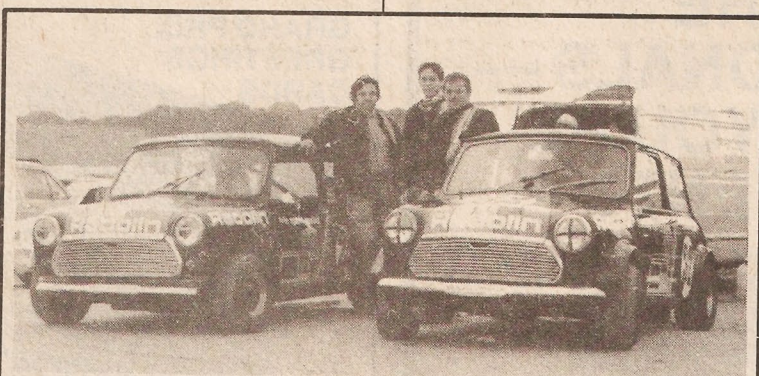
● The BRSCC are organising a mini racing car show in Maidstone from December 1-8 in association with Segas and the Stoneborough Centre. Ray Mallock's new Surtees TS20+ is the star of the show while Marlboro are bringing along a McLaren M23. Rostron are showing their new FF1600 car while a DPL Crosslé and various sports and saloon cars will also be present. Many drivers will be in attendance and Aurora racing competitions have been organised for the kids' entertainment while Derwent TV have donated a portable television to be raffled.

● STP modsports champion Steven Roberts (who also won the BRSCC series outright last year) is to continue in the category in 1980 with a Mini-engined Davrian. It will be interesting to see if a battle develops between Steve and fellow West-countryman Ian Hall in a similar machine.

● Wrexham's Richard Street has continued backing from the Machynlleth company Meirion Weavers Limited for his FF1600 activities in 1980. Street's elderly Van Diemen is being rebuilt and with a new Aldon engine over the winter.

● The proposed North of England FF2000 series inspired by Dave Manners has been very well received judging by the 20 or so drivers intending to move up from the Northern FF1600 championships. Manners, of course, has set the ball rolling by ordering a new Delta while Keith Lawrence, Ronnie Whitaker and Phil Tingle are among the others on the move. A series sponsor has been forthcoming, thanks once again to Manners, in Harrison Brothers, the Darlington steeplejacks.

● Latest customers for the Ray 79F 80FF Formula Ford chassis are Minister engine builder Graham 'P' Fuller and Lydden regular John Oxborrow. Tony Howard, another staunch Marchant & Cox series supporter has also approached Bert Ray with a view to commissioning an FF2000 version.



Meales on wheels

Creating a splash of colour in race paddocks at Mini 1000 championship races in the latter half of the season has been the Radofin Tele-Sport Racing with Meales on Wheels team with its pair of machines tastefully finished in black with rainbow striped highlights.

Radofin is an international company with a large factory in Hong Kong producing a wide range of television games and electronic calculators. It was formed in 1949 by the father of its present Managing Director Ken Scott, through whom the sponsorship programme was arranged.

Regular drivers are the Meale brothers, John and Paul who have weathered a difficult year in 1979 and are preparing for a full-scale attack on the championships with their Radofin Minis next season. John, formerly Competitions Manager for Piranha ignitions, raced special saloon Minis in the early '70s but his current machine is based on a 1959 shell, built up himself and powered by a Richard Longman engine. Paul, a fishmonger by profession, relies on a Chris Tyrrell unit to power his 1965 Cooper 'S' derivative.

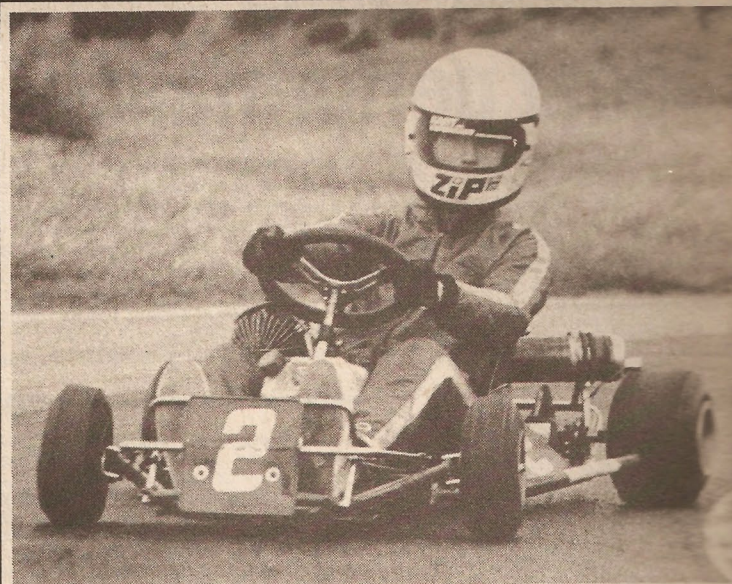
Both drivers have suffered a roll during the 1979 season. Paul's at Goodwood in a sprint meeting and John's in a Snetterton race but success came their way at Brands Hatch on Sunday when hot rod driver Richard Wager, having a run in John's car, took the chequered flag in his first ever circuit race. Sponsor Scott, an ardent Porsche fanatic (he owns a 911 and the only 916 in Britain apparently), was not so fortunate when he drove Paul's car recently, a suspension bolt pulling out on the warm-up lap, again at Brands.

