

AUTOSPORT

SPECIAL 25th ANNIVERSARY ISSUE



1950-1975

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Star performance came from Brian Henton in the Wheatcroft-Ford in last Sunday's Silverstone F2 race.



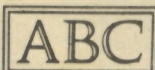
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AUTOSPORT, SEPTEMBER 4, 1975

EDITORIAL

What do you want?

The general concensus of opinion on last Sunday's Formula 2 meeting at Silverstone was that it was the best day's racing seen in this country this year. We would certainly agree that the main races, the F2 championship round, the European Formula Super Vee and BP Formula 3 races were really first class and represented the biggest collection of up and coming driver talent at one meeting that could ever be hoped for. In congratulating Silverstone and the BRDC for laying on such a superb meeting we have, at the same time, to commiserate with them for the very disappointing crowd.

Here was a meeting which represented the very best in motor racing through the spectrum yet, apparently, not even the enthusiasts wanted to see it. The reasons why could be endless but it is indeed heartening that the promoters are not abandoning the idea of running such a meeting again. A full investigation will be made into the poor attendance in the hope that they will find a valid reason and be able to overcome it to enable them to run the meeting again next year. We hope they can.

What do the spectators want to see? The promoters in this country have done their best in recent years to bring all the major international Formulae to this country, F2, World Championship sports cars, 2-litre sports cars, European Touring Cars, SuperVee, F3 and so on, but when the meetings actually take place even the enthusiast seem to abandon them. Then they complain when the category gets dropped from our calendar.

These international meetings cost a great deal of money to stage and if the poor crowds continue we shall be left with very little outside our own national championships. We would like to invite readers to let us know why they attend some meetings and not others like the F2 meeting and what categories of racing they want to see, outside of Formula 1, of course, which is a different subject altogether.

Our feeling is that there is, perhaps, too much racing. It's been said many times before, but the heads just seem to get deeper in the sand — surely it's time that this was looked into? The circuit owners will argue that they need to open as often as they can to bring money in; a hundred pounds at a Club meeting is better than nothing at all. Perhaps the circuits must look towards other leisure activities to fill empty weekends, although, of course, this again will require capital investment. So a rationalisation of the calendar would be difficult to put through from the circuit owner's point of view.

But, nevertheless, we do feel that there is too much racing, probably, as we have said before, at the championship meeting level. The Silverstone F2 race came at a time of the year when, other than the Access TT at the same circuit in October, the country has had all its major meetings this year, and it could be that the public have seen too much or, more likely, they just cannot afford to go to any more major meetings. It's a shame because we, like most enthusiasts, want to see racing as often as possible, but at the moment we cannot see an alternative to restricting the programme.

Your views please.

our cover picture

Celebrating our Silver Jubilee this week we thought that a picture of Britain's first ever World Champion would be most appropriate. This is Mike Hawthorn in action in 1954.
Photo: Geoff Goddard.

John Surtees quits F1...

Team Surtees will not be contesting any more Grands Prix this year. This shock news broke on Monday and was confirmed by John Surtees on Tuesday morning. 'I've decided to stop. There's no point in pouring good money after bad', he told us. 'I'm not crying about it, it's my decision, but there's just too much aggro to keep going'.

'It's been very hurtful for me, as I'm a stickler for doing things right, to be scratching around as we have been this year. If there was a prize for the most economical way of doing F1, then we'd have won it this year. What really brought it home to me was what Ken Tyrrell said on the plane to Dijon: 'I hope it doesn't rain, I've only got four mechanics with me'. I've only got two anyway wet or dry.'

'I thought it would be better to stop now and try to gather up the bad debts that are owed to me and get sponsorship for next year rather than struggle on. If I'd have known that the courts would take so long to get the money I wouldn't have bothered this year.'

'Our car isn't half as bad as people say it is. It's not the best by a long way, I don't pretend it is, but we are scratching. Things could change



John Surtees - "we are scratching"

quickly though. The new car is partly ready and rather than get confused with the politics, we'll gather ourselves together on the technical side and make possible plans so that we can launch off in a proper manner next year. If we can race properly we'll do it. If we can't the car will become a wall ornament.'

New F1 Lotus ready

The brand new Formula 1 Lotus is expected to run for the first time this week. The car, which Team Lotus have been working flat out on to produce over the last couple of months, was hoped to be ready for testing at the Paul Ricard circuit this week.

However, the inevitable delays have meant that this would not be possible and although the original intention was to get the new car ready for Monza this weekend, Team Lotus manager Peter Warr told us on Tuesday that it was "extremely unlikely."

The car was scheduled to be on its wheels by Tuesday and the idea was to give it a quick whirl around the Hethel test track before departing for Monza where the car would be unveiled, but only as an exhibit, this weekend. It is known that Geoffrey Kent and Lewis Rowe, two of Player's top executives, were intending to be at Monza, but some

sources suggested that Kent is only "on holiday."

One of the problems facing Player's at the moment is the threat by the Government to omit any inference of cigarette advertising from the cars. The whole situation is very delicately poised, especially with the recent announcement that cigarette advertising on the cinema screen can only accompany X certificate films.

The new car could well be the smallest Grand Prix car yet. The monocoque is very flat and low, like the new Hesketh (and, apparently, the new Hill which is under construction) while the majority of the fuel is contained between the driver and engine. Side radiators are employed, a la Lotus 76, while coil sprung suspension all round replaces the type 72's familiar torsion bar set-up. Centrally mounted, rather than inboard, discs are fitted at the front and, all in all, the car is extremely light in weight.

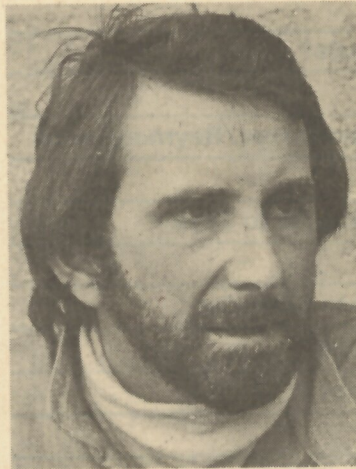
Our Editor, twitching with anticipation at the thought of alcoholic beverage, presenting 18-year-old Eddie Cheever, motor racing's "man" of the moment with the Autosport Silver Jubilee Trophy for winning the BP F3 championship round at Silverstone last Sunday.



...Watson on market

John Watson will be merely a spectator at Monza this weekend following John Surtees' withdrawal. A number of teams we spoke to were interested to hear that John was available but had already made their

John Watson - Penske drive?



plans. John himself only heard the news on Monday so was unable to make any arrangements. After returning from a weekend at home in Ireland, he was going shopping on Tuesday for furniture for his new house.

Wherever his future may lay it is almost certain that John will be in a car at Watkins Glen. Our rumour department indicates that Roger Penske will be at the top of the list of bidders for his services. Both Penske and team manager Heinz Hofer are known to have a high regard for his driving. Although no-one was prepared to comment, it seems likely that Watson will test the new Penske, which is nearing completion, at Silverstone and Goodwood and will drive it on a one-off basis at Watkins Glen.

What happens after that is very fluid at the moment but stories continue to gather that the Embassy sponsorship will switch from Graham Hill to Brabham, for a second team of cars to be run separately by Keith Greene for Watson and Tony Brise.

Al Unser beats 'em

In a race that was affected by the weather, Al Unser managed to defeat both Brian Redman and Mario Andretti in last Sunday's Road Atlanta Formula 5000 race.

While Redman rushed off into the lead, later to be pursued by Andretti, Unser took advantage of a drying track to conserve his wet weather tyres. He retook his Viceroy team-mate as Mario's Lola began to falter on deteriorating rubber and then closed in on an ailing Redman. With just two laps to go, Unser slipped through and managed to thwart Redman's last ditch effort at the flag.

It was the first time in the history of the American F5000 series that Redman and Andretti had been beaten while both still running. It was also the first time they hadn't won since David Hobbs took Mo-sport early last year.

Practice had seen Andretti claim the pole, his T332 being 1/4s under Mark Donohue's Can-Am Porsche lap record. Redman was also just under it in his T332 while Unser and Jackie Oliver's Shadow DN6 were just the other side of the magic mark. Also qualifying well up was Jon Woodner's Talon, Eppie Wietzes' Lola T432 and Hobbs' T330.

Notable non-appearances were made by Warwick Brown, Vern Schuppan and Elliott Forbes-Robinson and so, at the discretion of the organisers, the smallish grid of 21 cars ran just a single qualifying heat.

Andretti led this initially before retiring on lap 4 with a bent gear selector. Redman thus inherited the lead which he held to the flag, beating Unser by 5s. Oliver, whose Shadow was now running a Dodge V8 engine (derived from Richard Petty's Chrysler NASCAR unit), ran third until he stopped with an electrical short. Woodner then took over but he blew an engine and it was left to Wietzes to come home third. Hobbs struggled on to finish sixth with a broken injector nozzle.

It rained heavily between the heat and the final and although the race was delayed somewhat, everyone



Al Unser - pulled it off

eventually started on wet weather tyres. The field started in single file and completed two laps behind the pace car before a further three took place under the yellow. This upset Andretti and Oliver somewhat who were way down the grid but once given the green, they cut through the field very quickly. It took Andretti just five laps to reach third and a further eight before he displaced team-mate Unser.

By now Redman was well clear but the track was rapidly drying out and, like Andretti, Brian's car began to suffer. That was all Unser needed and he re-passed his team-mate and Redman just before the flag to score his first F5000 win.

Oliver eventually finished fourth, a lap down after a pit stop to change tyres. He followed this with a spin. Hobbs struggled on with badly chunking tyres to finish fifth ahead of Gordon Johncock in the Sinmast Lola T332.

Redman is now well clear in the USAC/SCCA championship and looks likely to clinch his second consecutive F5000 title at Long Beach at the end of this month.

Brambilla in Canada

Vittorio Brambilla, having forsaken an F2 drive at Silverstone last weekend in order to compete at the Canadian Trois Rivieres Formula Atlantic race, made it all worthwhile last Sunday when he came home the winner of this very pro-French/Canadian event in a works March 75B.

Brambilla looked set to settle for second place for as the race drew into its final stages, for there seemed little hope of the Italian being able to haul in Jean-Pierre Jarier driving one of Fred Opert's Gitanes-sponsored Chevron B29s. However, the Shadow F1 driver tried to force his way between two backmarkers into a corner and didn't quite make it. In the resulting collision, Jarier lost the car's nose but he recovered to finish a distant second.

Practice for this non-championship round-the-houses event had seen Patrick Depailler, in the sister car to Brambilla, on pole for the second year running. Jarier was just 0.1s slower. Fastest of the locals was Gilles Villeneuve's March 75B ahead of last year's winner Tom Klausler in his Lola T360. Brambilla was ninth quickest.

Drama occurred before the start when Depailler's engine broke on the warm up lap. After a long delay, he was switched to Tim Cooper's

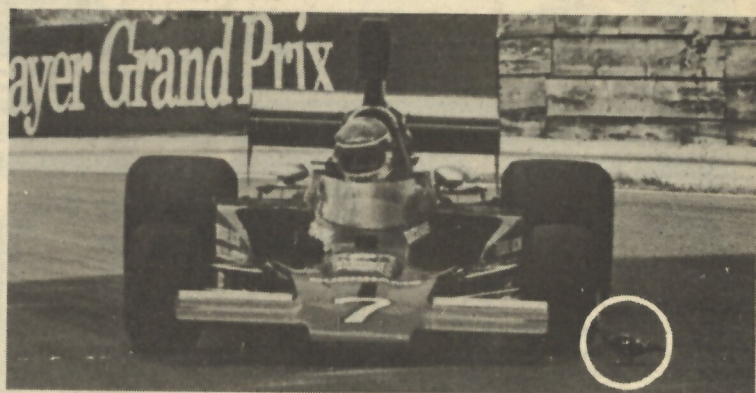
similar 75B but many felt he should start from the back of the grid. After a demonstration, Depailler was pushed to the back but it didn't matter for he retired after a handful of laps anyway without making any upward progress.

Jarier led from the start chased by Villeneuve, a fast rising Brambilla and Klausler. The Italian soon swept into second while Villeneuve dropped behind the Lola to head the Gitanes / Opert Chevrons of Jose Dolhem and Jean-Pierre Jaussaud.

On lap 12 the race was chaotically stopped (inadvertently) when Bill Brack's Chevron and Damien Magee's Tui tangled. From the restart Jarier led away and looked to have the measure of Brambilla until six laps from the end of the 60 laps race when, trying to pass the duelling Peter Ferguson (Chevron B29) and John Nicholson's Tui, "Jumper" made his *faux pas*.

Jaussaud, having started well down the grid, passed team-mate Dolhem right at the end when Jose, having his first race since his serious neck injury (sustained while skiing earlier this year), began to tire.

Hector Rebaque brought yet another Fred Opert Chevron B29 home in fifth place ahead of Bertil Roos (March 75B), Dave Walker (Lola T360) and Nicholson.



The incredible photograph, taken at Brands Hatch by Keith Rose, shows Tony Brise in his F5000 Lola T332 looking set to put "Griffin," the frangible pigeon, on the first step to heaven.

Crawford for Italian

Peter Warr, of John Player Team Lotus, confirmed on Tuesday morning that Jim Crawford would be returning to the works team at this weekend's Italian Grand Prix. Warr explained that they are "continuing their policy of giving the odd driver a race" and as Crawford is one of their "cubs," it was his turn, more or less, for another run. Jim's other two have both been at Silverstone earlier this year, although he only actually raced at the British Grand Prix.

We mentioned to Warr that Team Surtees were not attending the race and that John Watson would probably be a spectator. With John having driven for Lotus under similar conditions at the German GP, we thought Lotus might like to employ his services again. However, it looks as if the news came through a little late, although we can always expect last minute alterations.

Lauda says he'll stay

All rumours about Niki Lauda's future stop here. He confirmed last week that he will stay with Ferrari next year as team mate to Clay Regazzoni, who announced his decision the week before.

"When you are leading the championship, of course you attract the interest of other teams. But I know I've got the best car and a remarkable team. These are the reasons why I appreciate my situation at Ferrari. I do not see why I should look for a transfer", said Niki.

Niki also gave some hint as to his strategy at Monza, where he needs to claim just half a point to make sure of this year's World Championship. "I will not be looking for outright victory at Monza; it will be sufficient for me to get a top six finish. My effort will depend on Carlos Reutemann's race. Clay Regazzoni has proved at Dijon that he has a good chance of winning at Monza too."



Stirling Moss returns to competition - lawn mower racing in Sussex last Sunday.

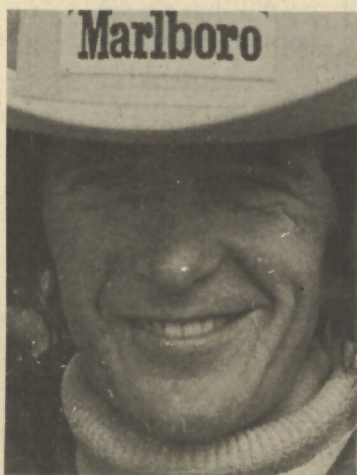
Merzario to drive the Copersucar in Italy

With Wilson Fittipaldi out of action with an injured hand, a legacy of his Austrian Grand Prix practice shunt, the Copersucar Fittipaldi Grand Prix team have been looking for a suitable replacement driver to handle the car at the Italian Grand Prix. The man they have chosen is Arturo Merzario.

The tiny Italian appeared at the team's Reading factory late last week for a fitting, which team manager Jo Ramirez told us "was rather difficult." Merzario was due to test the car at Silverstone on Tuesday and their is a vague possibility, depending on how the operation goes at Monza, that the team will have two cars on hand at Watkins Glen.

Rumoured to be driving for them next year is new Brazilian F3 star Ingo Hoffman.

Arturo Merzario - back in F1



Rosberg in Durex Lola Changes to G6 regs?

Late last year, McKechnie Racing gave Finnish Super Vee driver Keijo Rosberg a test in their European Championship winning F5000 Lola T332. The Finn, who many regard as a future world champion, proved his capabilities by lapping the car, albeit around the mickey mouse Silverstone club circuit, in highly competitive fashion.

Therefore it comes as no surprise to hear of McKechnie Racing's intention to give Rosberg another whirl in a F5000 Lola, this time in their Durex-sponsored T400 usually driven by Richard Scott. If all went according to plan then Rosberg, who won the FSV race at Silverstone last Sunday, should have tested the car on Tuesday.

Team manager John Thornburn makes no bones about being a Rosberg fan and he would dearly love to run him in next year's European F5000 series. Lola Cars are also happy at the prospect of Rosberg competing in F5000 as it would give a tremendous international boost to the formula.

Although the new G6 (World Championship for Sports Car) regulations were announced some time ago, to howls of protest from the majority of manufacturers, the latest FIA bulletin indicates that they might change again very rapidly: "Further to the publication in June 1975 of the new regulations governing the World Championship for Sports Cars, it is decided that if the equivalence between free engine cars of 3000 cc (or 2142cc supercharged) on the one hand, and the 5000 cc 'stock block' engines on the other hand, proved to be unfair, it might be modified for 1977 with very short notice".

The CSI meeting this weekend at Monza will, apparently, try to establish how many cars will be contesting the championship next year as a number of organisers have indicated that they will not run any rounds unless they can be guaranteed 12 fully competitive cars. It's interesting to recall that the largest number of full prototypes to race at one time under the last regulations was 11.

LEC to build own car

"Yes, we're seriously considering it," said Mike Earle, team manager of the LEC Racing Team, when we asked whether they were about to build their own F5000 chassis. So far this season, LEC have been running a Chevron B30 for David Purley and were the first team to give the much talked about 3.4-litre Ford Cosworth V6 motor its first F5000 win at Brands last Easter. At one stage it looked as if the combination of Purley and the lightweight Chevron would walk away with the European F5000 Championship but things haven't quite gone that way.

However, undeterred, LEC have

taken stock of the situation and decided that they have enough facilities down at their Bognor Regis workshops to construct their own chassis. As well as an obvious Ford-powered F5000 car, it could also double up as an F1 we hear.

Mike Earle has been talking to "several designers" and the project looks likely to get the go-ahead from Charlie Purley, managing director of the LEC Refrigeration empire. The intention is to have the car ready for next year but, in the meantime, they will finish out this season with the current Chevron.

Tyrrell looks at Leclere?

Seen in conversation with Michel Leclere at Silverstone last weekend was Ken Tyrrell. With Leclere being an Elf contracted driver and Tyrrell just happening to have an Elf backed Formula 1 team, a lot of speculative talk was related to Leclere's future.

It was suggested that Leclere might drive a third Tyrrell in the American Grand Prix but when we spoke to Michel in Paris on Monday night, he said he had heard nothing about such a deal. "All Ken asked me was about my car," remarked the Silverstone F2 winner.

Naturally March Engineering, for whom Leclere drives, would be very interested to see what Elf's reaction is likely to be, now that Michel has managed to start achieving the results he has threatened to do all season.

Ganley's back

Howden Ganley, one of motor racing's forgotten men, makes an all too rare appearance again this weekend when, for the second time this year, he will be racing one of the Georg Loos' ex-works Mirage GR7s at the big Nurburgring Interserie meeting this weekend.

Tim Schenken will once again pilot the team's turbo Porsche 917-10 while Willie Kauhnen has entered just three of his "works" Alfa Romeo 33 TT 12s for himself, Derek Bell and Henri Pescarolo. Contrary to earlier stories, Alpine Renault aren't sending one of their turbos.

Peltier's F2

Alain Peltier, the Belgian saloon car driver who has become this year's joint European Touring Car Champion driving a Faltz Alpina BMW CSL, intends to make his Formula 2 debut at Zolder at the end of next week. Peltier has hired Hans Binder's March-BMW 752, the young Austrian now having switched to a Chevron B29.

Peltier was due to go F2 earlier this year with a Gitanes-sponsored March. However the deal fell through. He also made an appearance in one of Tony Dean's "hired" Chevrons at the Zolder F5000 race earlier this year but walked out in disgust before the event.

US F5000 for Brise

As was to be expected, especially after his excellent performance at the Brands F5000 race the other week, Tony Brise is going over to the States to contest the final three SCCA/USAC F5000 races in the Sid Taylor/Teddy Yip Lola T332.

It will be particularly interesting to see how Brise fares against the American teams where the standard is a little higher than that of Europe, despite what Mario Andretti has already told Tony.

Rotel F3s dominate

The Swedish Rotel F3 team scored a convincing one-two-three at the Knutsdorp Ring race meeting last weekend. Victory once again went to Conny Andersson in his March-Toyota 753, easily beating Conny Ljungfeldt's March 743. The third Rotel car was that of Anders Olufsson, the Swede having written off the works GRD 375 while testing it in Denmark the day before.

The next three places were all taken by GRDs of various vintage headed by Henrik Spellerberg, Ulf Alrikson and Torky Thyling, the latter getting fastest lap after lying as high as second at one point and challenging Andersson only to spin several times.

Rally ace Ingvar Carlsson was also going well at one stage in his GRD before the battery packed up.

Three tie in SO/RAC

Following the last round of the Southern Organs British Touring Car Championship at Brands Hatch a fortnight ago, no less than three drivers tie for the lead of the series: Stuart Graham (Chevrolet Camaro Z28), Andy Rouse (Triumph Dolomite Sprint) and Win Percy (Toyota Celica GT), all on 75 points.

With Graham failing to finish at Brands, he loses the advantage he held over Rouse and Percy. Should all three win their classes in the two remaining rounds (subject to there being a minimum of six competitors in each class) they will have 81 points each. On a tie-deciding basis, Rouse would be champion, having collected more six-point scores than his rivals.

From the 15 scheduled rounds in the championship, only the best nine scores count toward the final total. Both Rouse and Percy have had to drop points so far.

● Winner of the non-championship F2 race held at the Misano circuit on August 24 was Maurizio Flammini's March-BMW 742, just 0.9s ahead of Arturo Merzario's Osella-BMW FA2 after an aggregate of two heats was taken into account. The event was made up almost entirely of Italians.

UOP Shadow's Dodge V8

The UOP Shadow F5000 team appeared at Road Atlanta last weekend with a pair of their DN6 chassis' both fitted with Dodge V8 engines. These are units which have been developed over the past 18 months by the team's American engine shop. The unit was tried out, you may remember, in one of their Can-Am cars at Laguna Seca late last year and proved quicker than the 8.1-litre Chevrolet. This Chrysler unit possesses much more torque than the Chevrolet and it also has a much wider rev band, starting as low as 4000 rpm.

Team driver Jackie Oliver drove the car and found the Dodge unit quicker in a straight line than the

Chevrolets.

At the next F5000 round, which takes place at Long Beach on September 28, the UOP Shadow team have entered two cars for two drivers. One is obviously Oliver but the other still has to be nominated. Shadow boss Don Nichols told our man in America that Jean-Pierre Jarier is "probably the best man for the assignment" although he then inferred that it might not necessarily be the Frenchman.

Sources closer to home suggest that Tom Pryce should be given the opportunity of trying the F5000 car, especially as Jarier has already driven it once this year at Watkins Glen.

Regout taken to hospital

The controversial wooden catch fence posts that line many race circuits throughout the world in their quest for safety have once more caused concern. This time it just happens to be at Silverstone once again where, during the F3 race last weekend, the Bang and Olufsen March-BMW of Herve Regout spun off into them at Copse.


As the car was enveloped by the fencing, one of the posts struck Regout across the helmet causing it to split. Regout was taken to hospital fully conscious, but he has been kept in the intensive care unit for several days for observation. The helmet he used was a Japanese version of a Trackstar, known as a Shoei.

It's about time that circuit owners looked into the possibilities of replacing wooden catch fence posts with something a little less damaging. We can only refer them to Tony Brise's suggestion which we printed several weeks ago.

● Ray Wardell, one of March Engineering's directors and team manager of their Formula 1 team this year, has left the organisation. Wardell, who before joining March several years ago, prepared Peter Gethin's 1969-championship winning Church Farm F5000 McLaren M10A, has moved to the States where he will assist on John Cannon's F5000 programme for the rest of this season.

● Max Stewart became winner of last Sunday's Australian Grand Prix driving his F5000 Lola T400.

SILVERSTONE
Sunday, September 7th



Autosport
Silver Jubilee Meeting

Leic Clubmans Sports Championship.
British Air Ferries Formula Ford Championship.
Forward Trust Special Saloon Championship.
Miller Organs Modified Sports Championship.
National Formula 4 Championship.

1st Race 3 p.m. Practice 11.50 a.m.

Admission to Trackside Enclosures, including free Grandstand seat. Adult £1, Child 20p. Paddock Transfer, Adult 50p, Child 20p.
Organised by British Automobile Club (North Thames Centre).

John Player hired the rear wing of Brian Henton's Wheatcroft at Silverstone last weekend to advertise their "goodie" sale.



Lauda is almost there

Despite the efforts of March Engineering's Max Mosley, Niki Lauda is still not officially the 1976 World Driver's Champion. However, there can be little doubt that the Austrian driver will finally clinch the title amid deafening roars as thousands of mad Italians scream their heads off at this weekend's Italian Grand Prix, held as ever at the Monza Autodromo.

Lauda needs just half a point to make sure of the title, or, for that matter, to see Carlos Reutemann's Martini Brabham in anything but first place will be good enough. Only the Argentinian can amass more points than Lauda, but only if he wins the remaining two Grands Prix. That is a tall order.

Italian eyes will be on Lauda and his scarlet Ferrari and no matter what he does, the atmosphere at the track will be electric. Giving Lauda support will be team-mate Clay Regazzoni, no doubt anxious to repeat his Swiss GP victory and take his second ever Italian GP win. The first was also for Ferrari back in 1970.

Although Reutemann has a very difficult task, both he and Carlos Pace were very much front runners with the BT44 chassis at this race last year. Don't write them off.

Emerson Fittipaldi, the reigning champion, has conceded the title but he will still be fighting hard in his Texaco/Marlboro McLaren M23, partnered as ever by Jochen Mass.

The Elf Tyrrell equipe will be as before with cars for Jody Scheckter and Patrick Depailler. UOP Shadow will have a bevy of machines for Jean-Pierre Jarier (Ford or Matra) and Tom Pryce, Embassy Hill for Tony Brise and Rolf Stommelen and Hesketh/Ippokampos for James Hunt and Brett Lunger plus Harald Ertl's private car.

John Player-Team Lotus have Jim Crawford back in the team again partnering Ronnie Peterson while March are threefold as usual with cars for Vittorio Brambilla, Hans Stuck and local heroine Lella Lombardi. Stanley-BRM, Vel's Parnelli and Copersucar have singleton entries for Bob Evans, Mario Andretti and Arturo Merzario respectively while Frank Williams' team, besides Jacques Laffite, looks like



Niki Lauda and Carlos Reutemann, fists clenched.

running the second car for Monaco F3 winner Renzo Zorzi. Finally there's the pair of Ensigns for Chris Amon and Roelof Wunderink.

The race will be held over 52 laps and is due to start at 3.30 pm on Sunday afternoon. Keep your ears peeled to BBC radio over the weekend, especially Sunday Sport at 7 pm on Sunday evening.

IROC begins

In just over a week's time, the first round of this year's IROC series gets underway at Michigan. Again the Donohue-prepared Chevrolet Camaros will be used and already nominated on the provisional driving list are James Hunt, Emerson Fittipaldi, Niki Lauda, Jody Scheckter, Mario Andretti, Brian Redman, A. J. Foyt, Bobby Unser, Johnny Rutherford, Richard Petty, David Pearson, Cale Yarborough and Bobby Allison.

● With just one race left in the South African Formula Ford Driver to Europe "scholarship," either Trevor von Rooyen or Bobby Scott can take the title. Although both are tying on points, von Rooyen has the better finishing record.

Scheckter loses out

Ian Scheckter, despite being quickest in practice and leading the race easily, lost virtually all hope of taking the South African national F1 title at the Roy Hesketh circuit near Pietermaritzburg last weekend.

Driving his familiar Lexington

Dave Charlton — another title?



Tyrrell 007, which had been rebuilt overnight after Scheckter had heavily damaged it in training the day before while avoiding an errant backmarker, Jody's elder brother was romping away with the race when he lost all drive through the gearbox on lap 6 of the 40 lap event.

Up into the lead went Guy Tunmer in the ex-Dave Charlton Lotus 72 (which had been a surprising second quickest in practice) but within half a dozen laps, Charlton himself pushed his familiar McLaren M23 ahead and that was it more or less.

Then, with two laps to go, Tunmer missed a gear change and fell off. This elevated his team-mate Eddie Keizan into the runner-up spot, with the second Lotus 72, Keizan having lost almost a lap at the start.

Third was the first F2 car home, that of Tony Martin (Chevron B25) ahead of Joe Domingo (F1 Surtees TS9) and Len Booyesen's F5000 McLaren M10B.

Scheckter has to win the final race next month with Charlton failing to finish in the first five to claim the title. Also in with an outside chance is Tony Martin.

F5000 Regazzoni...

Jerry Eisert, who prepared the late Bernie Swanson's F5000 Lola T332 which raced under the Bay Racing banner, is rebuilding the car and, with co-operation from Chuck Jones, the pair of them hope to get Clay Regazzoni to drive the Lola at the Long Beach F5000 race at the end of this month. The Ferrari driver has driven for this team before, albeit two years ago, but as to whether anything happens, we'll wait and see.

...and Reutemann?

The Vel's Parnelli Viceroy F5000 team have entered three of their Lolas for the Long Beach race later this month. Besides regular team driver's Mario Andretti and Al Unser, the name of Carlos Reutemann has been mentioned.

● What were Ken Tyrrell, Bernie Ecclestone, Frank Williams, Jo Ramirez and John Surtees doing at Silverstone over the weekend? Looking at Eddie Cheever?

Barth wins

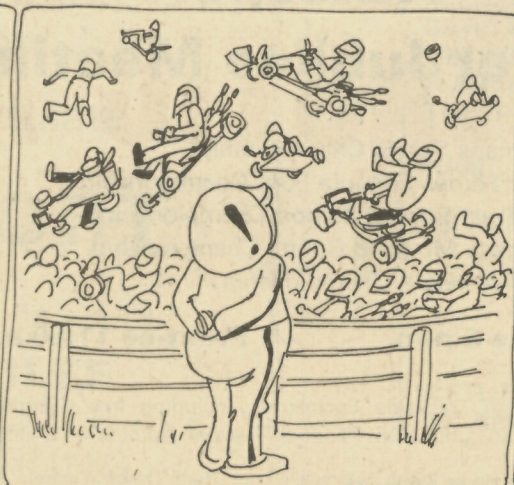
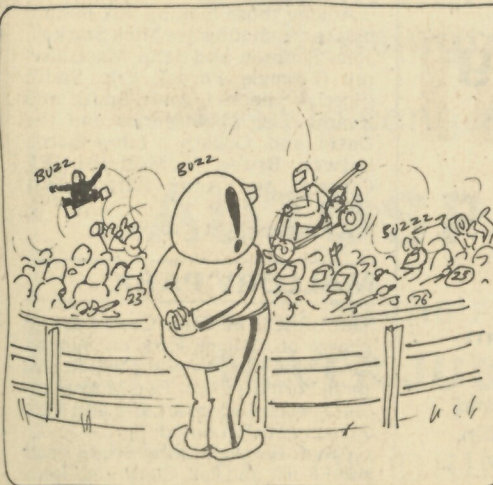
Victory, not unexpectedly, at a small sportscar race held at Zolder last weekend, went to Jurgen Barth driving the turbocharged Martini Porsche 908/3. Barth had been quickest in practice and although slow away at the start, he pulled away at 2s a lap to win comfortably.

The "race" really featured the squabble over second which included Jorg Zaborowski's Chevron B26, Ian Bracey's Ibec/Lloyds Lola T294, Pete Andrews' Bradshaw Plant Martin and Olof Wijk's smart Astra RNR1.

The Chevron was soon out with a broken metering unit while Bracey, who claims to have been competing "just to apply for my BRDC membership," spun the Lola near the end while challenging the Astra under heavy pressure from Andrews, the latter having started from the back of the grid. Wijk was thus second from Andrews and Bracey.

CATCHPOLE

By Barry Foley



OULTON PARK

It's Gold Cup day at Oulton Park on Saturday with the 12th round of the Shellsport F5000 championship as the main event. With the racing getting better and better with every race this should see a great battle between Alan Jones, Teddy Pilette, Peter Gethin, Ian Ashley, David Purley, Guy Edwards, Tom Walkinshaw and Richard Scott.

Ashley currently holds a narrow six point championship lead over Peter Gethin but with his leg still in plaster he's going to have to summon up all his courage to keep it that way.

Oulton is another circuit which should provide a fascinating V6 v. V8 battle although, perhaps, the "eights" will have a slight edge this time.

The BARC (NW) meeting also features the penultimate round of the Southern Organs Touring Car series and with Andy Rouse, Stuart Graham and Win Percy currently tying for the championship its got to be a thriller.

Syd Fox, Tiff Needell, Derek Lawrence, Jeremy Rossiter, Ian Taylor and Bernard Vermilio will be at it again in the APG FF2000 thrash while a well supported non-championship historic race completes the impressive programme.

Practice for this, Oulton's biggest meeting of the year, is on Friday only. Racing starts at 2.15 pm.

CASTLE COMBE

The BRSCC (SW) take over at Castle Combe on Saturday for a ten race programme. The main event is for *Penthouse* Escorts with Steve Thompson, David Da Costa, Tony Dron and Graham Hollis among the entries. After Silverstone the SuperVee boys move west where John Morrison, Mike Young and Peter White head the entry.

Rounds of the Varley Batteries Monoposto, National F4, BRSCC up to 1000 cc Special Saloon, Pole Position Clubmen's and BRSCC (SW) FF championships complete the packed programme.

First race is at 1.45 pm.

INGLITON

After only having two races all year the 2-litre sports car brigade have their second in successive weekends on Sunday when they visit Inglinton. John Lepp, in his March, heads the entry which includes Guy Edwards, Richard Scott, Ian Grob, Martin Raymond and Iain McLaren. There will, of course, be a full programme of supporting races.

BRANDS HATCH

Dismal Jimmies be warned, it's a BBC Radio 1 Funday at Brands Hatch on Sunday (don't bother to write your complaints to us, we're in favour of it). As well as a big family day "pop" orientated day out there's some real motor racing as well with a non-championship £1,000 Polydor Records F3 race topping the bill. F3 racing recently has been of the highest quality and all the leading runners are entered including BP championship leader Gunnar Nilsson, Alex Ribeiro, Pierre Dieudonne, Richard Hawkins, Danny Sullivan, Larry and Terry Perkins and Claude Crespin in Patrick Neve's Safir.

SILVERSTONE

Sunday, September 7th

This week, as you will no doubt have noticed, AUTOSPORT is celebrating its Silver Jubilee. Twenty five years ago the British Grand Prix was being held at Silverstone and AUTOSPORT was being launched at the circuit. Through the good graces of Silverstone and the BARC North Thames Centre we are going back there to celebrate our 25 years of unbroken publication.

The meeting is called the AUTOSPORT Jubilee Trophy meeting and the BARC's programme represents the best in today's club racing.

The main race is a round of the LEC Refrigeration Clubmen's Supersports championship and, due to our past involvement with the Formula, this has been extended to 15 laps so that the boys can really get their teeth into the race.

Heading the entry list is Geoff Friswell in his all conquering U2. Silverstone is about the only place that Geoff doesn't hold the lap record so watch out for him having a really big go this Sunday. It won't be easy for him as Frank Sytner, the current holder, will be there. Other big names in this tremendously closely fought championship will be Irishman David Manley, Malcolm Jackson, Martin Mansell, Sid Marler, Peter Deal, Ruari Gillies, Peter Cooke, Vernon Davies, Catchpole cartoonist Barry Foley, Nick Adams, Alex Ferrada, and Arthur Mallock.

The Miller Modified Sports Car Championship will see a continuation of the three cornered battle which has been setting club meetings alight in recent weeks. We refer, of course, to the Porsche versus Jaguar XK 120 battle. Nick Faure and John Cooper will be in the smooth and sophisticated Porsches while Pearson will be in his fearsome but tremendously effective VRM Jaguar.

The race will also see the return of Jon Fletcher's Elan to the fold while also entered are Guy Beddington's V12 Jaguar E, Ed Stephens' TVR and Dave Bettinson's Lotus 7.

Ian Richardson will be out in his mighty Chevrolet Corvair in the Forward Trust Special Saloon race but Strawberry Strawson will press him all the way in his big Capri and Baillie Russell (Camaro) and Rosemary Smith (Escort BDA) will also be right there.