Orbell clubmans unit

Cambridge driver Dave Orbell won the non-championship Clubmans race at Brands Hatch last weekend with his Mallock U2 Mk16. The car, however, was powered not by his usual engine but by one owned by the Clubmans Register Secretary Chris Hart. This was acquired with an elderly Gryphon as a B-class engine and Chris entrusted the motor to Dave's father, Tom Orbell with instructions to build the engine into an A-class contender. His thinking was that this could easily and cheaply be adapted to A-class trim without all the expense of the current front-runners. His theory was

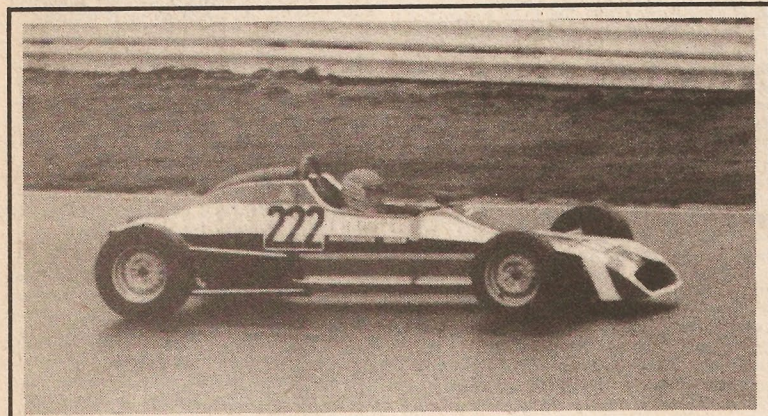
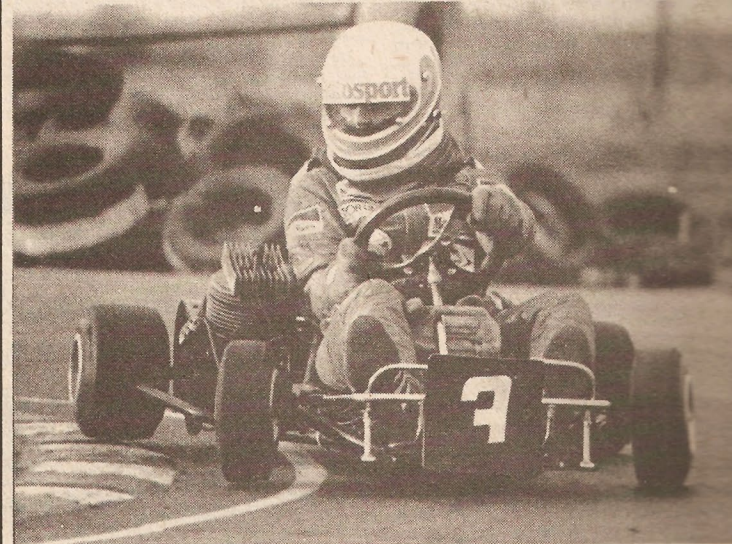
adequately proven on Sunday and the total cost of modifying the engine was just £400, which compares most favourably with the £2,000-£3,000 charged for some of its competitors.

Hart was becoming increasingly worried by the escalating costs in A-class Clubmans (Sports Racing 1700) and sees the modified Formula Ford engine as being a far more suitable alternative. The next outing for the engine will be at the Boxing Day Brands meeting, while Hart will be using this engine himself next season and the Orbells intend building another one for their own use.



Autosport kart team

Preparations for the London Kart Club's "journalist's demonstration" event, which takes place at Tilbury stadium on Sunday, commenced last weekend when the participants from AUTOSPORT, Motoring News and Kart & Superkart magazine were put through their paces by instructors from the Sisley Karting school and champion kartist Mark Tredwell who between them provided the machinery. Among the instructors was Grovewood award winner Terry Gray who was able to pass comment on the performance of the journalists for a change. Our team comprises Jeff Bloxham (top), Marcus Pye (below) and Mark Hughes (bottom) who will challenge experts Ian Bamsey (MN) and Chris Lambden (K&S) on the day.



Italian FF1600 backers

A second Douglas Print Racing Crossle is being run in the end-of-season 'clubbie' FF1600 events for 22-year-old Robin Donovan, a graphic designer with Tony Douglas's concern and long-time member of the team which has supported Wil Arif's FF1600 efforts for the past season. Donovan, a successful Brands Hatch Racing pupil, is using these races to gain experience of race-craft in readiness for a crack at the Dunlop 'Star of Tomorrow' title next year.

Backers for the venture are La Botte, an excellent Italian restaurant in Sidcup, and the Italian fashion house L'Uomo Elegante which is based in Shoreditch. Ferrari fanatic Piero, the proprietor of La Botte, is reportedly not worried that Robin will be racing in the white and green livery of the DPL team (perhaps Donovan should put his graphic designer hat on and introduce a splash of red to the colour scheme in deference to the Italian sponsors). Donovan's previous racing experience includes some karting, a Rotatruc 'Opportunity' FF1600 drive following an excellent season in BHR school races, and a ShellSport celebrity race win at Brands.

BARC Wendy Wools . . .

The Wendy Wools division of the family-owned Carter and Parker Limited handknit yarn group of Guiseley, Yorkshire, are to sponsor the BARC's special saloon championship once more in 1980, marking their sixth year of involvement with the Club's national racing series. As has been the case over the past two seasons, the Wendy Wools championships will be run in two divisions: up to 1-litre and 1001-2500cc. Each will be contested over 21 rounds at eight circuits with increased prize money on offer to successful participants.

Provisional dates for the 1980 Wools special saloon championship rounds are as follows:

March 2, Brands Hatch; March 9, Thruxton; March 16, Silverstone; March 22, Oulton Park; April 13, Mallory Park; April 20, Cadwell Park; April 27, Thruxton; May 11, Snetterton; May 26, Thruxton; June 1, Cadwell Park; June 8, Brands Hatch; June 22, Mallory Park; July 6, Silverstone; July 20, Mallory Park; August 24, Snetterton; September 7, Croft; September 28, Thruxton; October 12, Snetterton and October 26, Thruxton.