There's nothing like a good Silverstone Formula Ford slipstreamer to provide the best in motor racing entertainment. At this stage in the season championship points are vital and the racing becomes hairier than ever. The hungry young FF boys will have to survive two cut and thrust heats before they get into the vital points winning final. It's BAF points that they're after this weekend and leading the points chasers are two of the country's best young prospects, Geoff Lees and Jim Walsh. But theirs will be a tough task as such names as Lou de Marco, Rick Morris, Mike Blanchet, Stuart Veitch and Kevin Bowditch will be ranged against them.

Completing the seven race programme is a round of the National F4 championship with Lorina Boughton once again looking for outright wins in her recently sorted GRD. Her main opposition in this increasingly popular class of racing will come from Fergus Tait, Ian Briggs and Roy Lewington.

The AUTOSPORT staff will all be on hand at our stand behind the Dunlop Tower to meet readers and we've very kindly been lent a couple of immaculate Grand Prix cars by Tom Wheatcroft's Donington Collection to portray the changes and the big names in motor sport of the last 25 years.

We hope you'll join us in our celebrations for what promises to be an excellent day's racing.

Practice starts just before noon and the racing begins at 3 pm.

See you there!

Autosport Silver Jubilee Meeting

Lec Clubmans Sports Championship.
British Air Ferries Formula Ford Championship.
Forward Trust Special Saloon Championship.
Miller Organs Modified Sports Championship.
National Formula 4 Championship.

1st Race 3 p.m. Practice 11.50 a.m.

Admission to Trackside Enclosures, including free Grandstand seat, Adult £1, Child 20p. Paddock Transfer, Adult 50p., Child 20p.

Organised by British Automobile Club (North Thames Centre).

Radio 1's own championship for Production Saloons also features strongly. There'll be the usual gang of Camaro peddlers and then some. Marc Smith, Noel Edmonds, Mike Smith, Rod Birley, Ivan Dutton (Capris), John Markey (Mazda RX2), Gerry Marshall (Magnum) and Bob Saunders (Dolomite) all battling out the B class and then the Rotary Club (10 of them) and the bargain basement battlers to provide yet more door handle racing.

Other races include a round of the Townsend Thoresen FF and Simoniz Special Saloon championships with all the usual runners taking part.

DJ's and pop personalities will have their usual Shellsport Escort race with Noel Edmonds, Cozy Powell, Rosko, DLT, Paul Burnett, John Peel, Ann Nightingale, Ann Simmons, Stephanie de Sykes and Lynsey de Paul taking part.

Other entertainment will include a live broadcast from the circuit by David Hamilton between 3 and 5 pm, helicopter and bus rides.

Racing start at 2.30 pm but there'll be entertainment all day long.

CADWELL PARK

The BRSCC (N) championships move to Cadwell Park for their most testing outing to date on Sunday. Rounds of the D. C. Cook Production Sports, Tate Trophy FF, Troy Tire Special Saloon, BRSCC Special Saloon Libre and Clubmen's feature on the programme with a round of the National Renault 5 series topping the bill.

Racing starts at 2 pm.

LYDDEN

There are eight races on the card at TEAC's Lydden meeting on Sunday. These include rounds of the Club's Mini 7 and 750 Formula championships.

Other races cater for Formula Fords, Modsports, and Special Saloons. Among the drivers entered are Alan Corbishley, Graham Welham, Paul Sleeman, Geoff Iles, David Strange, Nick Ramus and John Homewood.

Racing starts at 2 pm.

CROFT

It's championship finals time already in the North East and the BARC (Yorks) are running the last rounds of all their championships at Croft on Sunday.

Among those making last minute bids to clinch titles are Mick Starkey, John Simpson and John MacGillivray (Formula Fords), Eric Smith (Special Saloons), Andy Smith and Kenny Allen (Modsports) and the David and Goliath Libre battle between Bruce McMichael (FF Crossle) and Andy Barton (FA March).

Racing starts at 2.45 pm.

MALLORY PARK

The BRSCC Midland Centre are in charge at Mallory Park on Sunday for a nine race meeting which has three Formula Ford, Two Modsports and Special Saloon, a Libre and Mini 7 championship round.

Stuart Baird and John Bright head the FF list and Ian Clark and John Evans the Modsports.

Racing starts at 2.30 pm.

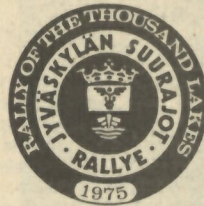


Hannu Mikkola made history on the 1000 Lakes, accumulating his fifth victory using the Toyota.

1000 LAKES

Captain Fantastic!

By MARTIN HOLMES Photos by HUGH BISHOP



Those wonderful men in their flying machines were the stars of last weekend's 1000 Lakes Rally, the seventh round in this year's World Rally Championship. It is not the way that the Finns fly through the air, however skillfully they may do that, which is so amazing but the determination with which they go about their sport. The 1000 Lakes is surely the world's greatest race on loose surfaces; surfaces that are remarkably undamaging on cars and which test driving skills to the limit. After 287 km of stages, Hannu Mikkola/Atso Aho (Toyota Corolla Levin 1.6) eventually won by just over one minute ahead of Simo Lampinen/Juhani Markkanen (Finnish Saab), but this was only after three other crews had faded from the lead. Ari Vatanen/Geraint Phillips (Ford Escort RS1600) seized the lead at the start until they went off on the seventh stage. Stig Blomqvist/Hans Sylvania (Swedish Saab) then took over his position until excluded at halfway because of a speeding infringement which gave the lead to Markku Alen/Ilkka Kivimäki (Datsun Violet) who went off shortly after being overhauled by Mikkola.

Even if the Finns are no longer absolutely unbeatable in Britain, they are still the kings in their own country. Only once in the past seventeen years has a "foreigner" scored a win on this event, and that was the mighty Stig Blomqvist. And perhaps the most interesting thing about the event is that this is one in which the people are the kings, rather than the cars. No one make seems to have a particular advantage. The advantage comes from the man behind the wheel. Since 1962, only four men have won this event: Lampinen (3 times) Makinen (4 times), Mikkola (now 5 times) — and Blomqvist just once. So long as the car will go, that is all these Finnish masters need. The four drivers who held the lead this year all drove different makes of car.

The reason for this unusual character must surely lie in the roads which the rally uses. Public, loose surfaced roads which are representative of thousands of miles of highway which the Finns use every day. Very few roads in the country are tarred. For Finns there is no secret fear of some sudden gravel on a high speed bend. The other reason for the superiority of the man rather than the machine is that the roads used on the rally are all basically fast, with no sharp corners which place a premium on acceleration. Once a rally car is on a stage, it is the way in which the driver maintains its momentum that counts. The best G1 car came ninth overall, and consistently beat powerful G2 cars over the stages, simply because its driver could keep the car at speed.

The Finns are an anomalous race. Whereas a great number of them have become acknowledged master of the sport abroad and gained an unrivalled insight into the world of pacenotes, for their own event it is as though they forget all their hard-learned lessons and had never left their homeland. The large majority of drivers seek to drive the special stages from memory! It is small wonder that there are few Finnish co-drivers of great experience, and that a man like Makinen must use an Englishman as his companion!

The number of kilometres clocked up in the two weeks when the route is known before the event is amazing. Markku Saaristo, the popular Skoda driver who has frequently driven in Britain calculated that he had managed nearly 10,000 kms. Ari Vatanen explained that he covered each stage between six and fifteen times. When a master like Warmbold can win the Donegal Rally by covering each stage just twice, with tremen-

dous care for his pacenotes, one wonders why the Finns do not change their ways. Timo Makinen explained: "I think I can gain a second or two a stage by driving over and over the stages, and we need to save that time". When the lead at halfway was a bare four seconds, after 19 stages, one could understand what he meant. Perhaps fortunately for the drivers, the 1000 lakes is the only practice event in Finland these days.

ENTRY

Toyota only took an interest in coming to Finland when they were approached by a desperate Hannu Mikkola, whose arrangement to drive a Fiat Abarth fell through. They had intended to head straight for the Sachs-Baltic rally, where they were going to give the two litre its initial outing. The 1.6 litre car had always been considered a super little car, a real dream for a

Familiar sight — Makinen at speed, complete with 'skinny' tyres on 15" rims.



driver — but never a winner. It just did not have the steam. Without a Finn in their team there was little point in attending the event. Datsun, on the other hand, were coming to the rally in any case, even before the intervention of Alen, the other exile from Fiat. They had two reliable Finns driving, Hannu Valtaharju and Timo Salonen, and were equipped with 1975 spec cars (little changed since 1974, but at least they were new) and when Markku came into the scene they shuffled these around with Salonen ending up with a once-used car. Ford had three cars entered by Finland, an RS1800 for Timo and Henry Liddon, an RS1600 for Ari Vatanen and, co-opted into the arrangements, was an RS1600 for the rally cross driver Jussi Kynsilehto and Martin Holmes. Two English co-drivers, and one Welshman!

Eric Aaby arrived from Norway with a competitive car and a very tight budget, determined to show once and for all that he is a man worth noticing, despite his country's apathy to the sport. There were a series of RS2000s, but none driven by a driver so beautiful as Marianne Avomeri, who only recently had left the junior classes and was able to enter internationals. Her chances of a Coupe des Dames success were slight in view of the experience of the red headed Marketta Oksala, but for a long time Marianne was able to keep ahead of her Avenger mounted rival.

Saabs have been a rallying threat for many years, and although the Swedish team have greater experience they are always hard pressed to beat the Finnish models in Finland, particularly when the white and blue cars are in the hands of Lampinen. The two Swedish Saabs were sporting a natty pale green colour scheme, (and there was a collection of the Finnish cars, some 1975 team cars and others ex-works cars run by Team Blue Rose). One Saab from each team had fuel injection, the rest carburettors.

Kullang was the best seeded non-FIA driver with an Ascona that looked remarkably smart for a car that seemed to have been around a long while, procured for the event from Euro Handler Team, whilst from the British Dealer Team Vauxhall came the Magnum Coupe for Pentti Airikkala. The highest seeded non-Scandinavian driver was Franz Wittman from Austria. Group one entries were swamped by Avengers, from the Teboil Racing Team car of Kyosti Hamalainen downwards. In their class they finished in the top nine positions — out of ten. The Alfa Romeo 2000 GTV of Teboil team man Kyosti Saari was the greatest threat to the category prize, since Airikkala has now progressed full time to G2.

In the smaller classes Saaristo's Skoda was a favourite, so long as it could be persuaded to last, whilst there were serious teams from Lada, Wartburg and Trabant. The Ladas were to show an unexpected turn of speed, as their drivers had spent time at a Finnish rally school last Autumn, and Saaristo admitted to being amazed how well these 1300cc cars went.

RALLY

The 1000 lakes Rally was held, against the odds, in fine weather. Two nights are the basic



A sensational drive came from Markku Alen with the ungainly Datsun before going off.

ingredients, although stages are held in daylight hours either side of each night, and in between the nights their was a seven-hour halt at the town of Savonlinna, towards the Russian border. The route used 42 special stages, ranging from a 2km spectator stage at the finish to a 35km stage halfway through the event. Most stages were in the 5 to 6km region, and only five were longer than ten kilometres. All of the stages, except the first, were open to reconnaissance; the first being within the grounds of a winter sports complex adjacent to the rally headquarters in the outskirts of Jyväskylä. This first stage was the scene of fervent walking and bicycling by rally drivers! The start ramp was placed only metres away from the start of this stage, so spectators had a double attraction. Even as car number fifteen was waiting to start the rally came the announcement that Tapio Rainio was out with engine trouble — and he had only started three minutes before! It was Vatanen who was setting the pace, one second ahead of Mäkinen, who in turn was a single second ahead of Alen, Blomqvist and Mikkola, after 3.8 kms. The legendary closeness of this event was apparent.

There were another three or four stages to go before darkness fell and the famous jumping stage at Humalampi that followed next was as spectacular as enthusiasts could wish it to be. On

the fourth stage Airikkala rolled and Valtaharju went off and rolled in avoidance, whilst on stage seven Vatanen went off as well. The short midnight halt at Mikkeli followed stage eleven and it was when Blomqvist drove away from here that he was clocked at 73 kph — in a 60 limit. He continued till the halfway halt after stage 19 but he was forbidden from continuing.

Stage 16 was the longest of the rally, and was tackled when daylight had fully arrived. On and on went the stage, with one fast bend following another. Some would tighten and others would ease, but seldom was there any need for a well driven car to slow. The pace among the leaders was still fantastically close. Twelve seconds covered the top four drivers (at the wheel of three different types of car) — over an eighteen minute stage. The average was over sixty miles an hour! Hamalainen in the little Avenger was 66 seconds behind the fastest car, yet he could only muster the eleventh best time on that stage. Wittman arrived at twelfth best, but his rally was over. Water and oil were intermingling in the engine, which was merrily on the boil.

At four o'clock that afternoon the cars set off again. Alen was given the honour of being first away, (with Blomqvist forbidden the chance to re-start) but he was finding the challenge daunting. He had great difficulty in adjusting

himself to the balance of the brakes of the Datsun, and despite his exultation at the car it seems that this braking trouble was his cause of his ultimate downfall. He was unable to hold his violet on the inside of a bend and this threw him well off line for the sharper bend that followed. In the crash that ensued he caught his foot against a rock that penetrated the driving compartment and was rushed away to have the injury X-rayed. To his surprise he found he was not alone, as the hospital doctors were busy examining Jussi Kynsilehto who had gone off when finding himself one brow out on his pacenotes. Alen's injury was fortunately no worse than bruises, but this still placed him with worry about the forthcoming San Remo practice. Jussi was allowed out the next day after a thorough check. After Alen was out the rally settled down into a given pattern. Mikkola led after gaining a break from Lampinen at the end of the first half, when the Finnish Saab went onto three cylinders for a while, and Mäkinen was engaged in a desperate struggle to hold his third place against the challenge of Eklund in the remaining Swedish Saab. The rally was now a matter of holding positions for everyone else. On arrival back at the finish it was announced that Timo had held his place by a margin of one second, something which Liddon reckoned could not be right. Eklund could not have been that close. Henry was right. The margin should have been four seconds. Aaby had achieved the sort of result he had dearly hoped he would obtain — eighth place overall whilst the incredible Russians in their Ladas finished 18th and 19th. One had to dive a long way down the results to find a real stranger in the finishing list — down as far as 41st, out of the 60 finishers, where Jean Paul Luc and Christian de Roux were found in their Citroen GS whilst of a British driver there was no sign, since none had even started.

The World Championship remains the preserve of Lancia, who despite their layoff from the series for the past three events, still lead with 55 points. Fiat hold a supporting position at 43, whilst by virtue of a good drive by Kullang Opel have now risen to 41 and third position. Peugeot remain at 40 with Alpine at 33 and now Toyota with 32. The San Remo in Italy is the next round to come, now only one month away, whilst following that we have the Tour de Corse and finally the RAC. Odds are on for a second Lancia success, unless the Kadett can succeed on its opening appearance in Italy.

Rally of the 1000 Lakes Overall results —

1. H. Mikkola/A. Aho (Toyota Levin) 10353 pens.
2. S. Lampinen/J. Markkanen (Saab 96V4) 10427.
3. T. Mäkinen/H. Liddon (Ford Escort RS1800) 10475.
4. P. Eklund/B. Cederberg (Saab 96V4) 10479.
5. A. Kullang/C.G. Andersson (Opel Ascona) 10649.
6. T. Salonen/J. Markkula (Datsun 160J) 10691; 7. J. Vilkas/J. Soini (Saab 96Va) 10829; 8. E. Aaby/M. Karlan (Ford Escort RS 1600) 10946; 9. K. Hamalainen/U. Vihermaa (Sunbeam Avenger) 10971; 10. A. Laine/R. Alm (Saab 96V4) 11068.

Steady Simo Lampinen turned-in a perfect drive with the Finnish Scan-Auto Saab.



How they fared...

(1st) Hannu Mikkola: Arranged to drive Toyota Levin 1.6 litre during Total Rally after sudden withdrawal of Fiat from rally. This was original car first seen in Europe before 1973 RAC. Exactly the same specification of car as seen in Greece and Portugal. Slight gearbox leak during rally (similar to that of Andersson in Greece, but not so serious) was only trouble. Only Toyota entry — this rally not originally on programme. Toyota to use 2-litre engine at Sachs Baltic this weekend. 2-litre engine gives 170 bhp at the wheels as opposed to about 175 at the flywheel for the 1.6 engine. This is fifth 1000 lakes win for Mikkola, a record.

(2nd) Simo Lampinen: Finnish Saab 96, carburettor engined car. Suffered misfiring trouble for three stages at the end of the first loop, which resulted in three minutes road penalty and loss of time on stages as well. Until then he was only seconds behind Mikkola, and about half-minute behind Blomqvist. Misfiring due to metal piece from air filter straying into inlet pipes. No other trouble.

(3rd) Timo Makinen: Escor RS1800, same as Scotland but fitted with 15in wheels and new-style studs seen on Clark's car on Burmah. Makinen's poor performance in Scotland (5th) due to wrong

received training from Timo Makinen and Hannu Mikkola before the rally, and who (together with teammate **Statis Brunza**, 19th position) amazed by his improvement in standard.

(36th) Marketta Oksala, Group 1 Chrysler Avenger: best lady driver.

(39th) Marianne Avomeri, Group 1 RS2000, second best lady driver, with considerably less experience than Oksala. Finished three minutes behind Oksala after losing 2½ minutes off the road four stages from the finish.

Principal retirements...

Stig Blomqvist, Swedish Saab, 96 leading at half way when disqualified for speeding in the middle of the night at Otava. Lucas fuel injection mechanical system revived after several years, using two fuel pumps, electrical pump for starting and as reserve, with mechanical pump for normal running. Same power as carburettor cars (about 170 bhp when fitted, as on this rally, with air filters — and about 185 otherwise) but better performance at lower revs.

Markku Alen, Datsun Violet 2-cam, second behind Blomqvist (consequently leading after Blomqvist's disqualification) at half way. White car as opposed to usual red (there was a blue car for the Safari)

which Markku agreed to drive at short notice, when Fiat withdrew. Went off the road when he lost control braking for a double bend on stage 23 due to difficulty in achieving a good balance between front and rear brakes. Landed heavily in rocks, one of which hurt his foot, which was found to be badly bruised. Kivimäki (co-driver) was unhurt. New car, same specification as Salonen's.

Pentti Airikkala, DTV Vauxhall Magnum Coupe 2-cam. Overtaken on fourth stage when driver claimed that the rear brakes had appeared to seize on. On examining the car it was thought that the seat belts had worked loose and became jammed under the handbrake lever. 6th, 8th and 9th positions on first three stages. No new developments.

Hannu Valtaharju, Datsun Violet 2-cam. Crashed to avoid Airikkala car and the spectators assisting on the fourth stage. New car, identical to those of Salonen and Alen. Had been leading Salonen at the time of retirement.

Ari Vatanen, Ford Escort RS1600. At last a convincing performance by a 23 year-old driver whose ability has always been the object of speculation. His third drive in Ford (first with RS2000, leading until going off on final stage, second with RS1600 2-litre, won outright, this time with RS1600 2-litre). Went off on stage seven, after the following times: 1st, 1st, 1st, 4th, 1st, 3rd. He admitted a driving error ("I remembered the bend too late." — he was driving from memory rather than notes) and this caused the left rear halfshaft to become detached. The car was a works car used by Timo until replaced by the RS1800.

Tapio Rainio, Finnish Saab 96 fuel injection. Seized on first special stage due to faulty machining of the cylinder head.

Franz Wittman, Bosch Racing Team BMW 2002. Retired at end of stage 16 with overheating caused by head gasket failure, when the best non-Scandinavian driver. Slowly he had been gaining better stage times, almost reaching the top ten on stages.

Jussi Kynsilehto, Ford Escort RS1600 2-litre, car used by Makinen to win 1973 RAC Rally. Went off stage 23 at jump, after misunderstanding when using borrowed pacenotes on unpractised stage. Driver hospitalised with concussion but Holmes (co-driver) unhurt. Lying 11th at time after many minor troubles, with bent steering, several stages with faulty intercom and inadequate training. Driver is rallycross exponent with little rally experience.



Per Eklund just failed to overhaul Makinen by a mere 4s.

timing in engine, which gave 185bhp. Below-par performance at this event not explained. No trouble with car, best performance by British car.

(4th) Per Eklund: Swedish Saab 96, both this and Blomqvist's car appeared in pale green, a new production colour. Troubled by alternator which lost use of auxiliary lights on one stage. Glass fibre sump guard (strengthened by sprung steel strips, which saves about 10 kg) discarded during event and replaced by alloy guard. Carburettor engined car. Drove brilliantly on last half-dozen stages in attempt to catch Makinen, but failed to do this by four seconds.

(5th) Anders Kullang: Euro Handler Opel Ascona, lent privately to Kullang for this event. Consistent drive only spoiled by one off-road excursion which delayed him about 20 seconds. Car appeared to be old Rohrl car from last year rebuilt for sale. The car finished intact.

(6th) Timo Salonen: Datsun Violet 2-cam, car used by Mehta in Portugal, which was fitted with carburettors as there are no spare parts for fuel injection engines. Right hand drive, dry sump. Little apparent development since last year's models, except for detailed work.

(7th) Jari Vilkas: Finnish Saab 96. Same as Lampinen's. Trouble-free run.

(8th) Erik Aaby: Ford Escort RS1600, prepared (and repaired after the Welsh) by David Sutton Cars, a do-or-die effort for the Norwegian who is unsponsored. Sole service comprised Aaby's father carrying tyres and petrol — ran short of his Barum Hakka tyres and finished rally using old German Goodyear Ultragrips. No troubles.

(9th) Kyostis Hamalainen: Group 1 Chrysler Avenger. Amazing drive by person who previously had placed best performances on winter rallies, like the Artic and the Hankirally. The fast sweeping bends suited the handling of this car, and the absence of slow corners enabled Group 1 cars to maintain good speeds.

(10th) Antero Laine, Finnish Saab 96, carburettors, last year's factory car.

(13th) Markku Saarieto: Skoda 120S, finished with clutch in imminent danger of failure throughout all second half of rally. Dry sump engine. Last time this driver had finished a rally was February. Won his class.

(18th) Kastitis Girdauskas: Lada 1300: best driver from outside Scandinavia (Russia), who had

Special stage times

SS1 Laajavuori 3.8 kms
1, Vatanen 153; 2, Makinen 154; 3=Mikkola, Blomqvist, Alen 155; 5=Lampinen, Kullang and Airikkala 157.

SS2 Humalämäki 3.5 kms
1, Vatanen 116; 2=Alen and Makinen 117; 4=Mikkola and Blomqvist 118; 6=Kullang and Eklund 120.

SS3 Kuohu 4.3 kms
1=Vatanen and Blomqvist 145; 2, Mikkola 146; 3=Alen, Makinen, Lampinen and Eklund 148.

SS4 Uria 5.4 kms
1, Blomqvist 181; 2, Alen 184; 3, Mikkola 185; 4=Vatanen and Makinen 186; 6=Lampinen and Eklund 187.

SS5 Ehikki 3.1 kms
1, Vatanen 107; 2=Mikkola and Blomqvist 108; 4=Alen and Lampinen 109.

SS6 Niemiäho 4.1 kms
1, Blomqvist 164; 2, Lampinen 167; 3=Vatanen, Mikkola, Alen 169; 5=Makinen and Eklund 171.

SS7 Mutanen 5.2 kms
1=Mikkola and Alen 207; 2, Lampinen 208; 3, Blomqvist 209; 4, Makinen 213; 5=Eklund and Salonen 216.

SS8 Paukkula 5.0 kms
1, Mikkola 198; 2, Alen 202; 3, Makinen 207; 4, Hamakinen 210; 5, Lampinen 211.

SS9 Hännilä 5.5 kms
1, Alen 226; 2, Mikkola 227; 3, Blomqvist 228; 4, Lampinen 231; 5=Eklund and Makinen 234.

SS10 Tenkeli 5.9 kms
1= Mikkola and Blomqvist 225; 2, Alen 226; 3=Makinen and Lampinen 230; 5, Eklund 232.

SS11 Mäenkyliä 3.3 kms
1, Lampinen 113; 2=Blomqvist and Alen 114; 4, Mikkola 117; 5, Eklund 119.

SS12 Koivakkala 9.9 kms
1, Alen 297; 2, Mikkola 301; 3, Lampinen 301; 4=Eklund and Kullang 310.

SS13 Sattila 8.9 kms
1, Alen 290; 2, Mikkola 292; 3, Lampinen 297; 4, Makinen 299; 5, Eklund 301.

SS14 Hirola 5.0 kms
1, Lampinen 191; 2, Alen 193; 3 Mikkola and Eklund 194; 5, Salonen 195.

SS15 Raito 4.8 kms
1, Lampinen 162; 2, Mikkola 163; 3, Eklund 165; 4=Enomaa (BMW 2002) Alen, Kullang, Salonen and Aaby 167.

SS16 Kokkoselahti 35.6 kms
1, Lampinen 1130; 2, Alen 1134; 3, Eklund 1136; 4, Mikkola 1142; 5, Makinen 1149.

SS17 Korppiseno 11.8 kms
1, Alen 469; 2, Mikkola 470; 3=Eklund and Makinen 472; 5=Salonen and Lampinen 482.

SS18 Kommermiemi 5.1 kms
1, Mikkola 195; 2, Eklund 198; 3, Alen 199; 4=Laine and Makinen 201; 6, Aaby 204.

SS19 Kalliolehti 5.5 kms
1, Mikkola 237; 2, Makinen 238; 3, Alen 239; 4, Eklund 251; 5, Kullang 244.

Second Half
SS20 Makkola 5.8 kms
1, Mikkola 203; 2=Alen and Makinen 204; 4, Lampinen 205; 5, Eklund 207.

SS21 Enonkoski 6.0 kms
1, Mikkola 187; 2=Alen and Makinen 192; 4=Kullang and Salonen 193; 6, Eklund 194.

SS22 Paikunala 4.8 kms
1, Mikkola 171; 2, Makinen 172; 3=Lampinen and Eklund 173; 5=Alen and Kullang 174.

SS23 Raikuu 4.8 kms
1, Mikkola 159; 2, Lampinen 160; 3=Alen and Eklund 162; 5, Kullang 163.

SS24 Niinikumpu 5.4 kms
1, Mikkola 183; 2, Makinen 187; 3, Eklund 190; 4=Salonen and Lampinen 191; 6, Kullang 192.

SS25 Loukunvaara 6.6 kms
1, Mikkola 239; 2, Lampinen 240; 3=Eklund and Makinen 242; 5, Salonen 245.

SS26 Rookala 12.3 kms
1=Mikkola and Lampinen 407; 3, Makinen 417; 4=Salonen and Eklund 419; 6, Kullang 427.

SS27 Papiinniemi 7.0 kms
1, Lampinen 265; 2, Mikkola 266; 3, Eklund 270; 4, Salonen 273; 5, Kullang 274.

SS28 Kermola 5.5 kms
1, Lampinen 215; 2=Eklund and Mikkola 217; 4, Makinen 218; 5, Kullang 222.

SS29 Peikkola 5.4 kms
1=Lampinen and Mikkola 201; 3, Makinen 204; 4, Salonen 208; 5, Eklund 209.

SS30 Soidinmaki 5.5 kms
1, Makinen 249; 2, Mikkola 250; 3, Eklund 252; 4, Lampinen 254; 5, Laine 255.

SS31 Kiikkila 8.3 kms
1= Makinen and Lampinen 285; 3, Mikkola 288; 4, Eklund 291; 5, Kullang 293.

SS32 Sydänmaa 6.0 kms
1, Mikkola 205; 2, Lampinen 207; 3, Makinen 212; 4, Vilkas 213; 5=Salonen and Eklund 214.

SS33 Ryyhtola 6.8 kms
1=Mikkola and Lampinen 247; 3, Makinen 251; 4, Salonen 253; 5, Eklund 255.

SS34 Kunsela 3.8 kms
1, Lampinen 139; 2=Kullang and Mikkola 140; 4, Makinen 141; 5=Salonen and Eklund 143.

SS35 Makra 5.6 kms
1, Lampinen 684; 2, Eklund 687; 3, Kullang 688; 4=Makinen and 247; 5, Mikkola 249.

SS36 Mythinmaa 20.5 kms
1, Lampinen 684; 2, Eklund 687; 3, Kullang 688; 4=Makinen and Salonen 695; 6, Mikkola 696.

SS37 Sirkkamäki 6.6 kms
1=Kullang and Eklund 241; 3, Mikkola 242; 4, Makinen 243; 5, Lampinen 244.

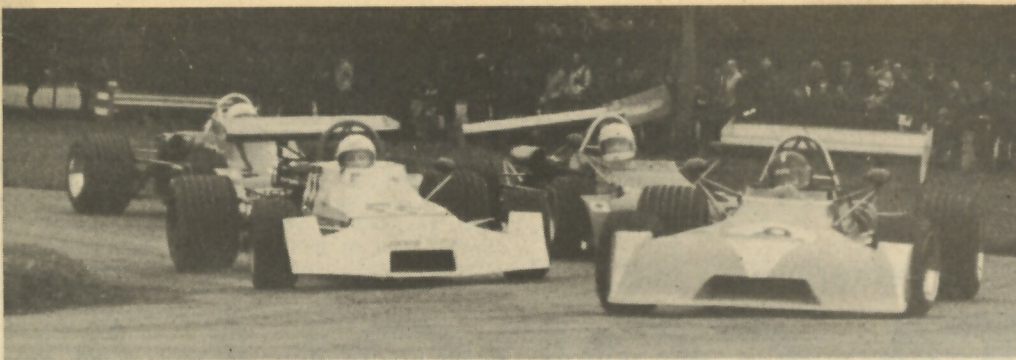
SS38 Joutikylä 11.0 kms
1, Eklund 408; 2, Lampinen and Kullang 412; 4, Mikkola 413; 5, Makinen 414.

SS39 Aijala 3.1 kms
1= Eklund and Makinen 112; 3, Lampinen 113; 4, Kullang 114; 5, Mikkola 115.

SS40 Valkola 5.2 kms
1, Eklund 205; 2, Makinen 207; 3, Lampinen 209; 4, Kullang 210; 5, Makinen 211.

SS41 Kuukanpää 3.8 kms
1, Eklund 149; 2=Mikkola and Makinen 151; 4, Kullang 152; 5=Salonen and Lampinen 153.

SS42 Seppälänkangas 2.0 kms
1, Makinen 66; 2=Aaby, Eklund, Kullang 67; 4=Salonen and Lampinen 68.



Winner John Pollock goes round the outside of brother Jay with the McGarrity brothers following.

PHOENIX PARK

JP's JP GP — that's Irish!

Ulsterman John Pollock, at the wheel of Gerry Kinnane's Chevron B25, scored a remarkably close 6.4s win over Ken Fildes in the Encyclopaedia Britannica Lotus 69 in the John Player Grand Prix feature race at Phoenix Park last weekend. Pollock won the first 25-lap leg on the Saturday, leading after the third lap and finishing with six seconds to spare over Patsy McGarrity in a Chevron B29, with Fildes third in the old Lotus 69. A big shunt on the first lap of the second leg of the feature race, on the Sunday, caused McGarrity's retirement; but when it looked all so easy for Pollock, the clutch started slipping and he fell back behind the Chevron B29s of Derek Cook and Alo Lawler, with Fildes putting in a great finish to take Lawler and come close to depriving Pollock of his £1,000 win on aggregate.

Unlike last year, when the Players No. 6 Grand Prix was a John Player Atlantic Championship round, this year's re-named John Player Grand Prix did not carry any championship status. The hoped for entry of the big names did not materialise, and a big disappointment was the non-arrival of Gunnar Nilsson, Damien Magee and Val Musetti. Early Saturday morning practices saw the Atlantic grid in the following order:

John Pollock (Chevron B25) 1m 43.4s; Patsy McGarrity (Chevron B29) 1m 42.8s; Jay Pollock (Crossle 27A) 1m 41.6s; John Smith (March 72B) 1m 44.8s; Harold McGarrity (Chevron B25) 1m 44.6s; Nick May (Lola) 1m 45.2s; Derek Cook (Chevron B29) 1m 45s; Steve Choularton (Chevron B29) 1m 45s; Alo Lawler (Chevron B29) 1m 45.4s; and Billy Gowdy (March 54B) 1m 45.4s.

None of the others got under the 1m 46s barrier; and Jay Pollock had an off which damaged the nose cone, if not his morale.

After a week of scorching hot weather, Saturday was a disappointingly cold and dark day, but at least it didn't rain.

Start of the John Player Grand Prix heat was clean, but there was a moment on the straight from which Harold McGarrity's Chevron B25 emerged with a damaged rear wing. The order at Mountjoy, the right angle right-hander after the start, was the two Pollocks, Jay in the lone Crossle and John in a Chevron B25, leading the Chevrons of Patsy and Harold McGarrity. Jay Pollock spun himself out of the race on lap two and Patsy McGarrity got down to the serious business of trying to haul in a very much on form John Pollock. On lap five Harold McGarrity retired at Mountjoy, smoke pouring from the exhaust of the B25. As Pollock reeled off the laps the order established itself with McGarrity obviously the only one capable of taking the leader; chased by Choularton and Lawler, with Donnelly dropping back in the March. O'Leary in his Brabham BT40 was holding off Fildes, these two on slicks and obviously with an advantage over the front runners on the drying road, but Big Tom's bad luck struck again and with the throttle jammed open he had to drive on the ignition switch and fell to the Lotus driver. Once away from O'Leary, Fildes went motoring like the clappers, and on the dramatic last lap he set the sizzling best time of 1m 41.4s to take a surprise third as Lawler spun at St. Mary's Corner and put Choularton out of the race.

John L'Amie retired his Porsche 910 after only five laps of the BP Trophy race, and Mike Nugent thereafter had it all to himself to take the chequer in his Lotus Elan. The big interest was in the 1350 cc class which developed into a dice between Ed Mahon and Archie Black in Midgets, but Black dropped out on the last lap and the honours went to Mahon who finished a long way in front of John Gale and Don Kissane. Star attraction in the Blackwood Hodge JCB Trophy handicap for "oldies" were the two 1936 ERA's of the Hon. Patrick Lindsay and Bill Morris, reviving memories of past Park races and such drivers as Bira, Raymond Mays and others who have raced there. Ian Titterton won in his 1939 Alvis, the two ERA's had a coming together which sidelined that of Morris, but Lindsay treated the crowds to some spirited driving and glorious blower yowls as he took fourth place and set fastest lap.

Racing ended on a high note with an FF heat, in

which the two Davids, Daly and Kennedy in Crossle 30Fs had a great dice with Daly winning by 1.2s; and Michael Roe in a Crossle 25F almost pipped Crawford Harkness for third.

A lively exchange of placings between John Hynes and Cecil Vard in 3-litre BMW's highlighted Sunday's first race, for Showroom saloons, with Hynes in his CSL coupe winning from Ward's Si saloon. Gordon Drew was third in a Capri 3000, and Larry Mooney again demonstrated the ludicrous pace of the little Audi 80GT by handsomely beating Frank O'Rourke's 2.5 Opel Commodore GS and Joe Fitzgibbon's Capri 3000. The second Formula Ford heat saw a close finish between Crossle men Gary Gibson (30F) and Richard Parsons (25F); and Harry Acheson (30F) held off Trevor Templeton's Van Diemen for third. Jody Carr dominated the Group 1 saloon race in his "blueprinted" Capri 3000, to which Robin Rennicks had no answer with his BMW 3.0Si. Big Derek McMahon finished a lone third in his Escort RS2000, unchallenged by the close trio of Plum Tyndall (2.3 Magnum Coupe), George Windrum (Capri 3000) and Sean Campbell (RS2000).

A depleted Supersports field was further reduced when Derek Shortall's Vista-Gryphon seized its brakes on the warming-up lap; but the opening laps were fantastic as David Manley in his Mallock-U2 Mk 17 was furiously chased by Pete Lovett in the Phantom and Richie Heeley in his Gryphon C73/4. On the second lap Heeley took a chunk out of his glassfibre nose cone at Dublin Corner and Lovett spun out of second place at St. Mary's; Heeley retired with a flat rear tyre after three laps, Lovett went into a straw-baled lamp post and retired after four laps; and Richie Conroy's Gryphon broke a drive shaft and lost second place after eight laps. Manley coasted to an easy win, and English visitors Chris Hart (UK Mk. 14) and Vin Malkie in the ten years old Chevron were the only finishers.