. . . and Monroe saloons

Introduced by 1979 BARC production saloon sponsors Demon Tweeks, Monroe shock absorbers are to back the BARC's prodsaloon championship next season with Alan Minshaw's company retaining its links through the Demon Tweeks Champagne Challenge based on competitors' qualifying times. The series will take place over 18 rounds at seven British circuits and will continue to cater for "street racers" in four capacity classes which remain unchanged.

their British division, Monroe Auto Equipment of Sheffield. The Champagne Challenge, a magnum of bubbly per round, will be awarded to the driver closest to (or furthest beneath) his class record in practice at each meeting.

Provisional dates for the Monroe Production Saloon Challenge are:

March 2, Brands Hatch; March 16, Silverstone; April 13, Mallory Park; April 27, Thruxton; May 10, Oulton Park; June 1, Cadwell Park; June 8, Brands Hatch; June 22, Mallory Park; June 29, Brands Hatch; July 6, Snetterton; August 10, Brands Hatch; August 24, Snetterton; August 31, Silverstone; September 19, 20, Oulton Park; October 12, Snetterton; October 18, Thruxton.

Monroe are world leaders in shock absorber production, producing three million dampers and levelling devices per

Weather ruins repeat performance

December clouds turned damp and dark over Brands Hatch on Sunday as if to push the BARC's Club meeting into further insignificance. In truth, after the memorable club meeting of a fortnight ago, it was too much to expect a repeat performance. Even allowing for the unwelcome weather and the hazardous track conditions, only the Formula Ford races, which opened and closed the six race meeting, saved the day from complete obscurity. The questionable concept of arranging the field in grid formation *before* sending them off into their warming up lap only served further to confuse.

Michael Baker (Rostron CT78) had suffered with fading brakes in practice and was worried should the fault re-occur during the opening Formula Ford qualifying race, from which the first four home could start in the later race. Baker appeared in the lead at the end of lap 2 and pulled away convincingly thereafter to win as he pleased. Poleman Paul Dennis (Dulon MP21) immediately found the treacherous surface did not suit him and, after dropping to third behind Chris Hall (Jamun T2) on lap 3, spun into retirement at Paddock on the next lap. Paul Rowsell (Royale RP21) and Will Pringle (Royale RP24) had started from the back row and both had made significant progress early in the race, but Rowsell spun at Surtees and lost any chance he might have had, whereas Pringle mastered the conditions to work his way up to a fine third place at the flag ahead of Joe Nolan (Crosslé 32F). Robin Donovan (DPL Crosslé 32F) and Len Bull (Van Dieman RF78) had good positions early on only to slip off in the closing laps.

With the rain and wind swirling nothing could have been more appropriate than a race sponsored by Woolwich Ferries! Peter Baldwin only just made the grid in time with his ultra-quick 1.3 Mini-Ford, as he'd damaged his polewinning Mini 1275GT in practice and had had to leave the circuit in search of spares! Other interest on the front row surrounded Wil Arif in Barry Barnes's 1.3-litre Skoda S110R which appeared on slicks! But, from the outset, there was no doubt about the winner, Baldwin rocketing off the grid apparently with little regard for the slippery track. Brian Prebble (1.0 Hillman Imp) gave chase at a creditable distance, gradually losing the threat of David Enderby (1.0 Triple C/Corbeau GT Seats Singer Chamois) and Ian Hargreaves (1.3 Avonbar Mini Cooper S). John Schneider (1.0 Hillman Imp) dived out of fourth place and into the pits on lap 5 and resumed in seventh place behind Chris Sims's attractive Sirch racing 2.1-litre Vauxhall Firenza and Dave Wilson's 1.5-litre Ford Escort. Arif's brave struggle with the Skoda ended on the eighth lap when a wishbone fractured along Brabham Straight. Wil safely taking to the grass without impact, Bill Richards's Henly's short stroke 850 Mini took the baby class one lap down but a safe distance ahead of class challenger Peter Daniels.

Adrian Yates-Smith (Tuckers Fast Food Franchise Porsche 911SC) got the power down well to lead the modsports pack for one lap, but at the end of lap 2 both John Pugsley (1.1 Davrian Mk6) and Rupert Flin (Kemo Electronics 1.8 Lotus Elan) had skated past. A good scrap developed for the lead as Pugsley continually edged inside Flin exiting Clark Curve, and Flin forced his way back in front around Druids. Encountering abnormally slow backmarkers, Flin seized a few lengths' advantage and looked to have the race in his pocket, but the bustling Pugsley fought his way back

into the picture completing lap 8 and Flin surprisingly gave in with little resistance. Yates-Smith had a comfortable run into third place to win his class while Dave Sheppard (1.5 MG Midget) had an equally placid time in fourth winning his class. Dudley Wood (2.8 Porsche Carrera RSR) spun at Druids before climbing back up to fifth overall ahead of Pat Longhurst (1.1 Davrian Mk7), who had

slid off at Paddock on the opening lap, rejoined in last place and threaded through the field to take sixth with Dick Whittington's welcome Jaguar E and Fred Taylor's 1.6-litre Ginetta G4 in close company, racewinner Pugsley has now scored 23 class, and 10 overall, wins in this, his first season of circuit racing.

A somewhat depleted Mini challenge race, in three classes, suffered further when Paul Rowland (Capital Shipping Agency 1.0 Mini) was unable to take up his front row position after the flywheel became detached. Peter Baldwin had his crew working on the 1275GT while he was winning the earlier Special Saloon race and he took up pole position. But Baldwin had no answer to the challenge of Richard Wager in the Radofin Elec-

tronics Mini 1000 which nipped inside exiting Clark Curve on lap 1. Wager seemed settled in the lead but Jim McDougall arrived alongside Wager at McLaren only to lose out down Brabham Straight each time, finally giving best by 0.4sec. Peter Allen (850 Mini) slotted home fourth after a first lap spin at Paddock and next home were the Mini 850's of John Lambe, Colin Beckwith and Alan Lawrence.

Dave Orbell was anxious to make the long haul from Cambridge worthwhile in the Clubman Sports race with his A-class Mallock Mk16, and did just that scoring a resounding victory nearly 1 min. Behind Orbell there was a huge dispute over second place as Phil Brown (Hubbard & Houghton "B" Mallock Mk18 CW), ex-Camaro pilot Ali Hussein ("B" Mallock Mk18CW) and Roger Fullagar ("A" Mallock Mk14) all but fell over each other. As each in turn found the most awkward spots to spin, fortunes changed and John James ("B" Mallock Mk18B) emerged second ahead of Hussein and Reg Powell in the Pink Panther Gryphon—the latter enjoying a cautious race until a moment at Clearways pointed him in the wrong direction.

Amazingly, the full grid for the final Formula Ford race, which included the first four home from the first race, negotiated Paddock Bend without too much *mêlée* but for a few hearts must have missed a beat or two when Trevor Stiles (Crosslé 32F) was helped into a series of spins at Druids on the opening lap. Ashley Ward (Ray 79F) led Peter Argetsinger (Royale RP26) and Rob Tennant (Royale RP24)—the latter taking a strangely wide line out of Clark Curve—with the rest headed by 17-year-old Dave Scott (Swift Caravans/Mint Engineering Royale RP24) who recovered from a spin to take seventh when Stiles's progress came to an end with the radiator stuffed with grass. In the closing laps Argetsinger closed rapidly on Ward, just failing by 0.5sec tooust the local man.

PAUL HARMER

results

Formula Ford Qualifying race (10 laps): 3. Michael Baker (Rostron-Auriga CT78), 10m 23.6s. 69.48mph; 2. Chris Hall (Jamun-Minister T2), 10m 30.3s. 3. Will Pringle (Royale-Titan RP24), 10m 30s.7s; 4. Joe Nolan (Crosslé-Minister 32F), 10m 32.9s. **Fastest lap:** Baker, 60.00s. 72.22mph.

Woolwich Ferry Special Saloon Race (10 laps): 1. Peter Baldwin (1.3 Mini-BDA), 10m 13.2s. 70.66mph; 2. Brian Prebble (1.0 Hillman Imp), 10m 18.3s; 3. David Enderby (1.0 Singer Chamois), 10m 35.6s; 4. Ian Hargreaves (1.3 Mini Cooper S), 10m 40.0s. **1301-2500cc:** 1. Chris Sims (2.1 Vauxhall Firenza), 66.51mph; 66.51mph; 2. Dave Wilson (1.5 Ford Escort); 3. Tony Dawson (1.9 BMW 2002). **Fastest lap:** Sims, 62.4s. 69.44mph. **1001-1300:** 1. Baldwin; 2. Hargreaves; 3. John Fogwill (1.3 Mini-Cooper S). **Fastest lap:** Baldwin, 59.4s. 72.95mph. **851-1000cc:** 1. Prebble, 70.08mph; 2. Enderby; 3. John Schneider (1.0 Hillman Imp). **Fastest lap:** Prebble, 60.04sec. 72.22mph. **Up to 850cc:** 1. Bill Richards (850 Mini), 63.18mph; 2. Peter Daniels (850 Mini); 3. Chris Davison (850 Mini). **Fastest lap:** Daniels, 65.9s. 65.75mph.

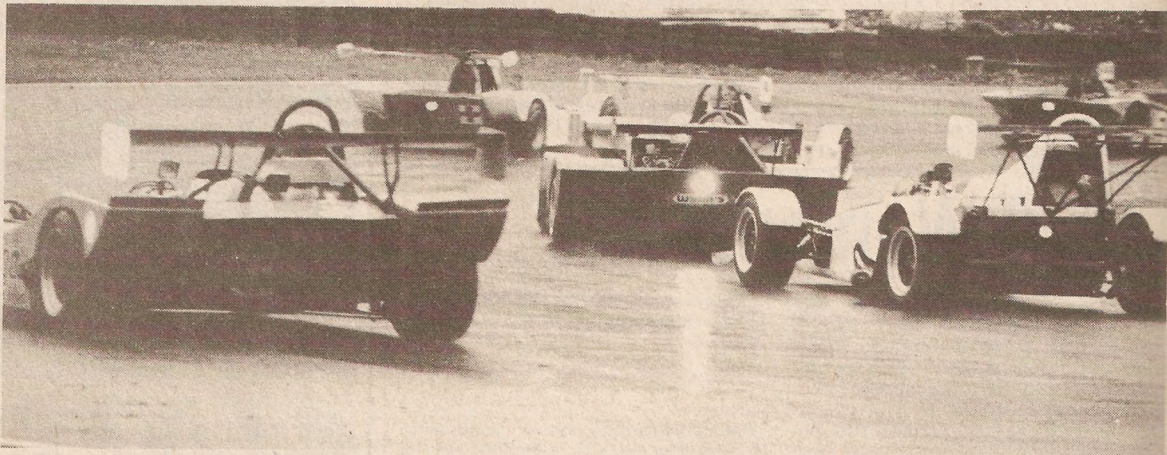
Blackwall Tunnel Modified Sports Car Race (10 laps): 3. John Pugsley (1.1 Davrian Mk6), 10m 18.4s. 70.07mph; 2. Rupert Flin (1.8 Lotus Elan), 10m 20.8s; 3. Adrian Yates-Smith (2.8 Porsche 911SC), 10m 31.6s; 4. Dave Sheppard (1.5 MG Midget), 10m 49.5s. **Over 2500cc:** 1. Yates-Smith, 68.60mph; 2. Dudley Wood (2.8 Porsche Carrera RSR); 3. Dick Whittington (3.8 Jaguar E). **Fastest lap:** Yates-Smith, 61.8s. 70.11mph. **1501-2000cc:** 1. Flin, 69.80mph; 2. Fred Taylor (1.6 Ginetta G4); 3. Mike Chalk (1.8 MGA). **Fastest lap:** Flin, 60.07. 71.38mph. **1151-1500cc:** 1. Sheppard, 66.82mph; 2. Robin Rowe (1.3 MG Midget); 3. John Baggott (1.4 MG Midget). **Fastest lap:** Sheppard, 63.0s. 68.78mph. **Up to 1150cc:** 1. Pugsley; 2. Pat Longhurst (1.1 Davrian Mk7); 3. Danny Arundel (1.1 Davrian Mk7). **Fastest lap:** Pugsley, 59.6s. 72.70mph.