After a lunch break and a one hour cycle race, it was back to motor racing with the Duckhams Trophy event for Modified Saloons. Alec Poole won, as expected, in the 2-litre Skoda-bodied Motul-BDG, but unexpectedly he was led for several glorious laps by the more normal Escort-FVCs of Rosemary Smith and Mattie McNamara. Rosemary's great efforts expired when the engine went off, and once Poole decided to get on with it, he pulled away to beat McNamara by a big margin for third and the 1350 cc class, with McClements getting the verdict and Jeff Ward (Imp) unluckily going off on the last lap after a racing long dice with McClements.

For sheer noise and spectacle you can keep your wide-wheeled freak modern racers, the real cars were a tremendous spectacle indeed in the Gold Leaf Trophy for a gaggle of imported historic cars. David Ham won in his Lister-Jaguar from Brian Simpson in a similar car, and the two ERA's of the Hon. Patrick Lindsay and Bill Morris were next up, with the titled Lindsay pulling away from Morris in the last few laps.

A horrific accident at Mountjoy Corner ruined the second leg of the John Player Grand Prix. The wild John Smith arrived at the end of the long straight on the first lap with his March 72B upside

down, to land heavily on top of Tom O'Leary's Brabham BT40 and involve Patsy McGarrity's Chevron and Des Donnelly's March. The Brabham was badly damaged but Big Tom was luckily unhurt and after only a lap, Patsy McGarrity had to retire with damaged suspension, but Donnelly was able to come out again after attention to the March in the pits and loss of several laps. Harold McGarrity went off at the Ratra chicane on lap four and damaged his B25 rather severely. Now all Pollock had to do was drive with his head to finish, Fildes was his major threat and he had 36 seconds in hand over him from the first heat. But in the last five laps trouble struck the leader as the clutch started slipping badly on the Chevron B25 and suddenly what had become a somewhat boring race was alive with interest and excitement. Derek Cook, out of the running after his second lap retirement in the first heat, took the lead in his Chevron B 29, but all eyes were on Fildes as he hauled in Pollock to finish second and only 6.4s down on aggregate. Lawler too passed Pollock but the clutch held out and the big bread went to Pollock.

The FF final brought down the curtain on a long weekend of racing, and at Mountjoy Corner there was another monumental pile up as David Kennedy shot down the escape road on the first lap and Gary Gibson spun to set off a chain reaction that involved practically everyone. The retirement list, from lap four to lap six included several fast runners, Kennedy, Devaney, Derek Daly, and Richard Parsons, while at the Ratra chicane Paraic Mooney had a huge accident and was fortunate to escape with a severe bruising from his twisted Merlyn. Crawford Harkness led in his Van Diemen, deposed for a lap by Michael Roe, before the comparatively inexperienced Roe went off. But the man of the race was undoubtedly Derek Daly who recovered from the first lap fracas to work his way from tenth to first by 6s. Trevor Templeton in a Van Diemen was only 1.2s behind Harkness, Mike Phillips and Harry Acheson in 30Fs were next and Roe recovered to claim a highly creditable sixth, well in front of Gibson.

BRIAN FOLEY

BP Trophy, Modsports (12 laps), Up to 1350 cc: 1, Ed Mahon (MG Midget), 28m 3.2s, 66.73 mph; 2, John Gale (MG Midget), 30m 8.3s; 3, Don Kissane (MG Midget), 11 laps; 4, Tom Jenkinson (MG Midget), 11; 5, Liam Flower (MG Midget), 11; 6, Mick Fitzsimons (Triumph Spitfire), 11. **Fastest lap:** Mahon, 2m 12.2s, 70.80 mph. **Over 1350 cc:** 1, Michael Nugent (Lotus Elan), 27m 11.4s, 68.85 mph. **Fastest lap:** John L'Amie (Porsche 910), 2m 6.6s, 73.93 mph. **Blackwood JCB Trophy, vintage (6 laps) Handicap:** 1, Ian Titterton (39 Alvis 3.5), 16m 3.6s, 51.78 mph; 2, M. Cann (37 Aston Martin 2-litre), 16m 14.8s; 3, D. Burnett (34 Talbot 3-litre), 16m 19.4s. **Fastest lap:** Hon. Patrick Lindsay (36 ERA), 2m 18.2s, 67.73 mph.

John Player Grand Prix, F. Atlantic, heat 1 (25 laps): 1, John Pollock (Chevron B25), 44m 1.0s, 88.60 mph; 2, Patsy McGarrity (Chevron B29), 44m 7.0s; 3, Ken Fildes (Lotus 69), 44m 37.0s; 4, Alo Lawler (Chevron B29), 44m 41.4s; 5, Des Donnelly (March 73B), 45m 37.0s; 6, Walter Kinnear (Lotus 69), 24 laps. **Fastest lap:** Fildes, 1m 41.4s, 92.31 mph.

John Player Grand Prix, heat 2 (25 laps): 1, Derek Cook (Chevron B29), 42m 27.8s, 91.84 mph; 2, Ken Fildes (Lotus 69), 43m 23.8s; 3, Alo Lawler (Chevron B29), 43m 52.2s; 4, John Pollock (Chevron B25), 43m 53.4s; 5, Walter Kinnear (Lotus 69), 44m 9.4s; 6, Paddy Heron (Brabham BT30), 24 laps. **Fastest lap:** Cook, 1m 39.6s, 93.98 mph.

John Player Grand Prix (50 laps: Aggregate): 1, Pollock, 87m 54.4s; 2, Fildes, 88m 0.8s; 3, Lawler, 88m 33.6s; 4, Kinnear, 49 laps; 5, Heron, 48, 6, Dermid McFeely (March 73B), 45.

Formula Ford Trophy, heat 1 (6 laps): 1, Derek Daly (Crossle 30F), 11m 41.6s, 80.05 mph; 2, David Kennedy (Crossle 30F), 11m 42.8s; 3, Crawford Harkness (Van Diemen), 11m 52.6s. **Fastest lap:** Daly, 1m 54.6s, 81.68 mph.

Dunlop Hawthorn Trophy, Showroom Saloon (12 laps): 1, John Hynes (BMW 3.0CSL), 27m 8.4s, 68.98 mph; 2, Cecil Vard (BMW 3.0Si), 27m 10.2s; 3, Gordon Drew (Ford Capri 3000), 27m 58.2s; 4, Larry Mooney (Audi 80GT), 28m 1.4s; 5, Frank O'Rourke (Opel Commodore 2.5 CS), 28m 30.2s; 6, Joe Fitzgibbon (Ford Capri 3000), 11 laps. **Fastest lap:** Hynes, 2m 6.8s, 70.80 mph.

Formula Ford Trophy, heat 2 (6 laps): 1, Gary Gibson (Crossle 30F), 11m 51.4s, 78.94 mph; 2, Richard Parsons (Crossle 25F), 11m 51.6s; 3, Harry Acheson (Crossle 30F), 11m 56.4s. **Fastest lap:** Gibson, 1m 54.8s, 81.53 mph.

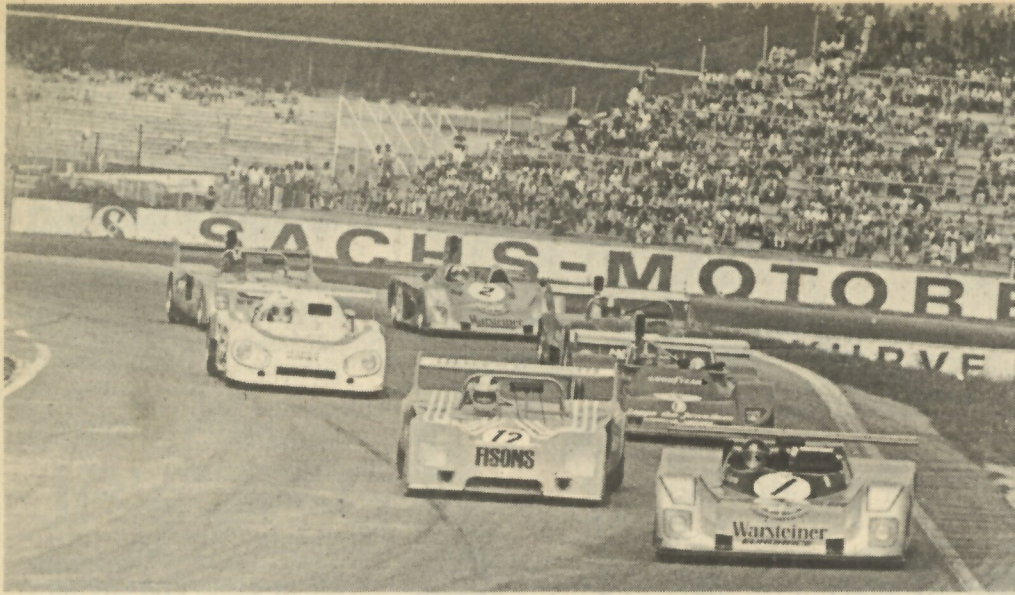
Dunlop Hawthorn Trophy, G1 Saloons (12 laps): 1, Jody Carr (Ford Capri 3000), 25m 46.0s, 72.65 mph; 2, Robin Rennicks (BMW 3.0Si), 25m 50.2s; 3, Derek McMahon (Ford Escort RS2000), 26m 34.2s; 4, Alan Tyndall (Vauxhall Magnum C2300), 11 laps; 5, George Windrum (Ford Capri 3000), 11; 6, Sean Campbell (Ford Escort RS2000), 11. **Fastest lap:** Carr, 2m 6.8s, 73.82 mph.

Shellsport Trophy, Super Sports (10 laps): 1, David Manley (Mallock-U2 Mk 17), 18m 43.0s, 83.25 mph; 2, Chris Hart (Mallock-U2 Mk 14), 19m 37.6s; 3, Vin Malkie (Chevron), 20m 29.0s. **Fastest lap:** Pete Lovett (Phantom), 1m 45.4s, 88.80 mph.

Duckhams Trophy, Mod Saloons (12 laps), Up to 1350 cc: 1, Jim McClements (Mini), 24m 29.2s, 76.45 mph; 2, Conor Lineham (Mini), 24m 29.2s; 3, Stee Griffin (Mini), 24m 33.4s; 4, Fintan Cunningham (Mini), 24m 47.8s; 5, Maurice Mitton (Mini), 11 laps; 6, Seamus O'Connor (Mini), 11. **Fastest lap:** McClements, 1m 57.2s, 79.86 mph. **Over 1350 cc:** 1, Alec Poole (Skoda-BDG), 22m 56.4s, 81.60 mph; 2, Mattie McNamara (Ford Escort-FVC), 23m 10.8s; 3, Rosemary Smith (Ford Escort-FVC), 24m 31.0s; 4, Fintan Newport (Ford Lotus Cortina), 8 laps. **Fastest lap:** Poole, 1m 49.6s.

Gold Leaf Trophy, Historic cars (12 laps): 1, David Ham (Lister-Jaguar), 24m 44.4s, 75.67 mph; 2, Brian Simpson (Lister-Jaguar), 26m 20.8s; 3, Hon. P. Lindsay (ERA), 26m 28.0s; 4, Bill Morris (ERA), 26m 45.0s; 5, Colin Crabbe (Ferrari Testa Rossa), 27m 3.2s; 6, K. Rylands (HWM-Jaguar), 11 laps. **Fastest lap:** Ham, C. Drake (Lister-Jaguar) and Crabbe, 2m 10.0s, 78.00 mph.

Formula Ford Trophy, final (10 laps): 1, Derek Daly (Crossle 30F), 19m 33.4s, 79.77 mph; 2, Crawford Harkness (Van Diemen), 19m 36.4s; 3, Trevor Templeton (Van Diemen), 19m 37.6s; 4, Mike Phillips (Crossle 30F), 19m 46.8s; 5, Harry Acheson (Crossle 30F), 19m 51.0s; 6, Michael Roe (Crossle 25F), 20m 05.4s. **Fastest lap:** Daly, 1m 53.8s, 82.25 mph.



Jorg Obermoser takes an early lead from Raymond, Lepp and Edwards.

HOCKENHEIM

Obermoser fails, Raymond wins

Story and Photos by JEFF HUTCHINSON

Right from the very start of practice, round two, and probably the final round of this year's defunct European 2-litre Championship, held at Hockenheim, belonged to Jorg Obermoser and his own ToJ-BMWSC03, winner of the first round at Brands Hatch.

He was comfortably fastest in practice, dominated the entire first 20 lap part of the 40 lap race and also dominated a dampened second part, until four laps from the end, when his engine blew up in the biggest possible way.

Victory was handed to Britain's Martin Raymond and his Fisons backed Chevron-Hart B31, which had trailed Obermoser the whole weekend, but never looked quite like doing anything about his domination. Nevertheless, it's the man that takes that flag that counts and Raymond took it, well ahead of the next car after the rest of the 30 car opposition had all fallen by the wayside, mainly through wet electrics. Only 10 cars were classified at the finish, and only the first three had completed the full 40 laps. Second place went to the second Warsteiner ToJ in the race, driven by the Swiss Paul Keller, who despite a spin in the second part managed to come in second, his engine virtually falling apart on the slowing down lap!

Third overall went to Chris Skeaping who finished fourth at Brands Hatch driving the same Alroy March-BDG he drove here. A fine fourth overall went to British "Club" racer Tony Charnell, driving his self prepared Nicholson-FVC powered Chevron B23, despite a pit stop in the second part while lying third, a stop which probably cost his second place overall.

ENTRY AND PRACTICE

The European 2-litre sports car championship may have been killed off by lack of support from race organisers, but the entry that turned up for this scheduled Hockenheim race, only the second and probably the last of the races this year, showed that the competitors are as keen as ever.

A good field of 30 cars arrived at the Hockenheimring, a venue where there is always a good crowd, no matter what's showing. With the entry for this race it looked as if the crowd would be getting their money's worth.

Heading the entry and practice times was the first of the two Warsteiner beer-backed golden ToJ-BMWs being driven by Germany's leading 2-litre sports car exponent, Jorg Obermoser. Unlike the second ToJ, being driven by the Swiss Paul Keller, Obermoser's car featured a new tail section and modified suspension. The two large nacelles stuck high above the driver's head and waisting back into the tail section were cut off the latest car, so that behind the driver's head was now a completely flat slippery section, with almost no visible air intake for the BMW engine behind. The suspension changes had resulted in an overall lowering of the chassis with the centre of gravity also dropped around one centimetre.

The two hours of official timed practice was the first time Obermoser had tried the revised car and by the end of the first one hour session it was obvious that the changes had made a big improvement, for Obermoser was a clear 3.5 seconds faster than anybody else with a best time of 2m 6.1 seconds.

Obermoser was not as impressed as everybody else however. "I was doing this sort of time with the original car," said Jorg, but the point was nobody else could match his times, whether he thought they were good or not. According to all the others that were trying to follow him, most of his speed was being gained on the long fast Hockenheim straights, so obviously the reduced drag was making a lot of difference.

During the second session he did only two laps

before stopping at the pits for good with a slipping rear wheel bearing, but his morning time was still good enough to ensure pole position, the best of "the rest" still 2.4 seconds off the German's time.

At this point it seems like a good idea to recall the pole time set by Jean-Pierre Jabouille in the Alpine at this race last year. It was a 2m 2.2s, while in the race the Alpines were lapping regularly around 2m 4.0s. Everything's relative... a sign of the lack of racing development this year. Lepp, for instance, was four seconds faster with a Chevron-FVC last year!

The driver who looked like coming closest to knocking Jorg off his perch was one of Britain's leading sports car men, Martin Raymond, driving his familiar Fisons backed Chevron-Hart B31.

Raymond, whose best was a 2m 9.7s in the first session, got himself wound up to a 2m 8.5s in the second session but then lost it at the first of the two Hockenheim chicanes and shredded the nose section against the barrier. "I was just trying too hard," said Martin later, although the track was getting quite slippery towards the end of practice thanks to a whole day of supporting races practising and a few drops of threatening rain which added just a little more to the slippery conditions.

Just one tenth of a second slower than Raymond was the familiar March-Hart 75S of John Lepp, who also had his second practice session spoiled, his trouble being a partially seized steering rack.

Sharing the second row of the grid, but over a second slower, came the Lola-Hart T390 of Guy Edwards. His time was of great credit to his driving and not the car, which despite an enormous "splitter" lip on the front of the nose and a new tail section which had been almost totally substituted by aluminium louvres to try and create more down force, the handling of his works Lola was still very bad, the car looking very unstable (he spun once) as Guy tried to make up for a slow straight line speed through the twisty infield section. A real "rolling disaster" as one unkind observer put it.

Sharing the same time as Guy Edwards, at 2m 9.7s, but set a little later, was the Chuck

Graemiger designed Cheetah-Hart G501 being driven for the first time by the Swiss Jurg Dubler. It was his first ever race in a sports car and he was one of the few drivers showing any fire, even to the point of a quick spin towards the end.

"It's really nice and easy to drive," said Jurg after the first session, and he was even more enthusiastic after the second session when his times dropped considerably after it had been discovered that the throttle slides were only opening half way!

Sharing the third row with the Cheetah was the KVG Chevron-Hart B31 of Ian Grob, Ian looking very unhappy with his best time of 2m 9.9s which he had set in the first session. For the second session he had changed the front springs in a hope to try and improve the car's handling, but found it much worse.

The "standard" ToJ of Keller came next with a best of 2m 10.6s to head the fourth row, which was being shared by the latest of the Sauber 2-litre sports cars being driven by Manfred Schurti. This ex-McLaren Eddie Wyss designed, Swiss built car, looks a bit cumbersome, but Schurti's times showed that looks can be deceptive, for he set a best of 2m 11.0s. This new C4 chassis, powered by a BDG engine, was one of two Sauber's entered, the second being an older space-frame car compared with the monocoque chassis of the latest car. The older C3 chassis was being driven by the Swiss Georges Blaettler and was considerably further down the grid.

The next quickest car was the first of the two March-BDG 75S entered by Alroy racing for Manfred Mohr and Chris Skeaping.

Mohr was still smarting from the fact that he could not talk the Romeo Ferraris people into bringing their V8 powered car here and showing the 2-litre world how quick it was. Nevertheless he made a good job with the BDG powered March. "It is very sensitive to driver," explained Mohr who set a best of 2m 12.2s.