Dartford Tunnel Mini Challenge Race (10 laps): 1. Richard Wager (1.0 Mini), 11m 10.7s. 64.60mph; 2. Jim McDougall (850 Mini), 11m 11.1s; 3. Peter Baldwin (1.3 Mini 1275GT), 11m 20.7s; 4. Peter Allen (850 Mini), 11m 36.6s. **Mini 1275GT:** 1. Baldwin 63.65mph; 2. Bob Mayo-Bignell. **Fastest lap:** Baldwin, 66.5s. 65.16mph. **Mini 1000:** 1. Wager, 2. Martin Robson; no other finishers. **Fastest lap:** Wager, 64.8s. 66.87mph. **Mini 850:** 1. McDougall, 64.57mph; 2. Allen; 3. Jon Lambe. **Fastest lap:** McDougall, 64.6s. 67.07mph.

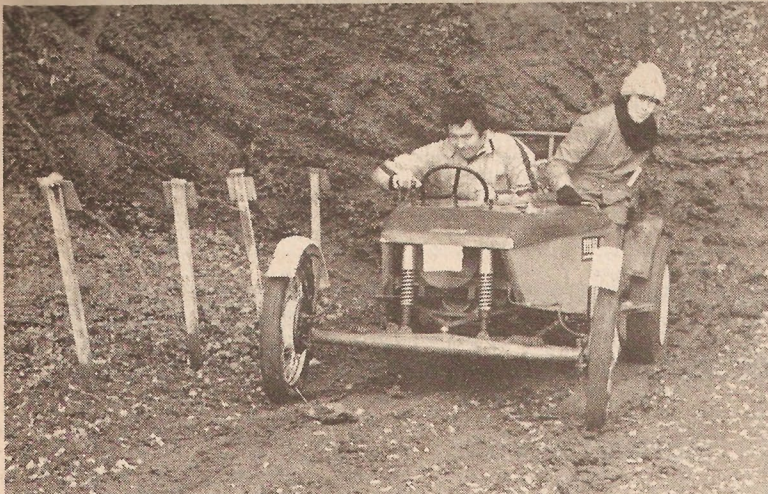
Thames Barrage Clubman Sports Car Race (10 laps): 1. Dave Orbell (Mallock Mk16), 9m 49.5s. 73.50mph; 2. John James (Mallock Mk18B), 10m 42.4s; 3. Ali Hussein (Mallock Mk18CW), 10m 47.0s; 4. Reg Powell (Gryphon), 10m 50.1s. **Class A:** 1. Orbell; 2. Powell; 3. Roger Fullagar (Mallock Mk14). **Fastest lap:** Orbell, 57.8s. 74.96mph. **Class B:** 1. James, 66.45mph; 2. Hussein; 3. Gareth Chapman (Stallwood U2 R79). **Fastest lap:** James, 62.2s. 69.66mph.

Deerhurst Trophy Formula Ford Race (10 laps): 1. Ashley Ward (Ray-Auriga 79F), 10m 41.0s. 67.60mph; 2. Peter Argetsinger (Royale-Auriga-RP26), 10m 41.5s; 3. Rob Tennant (Royale-Minister RP24), 10m 42.1s; 4. Russell Edmunds (Lola-Auriga T54OE), 10m 46.8s; 5. Wil Arif (Crosslé-Auriga 35F), 10m 56.8s; 6. Peter Lawrence (Royale-Rowland RP24), 10m 59.4s. **Fastest lap:** Tennant, 62.0s. 69.89mph.

Clubmans in the murk at Druids.



Overall winner of the ANECC Journal Autocross Champion Donald Maxwell (third from right), with other class winners at the recent awards presentation. Jim Blythe who finished second overall is on the far left and autocross committee chairman Vic Harris alongside him.



Neil and Irene Bedford pushed their Facksimile to third spot in the Mount Trophy.

Hurt after close battle

The seventh round of the Northern Trials Championship took place at Edensfield near Sheffield on Sunday. It was the Sheffield & HMC Mount Trophy Trial and was organised over four rounds of eight hills which had been laid out on the muddy slopes.

While the lead never changed hands, it was a close battle before Lol Hurt won yet another event. However, he was never very far ahead of Peter Dibble and Neil Bedford. In a splendid fourth place was Ralph Needham after a performance belying his 74 years of age. There was another man in his mid-seventies in the sixth car—but he was the passenger. Eric Eadon's father now bounces regularly for him and another good finish was the result not far behind an off-form John Ward.

Kim Warwick continued to improve as he finished seventh ahead of David Morris who was going very well indeed. The day was notable for the number of retirements. David Haigh broke a front axle on the very first hill. Colin Thwaites lost water. David Fawcett broke a back axle and Chris Hobson broke an A frame. Even among the finishers a certain mechanical *ennui* was evident. Keith Butterfield in his heavy weather car, the Cannon, had a misfire and two punctures. David Morris bent his A bracket, while several other bonnets were noted to be raised at one time or another.

1. Lol Hurt Lou Lait (Imp Special), 89pts; 2. Peter Dibble Gay Smith (Leyspec), 98; 3. Neil Bedford Irene Bedford (Facksimile), 104; 4. Ralph Needham Graham Hoyle (Cannon), 109; 5. John Ward Liam Boyle (Kincraft), 111; 6. Eric Eadon Eric Eadon (Eadon), 112.

Fack clinches series

Julian Fack clinched the RAC Trials Championship for the third year running when Jack Pearce failed to win the Gloucester Trial on Sunday. Pearce and Fack were drawn together in this — one of motor sport's oldest events but they had the bad luck to start at an unfavoured hill. This was impossible at the start, but soon cut through to become absurdly easy and, as Pearce needed to win the event to have any chance, the battle was over before it had even started.

The Trial was organised by the London CC at their familiar Lypiatt Park site and comprised three rounds of ten hills each. Mike Smallwood took heed of recent Press criticism and fitted a new battery. After the first round Mike Velasco and Richard Allen made the most of a favourable draw and held a colossal lead after Round 1. This lead was whittled away by John Fack in round two when he

went round in a super 8. But all three blew it on the last round of this Semperit/BTRDA Qualifying round. Fack and Velasco both hit 11 markers and dropped to fifth and fourth spots respectively.

Not surprisingly, Julian Fack and Jack Pearce took advantage of these bonnets but not as much as Chris Highwood, who came through to a narrow victory in his Ibex. Dennis Allen was seventh in his first Trial for some time while others to impress were Roger Bricknell and Bob Furness. No less than four drivers had back axle failure and retired — Alan Fullalove, Roy Lane, Tony le Gras and David Lowe.

1. Chris Highwood (Ibex), 104pts; 2. Julian Fack (Impunity), 108; 3. Jack Pearce (Kincraft), 110; 4. Mike Velasco (Ibex), 110; 5. Richard Allen (Kincraft), 115; 6. John Fack (Impunity), 121.



Action at Mabb's bank during the opening round of the TEAL Winter Rallycross series at Lydden on Sunday. Full report next week.



Another surprise at Gold Star?

Surely Sporting Trials is the only Motor Sport where the main Trophy is battled for in the middle of winter? But indeed Saturday sees the annual Semperit British Experts Trial. As usual drivers have been gathering points all year and the top 25 will compete for the Gold Star which was won last year by newcomer Mike Velasco. So often the Gold Star throws up a complete surprise Champion but as always the favourites must be Julian Fack and Jack Pearce. Fack is never far from the top while Pearce now seems completely recovered from his eye injury. But further down the field one ought to keep an eye on Roger Bricknell who has been going superbly in his new Facksimile. Chris Highwood has had some good results recently and if blasting is the order of the day must have a chance.

The next 25 drivers take part in the Silver Star and here the main news is of the first appearance by a member of the fair sex. Betty Sheldon will be doing battle with her pink Facksimile against the likes of John Higgins, former winner Derek Clark, Alan Brunning and David Lowe. The Trial is at Larkstone Trial Ground, Ilmington, Warks (M.R. 151 195439) and the battle starts at 10.45.

International events

Date	Venue	Event
Dec 9 14	Ivory Coast, West Africa	World Rally Championship, final round 12 Bandarna Rally

British events

Date	Venue	Event	Status	Club	Start	Details
Dec 8 9	Central Car Park, Newbury, Berkshire	Rally	C	East Berks MC	23.00	Nias No Vices Rally
Dec 8 9	Broad Street Car Park, Sheffield	Rally	R	One-Eleven MC	23.00	Bentleys Rally
Dec 8 9	Beach Hotel, Minehead	Rally	R	Minehead MC and Taunton MC	—	Taunton Highwayman Rally
Dec 8 9	Murrays of Farnham	Rally	CJ	Eastern Counties MC	23.30	Miniature Rally
Dec 9	Brands Hatch, near Dartford, Kent	Race Meeting	C	BRSCC	12.00	Club race meeting; FF1600, special saloons, prodsports, Talbot Sunbeams.



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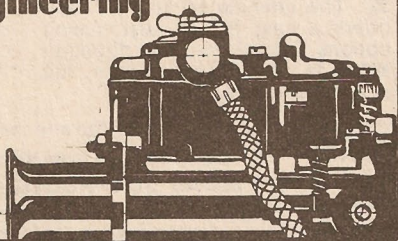
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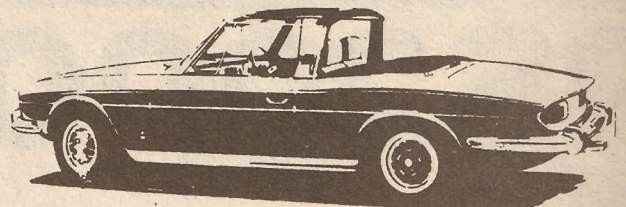
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VAN DIEMEN RF78 with 1979 modifications, fresh engine and Mk9 Hewland, spares include: Nose cone and mould, wheels and tyres, suspension etc. This race winning car must go due to change of formula. Hence,

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IMMACULATE 1979 Crosslé 35F Formula Ford Minister engine spares; two nose cones, three sets of wheels with new tyres, one set of front wishbones, one rear corner and trailing links, ten sets of gears. £5,000. Tel: 023-852-688 618.