Skeaping spent most of the final session trying to eliminate a misfire problem with his car and ended up five places lower on the grid, but having got the car to run cleanly in the closing laps at last.

Sharing the fifth row with Mohr was the first of the two Racing Organisation Course Lola-Simca T292s entered at this race. Francois Servanin, driving the car with the "Alpine" type humped tail section, was complaining of poor handling, top speed (thought to be cause of a lack of air reaching the inlet trumpets) and brakes. Nevertheless he managed to set the quicker time of the two cars, ending his practice by sliding straight off the road at the hairpin, which fortunately did not do any serious damage.

Tony Charnell put up a good performance to head the sixth row with a 2m 12.8s in his 1970cc FVC powered Chevron B23, sharing the sixth row with the ex-works Abarth-Osella of Swiss Walter Baltisser.

Heinz Schulthess has forsaken his usual Gulf backed Lola-DFV T282 now for a BMW powered ToJ, which he managed to make very second-hand looking after punting another car up the rear soon after the start of the second session. The nose section and front sub-frame were comprehensively damaged.

Skeaping came next, followed by the FVC powered Chevron B23 of Robin Smith. It was a formidable effort by the Scotsman who after a nasty crash at Zandvoort a week earlier (when the steering rack fell apart) managed to rebuild the badly damaged chassis in to a raceworthy state in the back of his truck. Practice was still very much a testing session so his time of 2m 13.9s was of great credit to him and his wife Jane who does as much of the mechanicing as Robin.

Sharing the seventh row with Smith was the Stuart Chubb racing Lola-FVC T294 being driven by Richard Lloyd. After a switch from Dunlop to Firestone tyres between sessions he felt much happier with the way the car was handling although still did not manage better than 2m 14.5s. After two impressive wins in the hands of Harald Ertl in local German national races, the Rex SP1, powered by a BDG, and designed by Jurgen Stockmar, editor of Germany's *Deutsche Auto Zeitung* was having its first taste of International competition. Unfortunately Ertl was tied up at Silverstone with his F2 car and so none other than Le Mans winner Derek Bell was invited to drive the car.

He must have been thinking twice about having accepted the drive by the end of practice however. The first session was spent sitting on the pit wall after two slow laps with a slipping clutch, while the second session was spoiled by a leaking oil seal on the gearbox. Despite some heroic driving when he did manage to get in some consistent lappery,

the damp track and some handling problems (the chassis was grinding the track) resulted in a disappointing 2m 14.5s. Hopefully some chassis tweaks and a re-build for race morning would see things going better. They didn't. A further 13 cars followed, including Pete Smith, Richard Jenvey, and the two John Calverts.

PART ONE

All of the 30 cars made it to the gate as they lined up to join the track for the start of the race. But by the time the flag fell however, we were already missing two. Richard Lloyd's Lola burst into flames after a fuel injection pipe came off on the warming up lap and by the time it was put out the vitals were too badly burned for the car to return to the grid. Another car in trouble was the Rex, which Bell was unable to start because of a faulty ignition switch. Eventually it got going and he was let out on the track half a lap behind the field which were already being led around for the pace lap before the Indy start.

When the flag fell it was Obermoser's ToJ that jumped into the lead followed by Raymond, Grob, Lepp, Edwards and Dubler.

By the end of the first lap Lepp had got by Grob, so that when the cars streamed into the Stadium section for the first time, Lepp was in to third place, Obermoser already several lengths clear of Raymond. Adn that was the way the order stayed amongst the leading cars for the rest of the 20 lap race.

Obermoser pulled out a steady second a lap for the first four laps and then settled down to a steady race, holding a lead of between four and five seconds right up to the finish. It was his race from the word go.

Raymond held a consistent second despite an ominous smoke trail from the back of the car which got worse as the race progressed. His old problem of a leaking rocker cover had returned, but other than a slight misfire towards the end after the oil had found its way into the plug holes, his race was a textbook run.

Lepp's chances of holding on to Raymond disappeared soon after the start when a high speed misfire caused the engine to loose a vital 400 rpm on the straight and by the finish he was another 12 seconds down on Raymond.

Lepp had got by Grob's Chevron on the long fast right hander at the end of the straight, where his car had suddenly developed a "colossal under steer problem," which lost him those valuable seconds each lap needed to hold Lepp in sight.

The race had fast become a boring procession of the leading cars, the real excitement being the battle for fifth place.

Edwards had got himself into fifth place on the first lap and that was where he intended to stay. Dubler and the ToJ of Paul Keller were glued to the back of his exhaust pipe, first Keller trying to get by and then Dubler, but to no avail.

Edwards, half by design and half by necessity, was making his Lola one of the widest cars on the track. Keller eventually dropped away from this trio slightly to finish seventh when he slowed after he lost third gear and the brakes were starting to fade.

Dubler kept up the attack, but after trying all he could to get by, there was just no way, and in the closing laps he seemed content to sit back and finish a close sixth. "I just got tired of frightening myself trying to find a way past," said Dubler afterwards.

During the opening laps Manfred Schurti had been involved in this dice, but two separate spins. On the fifth lap, and then at the mid-way stage, dropped him to an eventual ninth place letting Tony Charnell's Chevron through to take eighth spot after a fine steady drive.

The Swiss Charly Schirmer acquitted himself very well in his first ever sports car race to move up the field to a steady tenth place, benefiting from the retirements of Robin Smith and Schulthess who had been ahead of him in the opening laps.

Smith, who had just got by Charnell, then "fell asleep" going into the corner past the pits, put two wheels on the sand and crushed the barrier which forced him out with a smashed front end. Schulthess had the door of his ToJ fly off after seven laps and stopped at the pits for good.

Another good dice was the battle for eleventh spot between Mario Zanuso's Lola and the March of Skeaping. Skeaping had been heading Schurti and Zanuso until the eighth lap when a spin exiting the tight right hander before the start finish line saw him lose two places. He soon got going again and was hard on the heels of Zanuso

who was doing "an Edwards" on him throughout the rest of the race. The wily Skeaping saved up his bid for the very last corner however, hung back slightly, then rushed up on the Lola as they both headed for the flag, Skeaping just getting his nose ahead to take the place a few yards from the flag.

Bell's race ended in even bigger disaster than the way it had started. Some grease on the joint half way along the gear linkage allowed it to slip in and out and he was having trouble to select gears.

"Every time I tried to get fourth the rod would lengthen itself until it bit and found the gear, and then when I came back for third gear it would push back in again. It was no fun trying to race like that, so I eventually called it a day after four laps," said a disappointed Derek.

Manfred Mohr was another unlucky retirement while running a strong eighth, the oil pressure of his March suddenly starting to fluctuate which forced him to slow up and bring the car into the pits.

Only the first twelve cars were still on the same lap by the time the flag came out.

PART TWO

As the 25 cars still in a fit state to start the second part lined up on the grid, the sky darkened and great streaks of lightning heralded a thunder storm. The start came eventually 35 minutes late after a long delay while cars changed to wet weather tyres, the white Chevron of Charnell rocketing away at the start, diving inside Obermoser and Raymond to take the lead for a few yards, but as soon as the cars got on to the straight it was Obermoser and Raymond back ahead.

It seems amazing that the cars which have so many thousands of man hours poured into them still get beaten by a simple thing like rain, for even before the first lap had come to an end half of the first part front runners were in trouble with misfiring engines.

Ian Grob's Chevron was effectively out of the race even before it had started when it ground to a halt with its usual damp demon lurking somewhere in the electrics.

Dubler rolled to a stop with a dead engine before the end of the first lap while Edwards Lola came around very slowly and into the pits to have its electrics dried off, continued, and then made another stop where a plug change finally got the car running properly.

So with most of the first part front runners having fallen by the wayside in the opening lap or before, it looked like being a straight battle for the lead between the ToJ of Obermoser and Raymond's Chevron, which had taken up their first part station about five seconds apart and pulling clear of everybody else.

Charnell's good start saw him hold third place at the end of the first lap, Paul Keller's ToJ right on his tail.

The pressure eased the second lap however when Keller spun on the still greasy track (even though the rain had thankfully stopped) coming on to the start straight, the Swiss eventually rejoining back in ninth place. It was to be the start of an heroic drive which took him back up to second again by the finish. With Keller out of the way, for the time being at least, John Lepp moved in to fourth spot behind Charnell, but instead of gaining he was slowly losing ground, for a rear tyre of his March was slowly going flat. On lap 7 it

rolled off the rim completely and a dejected Lepp limped slowly back to the pits and gave up, his decision helped by the fact that the team had no spare wet tyre mounted to fit in its place, although by this time the track was starting to dry out.

Also out on the same lap as Lepp was the Robin Smith Chevron, whose never-say-die efforts over the weekend were finally drawn to a close with a leaking head gasket, while Schirmer's Lola, about to inherit Lepp's place, also rolled into the pits, his problem being a dead engine after a plug electrode had dropped into one of the cylinders.

All these mid-field problems elevated the March of Chris Skeaping up to fourth place, which then became third on lap 15 when this time it was Charnell who ran into trouble as the engine almost cut out. By the time he got it back to the pits it was running on all four again however, but by this time he had dropped a lot of ground, leaving just the first four cars still on the same lap.

And then there were three. On lap 16 it was time for Obermoser's luck to run out. With the race in his grasp, his BMW engine decided to let go in the biggest possible way as he came up to the chicane. It was such a big bang that the oil which sprayed everywhere immediately caught fire and when Obermoser hurriedly pulled off, seeing all the smoke in his mirrors he actually thought he was on fire! When the fire was soon put out, a hole in the side of the block told him the worst.

So for the last four laps Raymond only had to cruise home to victory which, for once, he did without any further problems.

Keller by this time had moved ahead of Skeaping for second place, a move which Skeaping did not try to oppose, for the second Warsteiner ToJ was almost a minute ahead at the end of the first heat, so Skeaping was quite content to come in third and take third overall behind Keller in the results. Another lap and he would have got his second overall however, for as Keller's car came around for the cooling off lap, he parked in front of the podium with smoke pouring out of the exhaust pipe, a piston or something worse having broken up inside. An ironic finish to the Warsteiner challenge.

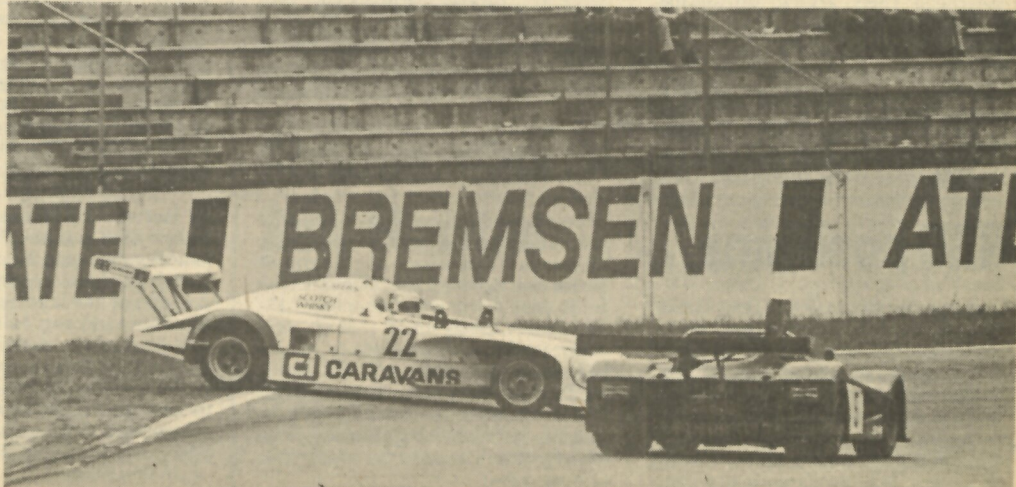
The Swiss driven Lola of Reudi Jauslin came in a distant fifth ahead of John Calvert's Chevron, Servanin's sick sounding ROC Lola, which had had a quick pit stop half way through the race, and Tony Charnell's Chevron, which had stayed sufficiently close to the leaders to end up a worthy fourth overall in the final classification.

Only ten of the original thirty starters eventually completed enough laps to be classified, a sad and final ending to what is probably the last ever European 2-litre Championship sports car race in its present form.

European 2 litre sports car championship, round 2 Hockenheim, Germany, 2 x 20 laps

1. Martin Raymond (Chevron-Hart B31), 1hr 30m 39.3s, 179.731 kph;
 2. Paul Keller (ToJ-BMW SC02), 1hr 33m 28s;
 3. Chris Skeaping (March-Richardson/BDG 75S), 1hr 34m 27.4s;
 4. Tony Charnell (Chevron-Nicholson/FVC B23), 39 laps;
 5. Reudi Jauslin (Lola T293), 38 laps;
 6. Water Baltisser (Abarth-Osella PA2), 38 laps;
 7. John Calvert (Chevron-Blanckney/FVC B23), 37 laps;
 8. Pierre-Marie Painvin (Lola-Chrysler/ROC T292), 37 laps;
 9. Guy Edwards (Lola-Hart T390), 37 laps;
 10. Manrico Zanuso (Lola-Smith/FVC T294), 36 laps.
- Part one (20 laps):** 1. Jorg Obermoser (ToJ-BMW SC03), 42m 45.6s, 190.523 kph; 2. Raymond, 42m 51.5s; 3. John Lepp March-Hart 75S) 43m 7.1s; 4. Ian Grob (Chevron-Hart B31) 43m 37.2s; 5. Edwards, 44m 7.1s; 6. Jurg Dubler (Cheetah-Hart G501) 44m 7.4s.
- Fastest lap:** Obermoser, 2m 7.1s, 192.292 kph.
- Part two (20 laps):** 1. Raymond, 47m 47.8s, 170.447 kph; 2. Keller, 49m 16.1s; 3. Skeaping, 49m 33.4s; Baltisser, 19 laps; 5. Jauslin, 19 laps; 6. Calvert 19 laps.
- Fastest lap:** Edwards, 2m 19s, 175.930 kph.

Guy Edwards spins away his chances and lets John Lepp through.





Five car team for RAC Skodas

Skoda are to enter a five car team for the RAC; that is the news from Goswell Road this week and three of the cars are to be crewed by Czechs. The two leading cars (all of which are S120S saloons as usual) feature regular drivers, John Haugland (with Fred Gallagher this time) and Markku Saaristo/Colin Francis; while the Czech contingent is led by Karel Simek who was here last year and who has been three times national Czech rally champion in the past. The youngest of the drivers is the son of the director general of the factory, while the other is the current Czech rally champion. Haugland will be evaluating the 130 coupé over the winter in Norway and it will make its competition debut in the new year, although it is already homologated.

Marina Holidays—Round eight

This weekend it is the turn of York MC to host round eight of the Castrol/Autosport championship, for the Marina Holidays sponsored Forest rally gets underway this Saturday from Parish's premises in Lawrence Street, York (105/617513) with the first car due to depart at 08.00. The rally is also a counter in the BTRDA and Cars and Car Conversions championships. The format of the rally remains much the same as in previous years. Scrutineering will be on Friday night and the finish will be at Leedhams Wayside Garage, Halton Road (105/617513), where the first car is due at 20.00. Total mileage will be about 265 and there are approximately 15 stages totalling 80 miles, all of which are being held on Forestry Commission land. The event is being observed this year for possible upgrading to RAC championship event status.

The entry

The entry list, despite two last minute withdrawals, is to a high standard and is further boosted by the two other championships. The leading crews are as follows: 1 Piggy Thompson/Martin Welch (Porsche Carrera); 2, Tony Fowkes/Bryan Harris (Escort RS); 4, Bob Bean/Alan Greenwood (Escort RS); 5, Chris Wathen/Chris Gorman (Escort RS); 6, Tony Drummond/Mike Nicholson (Escort RS); 7, Laurie Richards/John Tew (Escort RS); 8, George Hill/Phil Short (Vauxhall Magnum); 9, Jeff Churchill/Roger Jones (Escort RS); 10, Mike Dodds/John Platt (Cooper S); 11, Reg Mullenger/Tony Thorne (Escort RS); 12, Gordon Batchelor/Ian Carter (Escort RS); 13, Philip

Wilks/D. Waller (Saab 96); 14, Richard Iliffe/Tony McMahon (Escort RS); 15, Colin Grever/Philip Welch (Opel Ascona); 16, Pip Dale/Dave Whiteley (Vauxhall Firenza). Other notable crews include Randolph Whittal-Williams at 18; Derek and Terry Evans at 19; Robin Farrington at 20; Australian, David Lang at 22; Irishman Paul Martin in his 1800 TC Escort at 26, accompanied on this occasion by Bengt Torstäg; and David Stokes in REV at 29.

Special Stages

Stage information is as follows: **Wykeham North**, start: 93/942½ 889, finish: 939900; First car due at 09.30. **Langdale**, start: 930929, finish: 910927½; First car due at 09.35. **Staindale**, start: 903½907½, finish: 886½894½; First car due at 0950 **Cropton 1**, start: 793936½, finish: 766910; First car due at 11.00. **Cropton 2**, start: 753910, finish: 793936½; First car due at 15.30. **Staindale 2**, start: 886½894½, finish: 903½907½; First car due at 16.45. **Langdale 2**, start: 910927½, finish 930929; First car due at 17.00. **Wykeham North 2**, start: 939900, finish: 947½889; First car due at 17.30.

As well as sponsoring the rally this year, Marina Holidays also sponsor the Jersey rally team, and Mike Dodds, who recently did the Tour of Ypres. He intends to travel from Jersey to York in order to compete this weekend. All thus looks set for a great day in the Yorkshire forests, and with the championships so evenly matched, there is bound to be plenty of excitement.

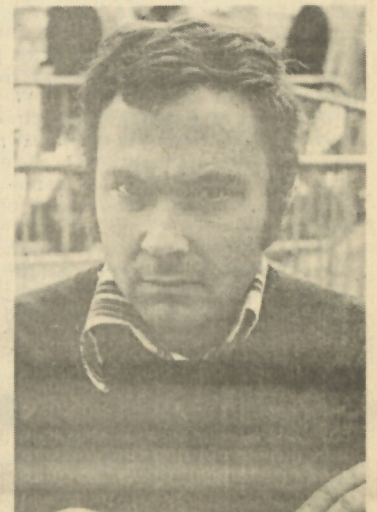
Team Toyota: the way ahead

The Sachs Rallye Baltic starts this morning from Copenhagen and finishes in Schweinfurt (the home of Sachs Industries) in central Germany on Saturday lunchtime. Fifty four stages are scheduled but it is expected that only about 40 of them will in fact be used. Asphalt and tar will be shared out more or less equally over the stages, and as usual with German events, there is extensive use of military areas to make up the stage mileage. As was mentioned in these columns some weeks ago, the event should see the rally debut of the two-litre 16-valve Schnitzer engine which will power the Toyota equipe. The engine will first appear in the larger, heavier Celica as the Corolla is not homologated with this engine as yet. The unit was only delivered to the Brussels HQ of the Toyota team last Sunday so there is little time to prepare for this event. The engine is reputed to give between 230 and 235 bhp. Achim Warmbold and John Davenport are seeded number one in the KWS Alpine A310 and behind them are Walter Schewe and Rainer Altenheimer in Porsches, and Smolej/Pitz in the works Ascona.

Predictably, Ove Andersson's team are on top of the World at present following their tremendous victory in the 1000 Lakes last week. Toyota team plans for the RAC would appear to be all but settled as, with Lancia certain to participate, Bjorn Waldegaard is sure to drive for them. This left open a vacancy at Toyota, and with Ove Andersson driving one of the two litre Celicas, provided they prove reliable enough in testing prior to the event, and Chris Sclater now confirmed as driving the 1600 Corolla, there is a spare car going begging. From past experience we now know that when Lancia compete, Fiat stay at home... which again leaves the two Finnish Fiat aces kicking their heels. In view of last week's efforts, it would not be hard to speculate upon who would thus find himself in a Toyota on the RAC.

For Chris' part, the Manx will be the last event he drives in the Datsun which has lain idle so long through lack of parts, and it will be returning to Japan shortly after the Manx is over.

Walter Schewe — another win?



Sutton, Supersport, Sclater and Ford

After several weeks of rumour an agreement was reached last Monday which brings together two of Britain's well known Rallying and Competition minded companies.

David Sutton (Cars) Ltd (formerly Clarke and Simpson Ltd) have merged with Supersport Rally Equipment Ltd, and their combined resources will be offering one of the largest RallyeSport operations in Europe.

A new Ford Escort RS1800 Mark 2 with Terry Hoyle prepared engine, is currently nearing completion in their workshop and this car will spearhead their attack on major British and Overseas Events.

The nominated driver is former British Rally Champion Chris Sclater, who is no stranger to driving cars prepared by David Sutton. Due to a prior commitment with Toyota, Chris will not be driving the car on the RAC Rally in November, but the



Sclater — competitive car at last.

car's debut is expected to be on the Lindsfarne in October. Supporting the team will be last year's Castrol-

/AUTOSPORT Ladies Rally champion Jill Robinson, who is also leading the same championship this year.

David Sutton, when managing director of Clarke and Simpson Ltd, has always had a strong Finnish link in his team with drivers like Timo Makinen, Markku Alen and Pentti Airikkala, and there may well be another surprise for the RAC Rally. Could Alen find his drive here?

Rod Cooper, a former development engineer is a director and competition manager of the new organisation and is best remembered for his 14th place overall on the World Cup Rally and a superb third Overall on the RAC Rally.

Chief engineer is Ron Lumley, who was responsible for building the Clarke and Simpson cars for Markku Alen and Pentti Airikkala. Address of the new combine is 11 Colville Road, London W3. Tel: 01-993 1122.

RAC positions...

Current positions in the RAC Championship after the Burma Rally are as follows: Billy Coleman 54 points; Roger Clark 40; Russell Brookes 39; Nigel Rockey 31; Tony Fowkes 30; Brian Culcheth 19; Andrew Dawson 18; Bob Bean 16; Tony Pond 15; Will Sparrow 10. In Group one, Paul Faulkner leads with

43 points and Robin Eyre Maunsell is still hanging on to second place with 31 points. Then come Ian Gemmill 30; Russell Brookes 20; Colin Grever 18; Russell Close and Chris Field 17; and Paul Appleby on 14.

Contenders claim points from the best seven out of ten rounds. Coleman's total comes from six rounds; Clark's from only four. There are just three remaining rounds; the Manx, the Lindsfarne and the Lombard RAC.

● The results of the Vorderpfaltz Rally which was held in July are still pending because Rainer Altenheimer lodged an appeal against the decision of the stewards who decided that Wolfgang Hauck's Porsche was legal even though one gear in the gearbox had the wrong number of teeth. The Stewards' decision, though appearing illogical, was based on the fact that as it was a longer gear than standard, it would have made him slower!

A deal deal

Negotiations are still in progress between the various interested parties over the possible appearance of the Chequered Flag Stratos on the Sherry Rally which starts in just under two weeks' time. The problem at the moment primarily concerns money, but the position should have been finally resolved by the time you read this. Should the Sherry deal fall through, Graham Warner has provisionally agreed for Tony Pond to drive the car on the Marina Holidays rally this weekend (where there is an ideal vacancy in the top ten created by the non-appearance of John Taylor) but this deal is itself dependent on other factors; namely whether The 'Flag can track down a part for the gearbox which was broken in Wales last week (an alloy casing that holds the selectors) and also whether Pond can OK the drive with Tony Fall. So far the former has met with little success as Maranello Concessionaires are apparently unable to help immediately.

Hands off

Graham Lepley will be out of rallying for the remainder of the season. Graham was hoping to make a comeback to the scene this weekend on the Marina Holidays Rally of the Forest and he very recently had a Cortizone injection to try to cure his injured hand. (He broke the four bones which run from the wrist to the knuckles during a very gentle roll on the Shellsport/Evening News rally back in May when the steering wheel spun out of his hands.) However specialists have now told him that unless he treats his hand very carefully for the next few months he will risk permanent damage to it and certainly a minor jar on a recent test run caused him considerable pain; thus he has reluctantly decided to stand down for the remainder of the season.

John Taylor is another driver who is to miss the Marina Holidays event. John has been on the go almost continually for the previous five or six weeks now attempting to fit in his rallying between conflicting rallycross programmes, and his bandaged wrist swelled up alarmingly last weekend on the Lakeland Stages so he has decided to give it and himself a rest this weekend.

'75 entries

There are still entries available for the Aberystwyth/Castrol '75 and any would-be competitors should get in touch with the entries secretary, Christina Smith, on Sedgley 4046, or David Cousins, on Wolverhampton 761655 without delay. The organisers are still negotiating with the Forestry Commission for spectator stages. They are trying to get Myherin for this purpose, the first stage of the event, but it seems that the Commission are not happy about this prospect at present. If they remain adamant then it is feared that there will be no official spectator information available until after lunch. There are nine stages on the agenda of this fine event totalling over 90 miles of loose.



This daunting blind bow is typical 1000 Lakes country. It is followed by a downhill right disappearing behind the trees. Makinen's notes go as follows: "... 100 brow v.v. fast S.O. CARE v.v. fast right into long fast left, keep in..."

Rippin Saltire

Entries closing date for the Rippin-Saltire (Gaelic Oil/The Scotsman championship counter) has been extended until this Saturday — September 6, so if you are very quick you will likely get a start as entries are not over-full. The Saltire, sponsored by Rippin Structures of Auchtermuchty, is a daylight rally visiting some excellent forests on a run down the country from the Stonehaven start to the Fife finish, with fifty competitive miles being served up. The event is also a counter for the "challengers" section of the popular Scottish championship. The Rippin Saltire is scheduled for Saturday, September 20. Murray Grierson currently leads the championship from Bill Taylor.

● Illuminations regs have recently showered into the office from the efficient Morcambe Car Club. This year's Illuminations, a *Motoring News* round of course, will have plenty to live up to — the '74 event being awarded the Ecurie Cod Fillet Best Rally of the Year award and also achieving a BTRDA award.

Once again the rally is backed by the Lakeland Motor Co. Ltd., Rallye Sport dealers and the Visitor area newspaper. Newly attracted support comes from Shellsport. The format of the '75 Illuminations includes many short road sections (total mileage 200) preceded by a short spectator special stage. The rally starts on the night of October 4 from Morcambe Promenade and, besides MN, is of BTRDA Silver Star and ANCC status.

Cilwendeg news

The *Motoring News* championship with recommenced last weekend with the fourth round of the series — the Stocktonian providing another win for Mick Briant. The series continues with the Derg Woollen Mills Cilwendeg with support from the aforementioned concern in association with the Welsh Woolmark branch of the International Wool Secretariat.

The Cilwendeg starts from the public car park, Newcastle Emlyn, this Saturday night. The route will be of 190 miles and a full programme will be available at the floodlit start.

Top entries are as follows: 1, John Edwards-Parton/Don Davidson (Escort RS1600); 2, Mick Briant/John McKerrell (Escort RS2000); 3, Frank Pierson/Colin Francis (Escort RS1600); 4, Bill Gwynne/Terry Thorpe (Escort RS1600); 5, Kevin Videan/Peter Valentine (Datsun 260Z); 6, Dai Roderick/Derek Tucker (Escort RS1600); 7, Eric Davies/Keith Wood (Escort RS1600); 8, Cyril Bolton/Paul White (Mini); 9, John Griffiths/Jim Bowie (Hillman Avenger); 10, Ted Cowell/Julian Chitty (Escort RS2000). Mick Briant and Frank Pierson are currently point leaders.

Money back

Jim Porter has asked us to remind those British crews who have not already got their RAC Rally entries in to Belgrave Square, to do so as soon as possible, for apparently foreign interest is particularly high this year, especially from Germany, and he is concerned lest any British entries miss out.

Although 250 cars will start the event on the first day, only 200 will do so on the second. This has led to some adverse comment from clubmen who feel that they may be hard done by. Jim Porter has pointed out that early retirements are almost certain to mean that all who are able to start on Saturday will be able to do so, and that if any are excluded from the restart because of excess numbers, part of the entry fee will be returned (£60). The original doubt over the first day of the event which was initiated by the Yorkshire Parks Committee pointing out to the RAC that they were contravening their start numbers regulations, has still not been satisfactorily cleared up, but it appears that the initial furore over the number of starters has now died down. Re-seeding will take place at the end of the first day so there is liable to be some frenetic motoring in the early stages in order to grab improved start numbers.

Stratos wins San Martino

Lele Pinto brought his Lancia Stratos home to victory in the San Martino rally (ECR coefficient four) which finished last Saturday in San Martino di Castrozza at 11.00am. He finished just ahead of three Fiat Abarth 124s, which were led home by ECR champion Maurizio Verini with Bachelli and Cambiarghi in third and fourth places.

Tordoff 'retires'



Jack Tordoff has sold his fabulous 3-litre Carrera RS to Paul Michaels of Hexagon garages, Highgate, and has announced that he will still now be spectating at rallies rather than competing.

1000 Lakes chat

Most of the stages were slower than usual, the fastest being stage 12, which was covered in 4m 57s for 9.9 kms. The practising rules were tightened, so that the detailed route was only known 14 days in advance, that only Group 1 or standard cars could be used for training, and that a limit of 80 kph on stages was imposed during this period. Earlier a map showing the locations of nearly 100 stages was issued, with the threat of exclusion for any competitor who was seen at these stages. Most of these venues were not stages at all, some were, whilst on other occasions actual stages were found to have been absent from the map.

Speeding Saab

The regulations stated that competitors reported by the police to have exceeded the speed limit during the rally would be penalised as follows:

5.1 to 10 kph over limit: 100 points (i.e. 100 seconds' worth of stage time). 10.1 and over: exclusion

Blomqvist was alleged to have travelled at 73 kph in a 60 limit, and was notified at the following stage (number 12) of this fact. He was given the option of continuing pending the decision of stewards, which he did, but these stewards at the half way halt saw no reason for the penalty to be lifted. Blomqvist was not stopped at the scene of the infringement, which was in the early hours of the morning. He was penalised on the 1972 1000 lakes for speeding, but then he was not disqualified. Erkki Temmes, a leading Swedish private driver, was also disqualified as was Rolf Westeng, a private Volvo driver from Norway.

Bo Hellberg, Saab Sweden team Manager, claimed that he did not consider the check was fair. He pointed out that the paper given to Blomqvist announcing the findings of the speed check was not signed, that nobody saw the check (including he himself, who drove down the road soon after the announcement) and also that Stig was not in any hurry at the time.

World Championship positions after 1000 Lakes, round 7: Lancia 55, Fiat 43, Opel 41, Peugeot 40, Alpine 33, Toyota 32, Saab 0-30, Datsun 26, Mitsubishi 22, Ford 15, Citroen 11, Volvo 9, Renault and Audi 8, Alfa Romeo 7, Porsche and Skoda 4, Sunbeam (Chrysler) 2, BMW and Lada 1.

Roof of Africa attracts...

The Roof of Africa Rally, a rough, tough event which is not unlike the gruelling Baja 1000 in character, takes place in South Africa between September 11 and 13. There are 189 entries of which 45 are motor bikes. Ove Andersson and Arne Hertz are entered in a 2.1 turbocharged Toyota Corolla, developed locally by Scamp Porter; and Per Inge Walfriddson/Kassie Casselman are in the Volvo 142S in which they did the Total.

John Taylor is also entered in an Escort RS with local man Johann Bormann, and Eddie Keizan, a local Formula one driver, is entered in a supercharged 5.7 litre Ford F100 truck! The longest stage on the event is 340 kilometres and there is a road race at the start to determine grid positions before eager crews rush off headlong into the "boondocks." Sound like fun...

Listerine out

Listerine have now withdrawn their sponsorship from the Huxford run G1 Fiat 128 coupé in which Jean Denton has been competing in the Castrol/AUTOSPORT championship this year. The company had a contract for a year which was up for review after each third of the period and they have pulled out after the second third. Jean however still plans to do the Marina Holidays event this weekend and the Cheltenham Festival in the middle of October. Meanwhile Freda Brake is without a co-drive for the Manx and most of the remainder of year. She can be contacted on Blandford 3073 in the evenings.

Middle-East spectacular

There will be a lot of late season sun for those planning to compete on the Middle East International Rally (September 25-28) — the first such FIA recognised international event, jointly organised by the automobile clubs of Lebanon, Syria and Jordan.

The 30,000 km route should provide just about every sort of terrain going, with mountain tracks, deserts (where "compass, sun and stars are the only guides") and lush lowland sections. Minimum contributions to assist private entrants will

● Regulations are now available for the Press-on-Regardless, formerly a World Championship qualifier which was dropped from the international calendar following the events of last year. Sponsored by Lancia and Wonder Mufflers, the event is again based in Marquette, Michigan, and there are 25 stages scheduled in the 600 mile route. The event starts on November 8 and finishes the following day. Bob Hourihan and his regular co-driver Doug Shepherd are in charge of the rally and there will be very strict control of servicing and service cars. There will be penalties for carrying alcohol in either rally or service cars, and 1000 Lakes-type speeding penalties with organisers present at Police speed traps. In addition, a noise limit of 86 decibels will be imposed. (Something which is shortly to happen in this country, though not perhaps with such a strict limit.) Entries close on October 31.

● The 62 Car Club Scarborough is once again promoting its annual stages rally, this year for the first time at Restricted status and with sponsorship from Stockshills Garage, Opel Main Dealers.

The rally, on Sunday, October 19, and known as the Stockhill Scarborough Stages Rally will follow the familiar format of scrutineering on the Saturday evening prior to the event, with the start from Scarborough's underground car park at 8.30 am on the Sunday. Following the scrutineering will be a 'session' in the rally hotel, and the sponsors are hoping to arrange a rally forum with rallying personalities to complete the evening.

Olivers Mount, the Marine Drive and other popular stages from last year have been retained, which together with a forestry allocation should provide approximately 40 miles of competitive motoring. Entries, 120 at £12, and regs from Mrs F. M. Harrison, 11 Main Street, Irton, Scarborough, Yorkshire. A large s.a.e. would be welcome from prospective competitors.

● Bromborough Pool and Mid-Wirral MC's closed co-promoted John Beech Trophy Rally on 18/19 October starts at the Cattle Market, Oswestry and will use a varied route of 180 miles on the popular maps 124 and 125, mainly of four-minute sections, finishing at Corwen.

John Beech, a haulage contractor from Bromborough has sponsored the event and both experts and novices will be catered for from 90 entries. Regulations will shortly be available.

Batchelor plan

Gordon Batchelor has decided to go in search of class wins on the RAC so he is having CAX 2K fitted with a 1300 BDA prepared by John Robinson Racing. The newly powered car will have its first outing on the Aberystwyth Castrol '75, and this will be very much a preparation run prior to the RAC.

● "Southern Stages" is the to-the-point title chosen for the 90-car restricted rally being organized jointly by the Cosmopolitan Car Club and Southsea Motor Club within a 25-mile radius of Portsmouth on October 12.

The city will be the hub of this A.C.S.M.C. Rally Championship event, providing the start, finish, and a classic spectator stage — the now disused City Airport. Two laps of the all-grass airfield inside city limits will run to nearly four miles — one of the longest all-grass stages ever, so the organisers claim.

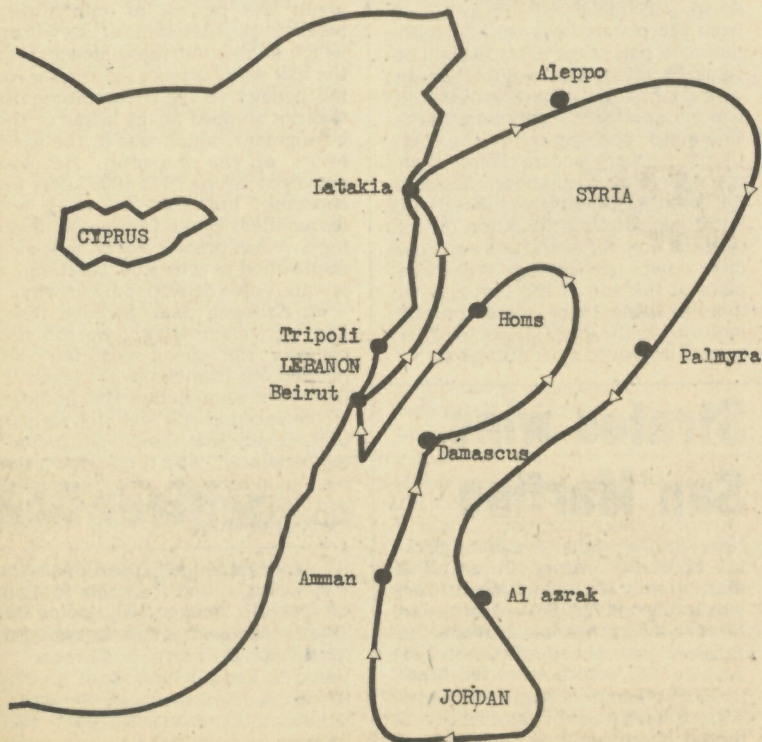
Much of the 40 miles of stages including a military five-miler have, like the airport, never been used for an event before. Keeping co-drivers happy should be the inclusion of interval timing to minimise the risk of stage cancellation through timing error.