ALEXIS FORMULA FORD. Scholar engine, good condition. £1,250 ono. will take road car, cash either way. Tel: 061-2365110, business or 061-3362528 evening. (49)

MERLYN 30 F/F Smith Motor Mk9 box, little used since complete rebuild, spare wheels, ratios, body moulds, £1,650, p.ex possible. Tel: 061 439 4013.

REYNARD FF79 Minister, win and second place in last two races. Immaculate condition, few races from new, for sale complete, or rolling chassis with spares, tyres and works tweaks, must be cheapest complete competitive car. £2,750. Tel: 061 439 2979.

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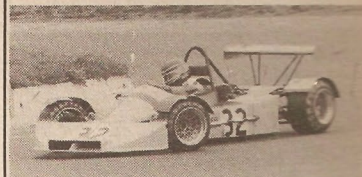
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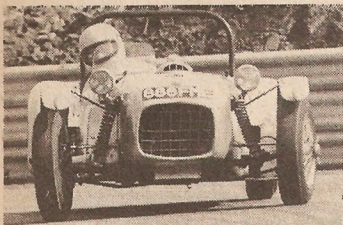
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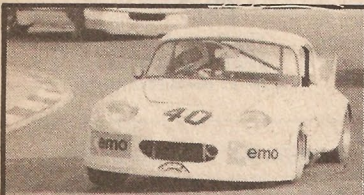
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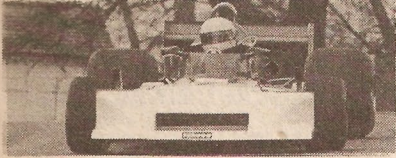
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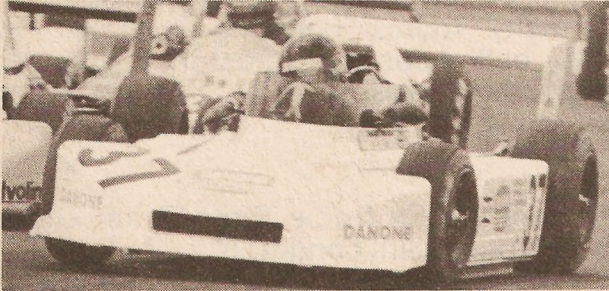


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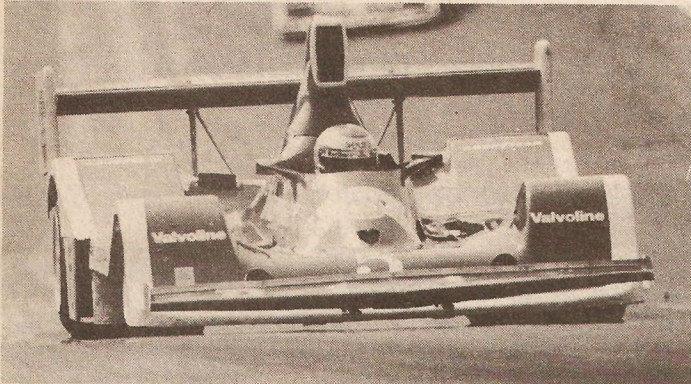


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This car has been fully rebuilt since its last race, and can be purchased with or without engine (choice of 3 engines).

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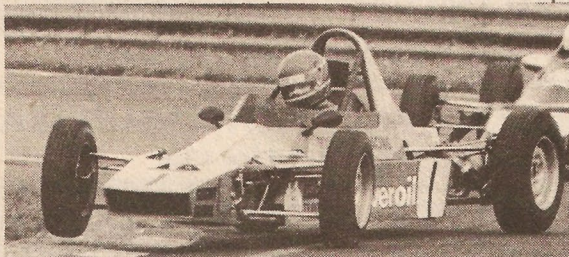
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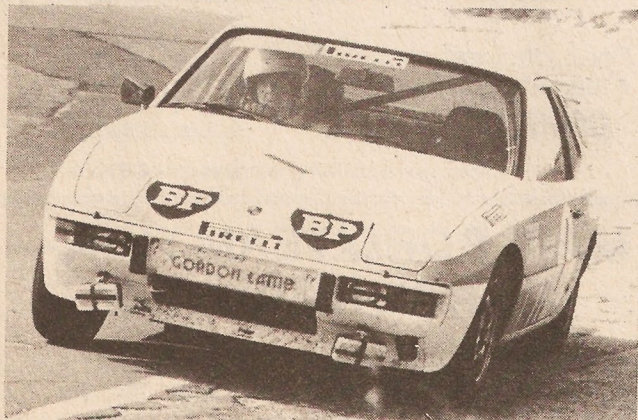
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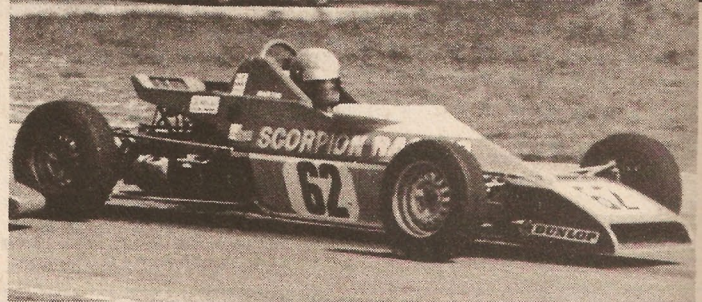
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Both cars are Ex Eddie Pinto/Team Gunston and are in excellent condition.

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3rd in the Novice Championship 1978, £3,500

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Brands Hatch Lap Record Holder, 49.9, £3,500

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All 4 of these race winning cars are for sale either complete and ready to race, or will consider splitting.

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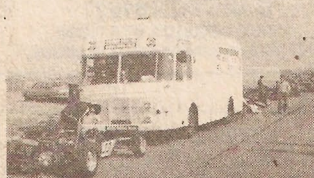
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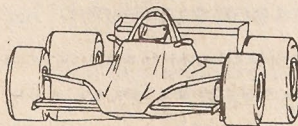
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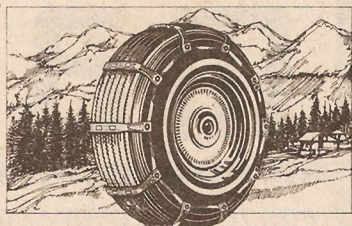
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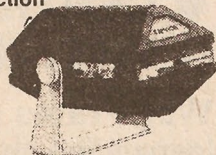
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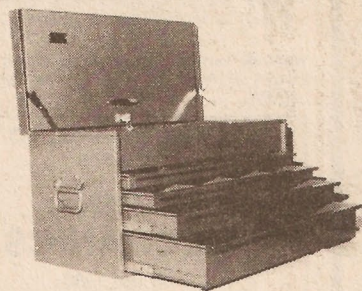
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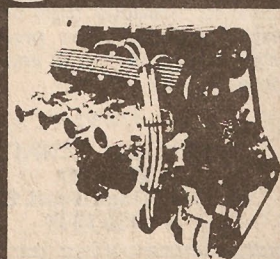


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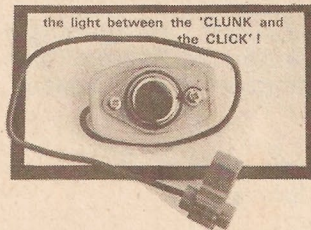
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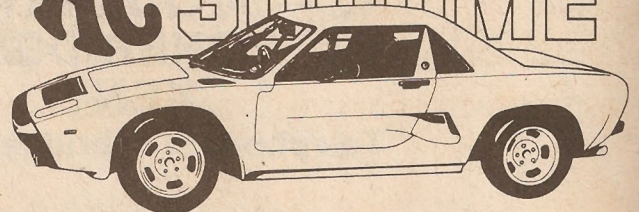
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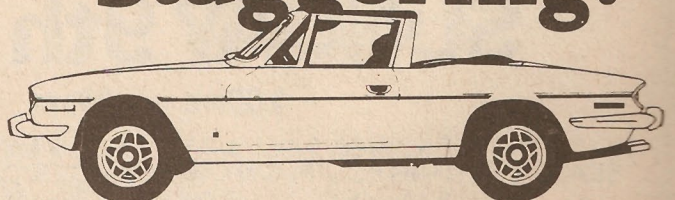


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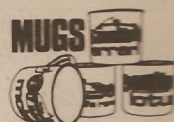
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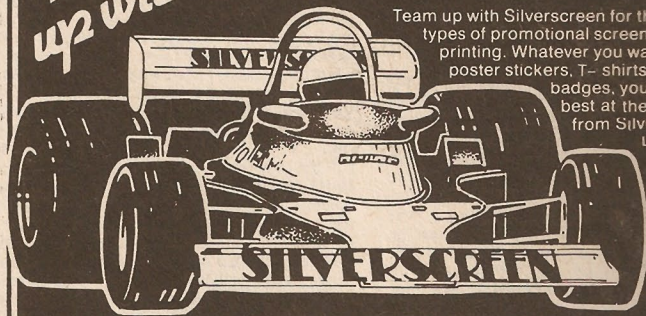
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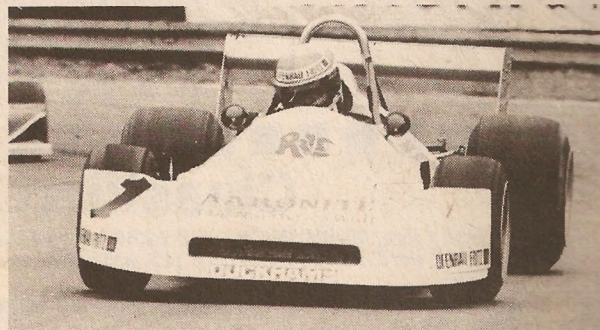
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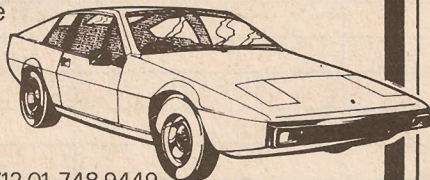
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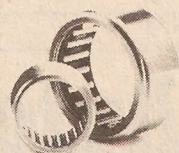
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P.W.P. (Publicity & Management) 19 Buller Road, N.W.10—01 969 6007

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

Revolution Wheels (Sales), Restmor Way, Wallington, Surrey—01 647-4544/4508, 7555 Telex 943763

Reynard Racing Cars, Reynard Centre, Telford Road Industrial Estate, Bicester, Oxfordshire, OX6 0UW—08692-44397

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

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

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Sabre Automotive Ltd., Unit B6, Telford Road Industrial Estate, Bicester Oxfordshire, OX6 0UW—08692-42615

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Sark Racing Ltd., Unit H, Houndswood, Harper Lane, Radlett, WD7 7HU—Radlett 3041 or 01-629 9686

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

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750 Motor Club, General Secretary, Dave Bradley, 16 Woodstock Road, Witney, Oxon, 8X0 6T—Witney 2285

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

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

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