Regulations are available from Roger Lintott, of 139 Lime Grove, Paulsgrove, Portsmouth, Hants, who can be reached at Fareham 6151 for daytime enquiries. The entry fee is £14. (Entries close September 26).

CLOSE CALL? — Roger Clark on the mountain's edge...

The drop at this section of "Tarren" is 400ft-sheer, and Roger Clark had the Cossack car extremely close to the soft, shale edge for a moment last Wednesday. A punctured o/side rear tyre was the culprit. A small piece of the track was seen to crumble harmlessly away after the incident.

be \$360. Application forms and road books come from: ATCL Office, PO Box 3545, Beirut.





John Taylor's Lakeland Stages win brings his total to three rally victories this year.

LAKELAND STAGES

Titanic struggle to Taylor

The bleak hills and crags of the northern Lake District shook and reverberated with the roar of engines and the crash of sumpguards, as a struggle of Herculean proportions raged through the duration of the Lakeland Stages Rally; the combatants being John Taylor and Chris Wathen — the Fox and the Rabbit — with final verdict going to Taylor by four seconds after a battle which will be a talking point to occupy many people for a long time to come.

The rally was co-promoted by Kirkby Lonsdale MC and Morecambe Car Club, sponsored by the Lakeland Motor Company of Kendal and masterminded by Stephen Bye who last year made the Illuminations the best rally of the year and now sought accolades in another direction. BTRDA/CCC championship status brought the best entry ever seen on a Lake District rally; the Haynes of Maidstone Escort 2 being a resplendant number one, the very presentation of the car being worth a few seconds a mile of confidence.

Bob Bean's preparation was of a more desperate nature due to Piggy Thompson's attempt at motorized rape on the Burmah but all was made well, if not pretty by Friday night and the car started at two. Wathen was at three, with the confidence of having won the 'Shellsport' rally over virtually the same stages in May and driving, as then, the ex-Norman Anstis 1800 Escort. Gordon Batchelor was at four in the team Avon Tyres 'big banger' Escort with Ian Carter in the 'office,' while BTRDA leader David Stokes had the ex-works, ex-Boyd REV 120K to replace his faithful Twin Cam. It may be thought that mid-season is not the time to drive a new car but the decision was forced on David by circumstances and one hopes that the car's somewhat inauspicious debut is not a foretaste of things to come.

The 'local most likely to' was Robin Farrington

in the ex-Tony Pond two litre BDA; but a fastest time on SSI led to a roll on Greystoke and the old question of temperament was unearthed yet again. George Beever/Stuart France were also two litre BDA mounted at seven with Randolph Whittall-Williams/Roger Hemmings next away in the Crickhowell Caravans RS 1600. Clive Holker non-started at nine so next away was the Leedhams Firenza of Pip Dale/Dave Whiteley making the only non-Ford break in the serried ranks of the top 10.

Scrutineering was held in Lakeland Motors garage where helmets and fire extinguishers were the main problems — some crews risking lives rather than money — an economically questionable decision which the organisers resolved by standing firm by their instructions.

A forum on the Friday night provided entertainment in various directions according to one's leanings on these things — Gordon Batchelor being appreciative of the anatomy of various of the Shellsport ladies present — sponsorship fringe benefits perhaps?

The actual start venue was the Kendal showground, where a tulip road book was provided as were marked maps for those who had no holders. The showground was ideal, being very spacious, although the competitor who suggested an autocross on the trotting circuit was quickly hushed up in case he was serious!

Now when the flag drops, the bragging stops or so they say and Farrington roared around Lowther Park (a private estate test) to take four seconds from Taylor and several years from his navigator's life expectancy. The test was not an indication of things to come but served fine as a warm-up before the daunting 4½ miles of Greystoke which came next.

Farrington set off to capitalize on his first stage time but as the BDA rocketed out of the morning

mist, a fast right and left pulled a wheel into the ditch and the car performed one and a half rolls to rest against a tree. The car was recovered later and found to be not too badly damaged and Farrington will compete on the Manx as planned. Dick Rollett found a ditch and got a maximum while Lakeland Motors driver Neil Hudson left the road and bent his Atlas axle too badly to continue.

A long run west brought Setmurthy where 95 per cent of the entry went off on an uphill medium right; the extrication possibly being too much for the axle of REV 120K, the shaft coming out before the flying finish and the BTRDA leader's rally was, sadly, over.

With Wathen two seconds in the lead, Wythop was next, the daunting big dipper straight where the Escorts were using 8,000 revs in fifth gear with nothing but 700 feet of pure Lakeland air on the navigator side.

The Barkers and Lee Smith Mexico of Mike Dodds/John Learoyd had a puncture at 90 mph but calmly held it all together to finish the stage. The organisers had originally been granted the use of the Whinlatter stage (as used on the RAC) but this was withdrawn by the Forestry Commission and a new stage just across the road called Hobcarton was released.

The downhill section just before the finish was covered in wet moss and many and varied were the attitudes of cars on arrival at the bottom of the hill!

The BMW 2002 of Richard Jenkins/N. Schofield had a horrifying 'off' into the trees, happily without personal injury. A card collection point preceded Ennerdale, a fairly rough forest, where Robin Langford had an accident with a tree caused by "severe brain fade" as he described it, and Peter Bryant's Imp punctured on a hairpin and shot off the track for several minutes, taking the steam out of the small car class.

A long run through the holiday traffic brought home the problems of an August date and the organisers are hopeful of moving either forward or back in next year if co-operation from all parties (mainly the other local clubs) is forthcoming.

Dunnerdale preceded lunch; a really good stage where only Batchelor had a problem (a puncture) to add to his troubles throughout the morning. A service area gave chance for a check-over before the short drive up to the Ambleside Park Hotel (which was also to serve as the finish venue) and it was worth noting that the organisers' service plans were in the main followed by competitors although the 'service anywhere' brigade are still with us and it is high time, as a general principle, that 'NO SERVICE' rules should be enforced even if it does mean an organiser having to exclude a potential winner.

Positions at lunch were Wathen 1461; Taylor 1467; Bean 1486. Fed and watered, crews drove north to Bram Crag, a disused quarry road which had a couple of hairpins and a good firm surface. Whittall-Williams was easily quickest although the Walten/Taylor duel continued to be close. Greystoke in reverse was next and David Jones/Rob Roebuck went well off in their left-hooker Escort RS; being finally heaved out by many spectators. Local driver Malcolm Wilson was going very quickly in his Twin Cam and finished a creditable third overall while Peter Edwards managed to penetrate the top 10 in the other Lakeland Motors RS 1600.

Wythop 2 was a lot safer with the drop on the driver's side; although Bill Lymburn retired on the big hairpin with back axle problems; and Taylor nosed into the lead and began to squeeze Chris Wathen into an acceptance of second overall.

Sadly Setmurthy 2 was cancelled due to a stopped watch; although this was of no consolation to Pip Dale who hit a stump and tore off the Firenza's front suspension. Bob Bean was lucky however as for some reason, unexplained, he was 20 seconds off the pace here which could have cost him dear.

That only left Hobcarton 2 with Taylor hanging on with grim determination and Wathen using every inch of the track and every rev in the BDA to make up the deficit. Taylor it was, though by just four seconds and a quick results service drew a fine rally to a close, an event summed up by a little boy who asked his rally-jacketed father as they left Wythop: "When is the next rally dad, I want to come again!"

DAVE ORRICK

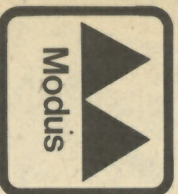
Results:

1. J. Taylor / C. Reynolds (RS 1800) 2392;
2. C. Wathen / C. Gorman (RS 1600) 2396;
3. M. Wilson / J. Davies (Escort TC) 2449;
4. B. Bean / A. Greenwood (RS 1600) 2452;
5. G. Beever / S. France (RS 1600) 2464;
6. G. Batchelor / I. Carter (RS 1600) 2465; 7. R. Whittall-Williams / R. Hemmings (RS 1600) 2474; B. F. Almond / C. Walker (Escort TC) 2480; 9. M. Smith / A. Lerner (Mexico) 2519; 10. P. Edward / G. Capstick (RS 1600) 2522.

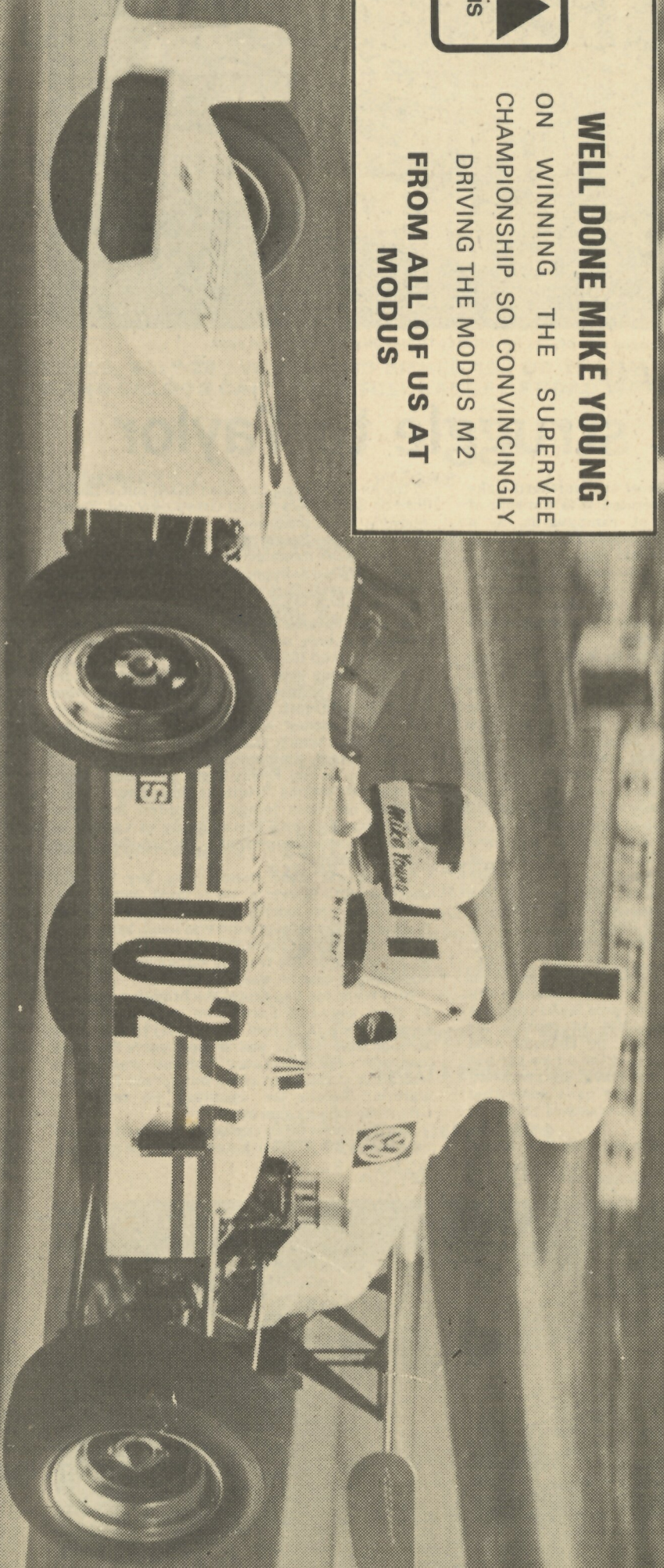
Bob Bean, his car hastily repaired from the Burmah, took fourth overall.



MIKE YOUNG, 1975 BRITISH SUPERVEE CHAMPION, IN THE WALLSPAN MODUS



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PRIVATE EAR



NICK BRITTAN

Frangible excuses

The 1970's have been the years of the 'cult' words. Smart words which everyone uses, few understand the meaning, and even fewer can spell them. Remember ... 'charisma,' and 'syndrome?' Whatever happened to 'escalate' and 'paramater?' Then there was 'dialogue' and 'scenario.'

But none that applied to motor racing.

The last cult word to appear in the language of the tracks was 'shunt' and I have a feeling that Mike Hawthorn gave us that.

But all is now changed. We have a new motor racing cult word.

Frangible.

For its introduction into the vocabulary of the cognoscenti we have to thank the manufacturers of crash helmets; or one of them in particular to be precise. In a much-publicised crash a helmet came off the head of its owner. While the motor racing fraternity stood around growling and demanding to know why a helmet should fly off the man's head the helmet people were scratching theirs looking for a publically acceptable explanation.

When it came it was a beaut. The chin strap was located on special frangible bolts, designed to break under a given pressure.

So like garbage disposal executive means dustman, frangible means breakable.

So, at that moment, frangible passed into common useage for the motor racing fraternity. Watch for the first constructor to make use of it. Will it be Chapman? Picture the scene. Ronnie foot-slogs his way up the pit lane to explain that the car is parked against the armco out on the circuit. Chapman listens. "Must have been the frangible front strut ... you know you can have the alternative non-frangible ones fitted if you want them, don't you."

Or will drivers be asking their lawyers to draw up frangible contracts with the constructors? Or will the sponsors be inviting us to junkets at which booze will be served in frangible glasses? This speculation could go on for ever. ... I really must frang it off.

Opportunity knocks

It's probably only once or twice in any decade that an instant star appears on the racing scene. It happened with Rindt. At his very first race in this country everyone was looking, pointing and asking who's the kid with the flat nose. He was a winner with star quality right from day one.

It was the same with Scheckter when he appeared fresh off the boat with his Formula Ford car at Brands Hatch. That day he established himself in the minds of a lot of people as a Grand

Prix winner and a future champion.

Other people get to be stars by the long, dull, unexciting, slow, grinding, unspectacular process of working through the ranks.

Spotting the ability to win races is one thing but spotting star quality is something else. And it's this indefinable quality that provides the short cut to the top. It's a presence, a feel, an air, an attitude that lies somewhere between confidence and arrogance.

Eddie Cheever has it. If he's not in a Formula One car and running with the chargers within 18 months I'll be surprised.

At 18 he looks like a marginally post-pubescent Robert Redford. Born in Arizona he has only the faint twang of an American accent having lived with his gad-about family in Australia and Italy most of his life. Father runs a chain of health spas in Italy, based in Rome.

At 17 he was a works kart driver for the Italian Birel team and in 1974 he was European kart champion and runner-up in the world championship. His debut in England was at the beginning of this year in Formula Ford.

Fast, sensitive and tremendous car control, was the opinion of MRC's Barry Bland after seeing his first outings. "But he was having accidents which weren't his fault. Formula Ford was just teaching him bad manners that he didn't have or need," said Bland, who then projected him straight into F3, where presumably a better class of accident prevails.

Much of his sensitivity and mechanical sympathy he inherits from the time he spent with Henry Morrogh's school at Vallelunga. Morrogh is a blarneysome Irishman who looks and sounds as if James Joyce wrote him and his trick with Eddie was to take a perfectly set-up car and send him out to do five laps. Then he'd come in and Henry would maladjust something and send Eddie out to diagnose it — roll bar, shock absorber, tyre pressure, toe-in ... that sort of thing. How else can you be taught to be a car sorter?

On Bank Holiday Monday at Silverstone young Cheever put it all together and scooped top honours in his Modus in the F3 race and impressed enough to collect the APG Driver of the Day Award too. What distinguished his drive more than most other things was the way he drove around the *outside* of South American softhead Ribiero at Woodcote to take the race lead.

Cheever Senior supports six sons (what is it about health spas?) all of whom engage in expensive sports like horse jumping and snow and water skiing. His financial support of Eddie in racing is short term. Cheever can relax — I predict that very soon small queues will be forming of people offering Eddie cars to drive and cheques to pocket.

Grand Prix car with lights!

About the kindest thing you could say about Alistair Maclean's book *The Way to Dusty Death* was that it wasn't his best. If you were being more critical you'd go as far as to say that compared with *Ice Station Zebra* and *Guns of Navarone* it was midweight pulp spiced with the usual credibility-lacking rape, loot and murder. The plot was thin and obvious and the detail work lacking in authority.

"Must have been the frangible front strut ... you know you can have the alternative non-frangible ones fitted if you want them, don't you."



The hero of the piece was a racing driver who drove a Formula One car fitted with headlights! He was a busy world champion who managed to fit a mafia involvement, a busy sex life and a bit of drug smuggling into his otherwise ordinary life style.

Yes, you're right — all the right ingredients for a Hollywood movie. And you're not wrong. The movie moguls are about to ease their latest auto epic into gear. There is talk that Steve McQueen may play the part of Our Hero.

Image conscious establishment sponsors in racing are seen to be none to keen on the film. They don't like the title for a start because it mentions death and they don't like the mafia and drug smuggling involvements.

There is no truth in the rumour that the film company have retained Tony Dean to advise on the racing/smuggling scenes.

Did you hear the one...

There was an Englishman, an Irishman and a Chinese ... no wait; this is a true story. The cast are rising superstar Tony Brise, the inscrutable Teddy Yip and the totally scrutable Sid Taylor.

Brise drove the Yip Lola which is managed by Taylor to a fine second place in the last F5000 race. He and Alan Jones lapped the rest of the so-called quality field of regular runners, which speaks volumes for the ability of these two F1 cubs and not much for the abilities or machines (or both) of the tedious and unreliable also-rans who earn a regular living at it.

Yip was impressed and signed Brise to do the three end of season prestige 5000 races in the States — Long Beach, Laguna and Riverside.

How did Brise feel after his first outing in a 5000 car? "Frankly it felt like a bucket of bolts. But maybe that's the way these machines are. It couldn't have been bad because I got pole and lead most of the race with it."

Last time Taylor was on the 5000 trail in America he was in partnership with a slightly scrambleheaded, financially dubious, Californian called Jerry Entin. They spent most of the series fighting and arguing with each other, lugging the car around on an open trailer behind a tow truck. While they fought and argued, Scheckter drove the car and won the L&M Championship for them.

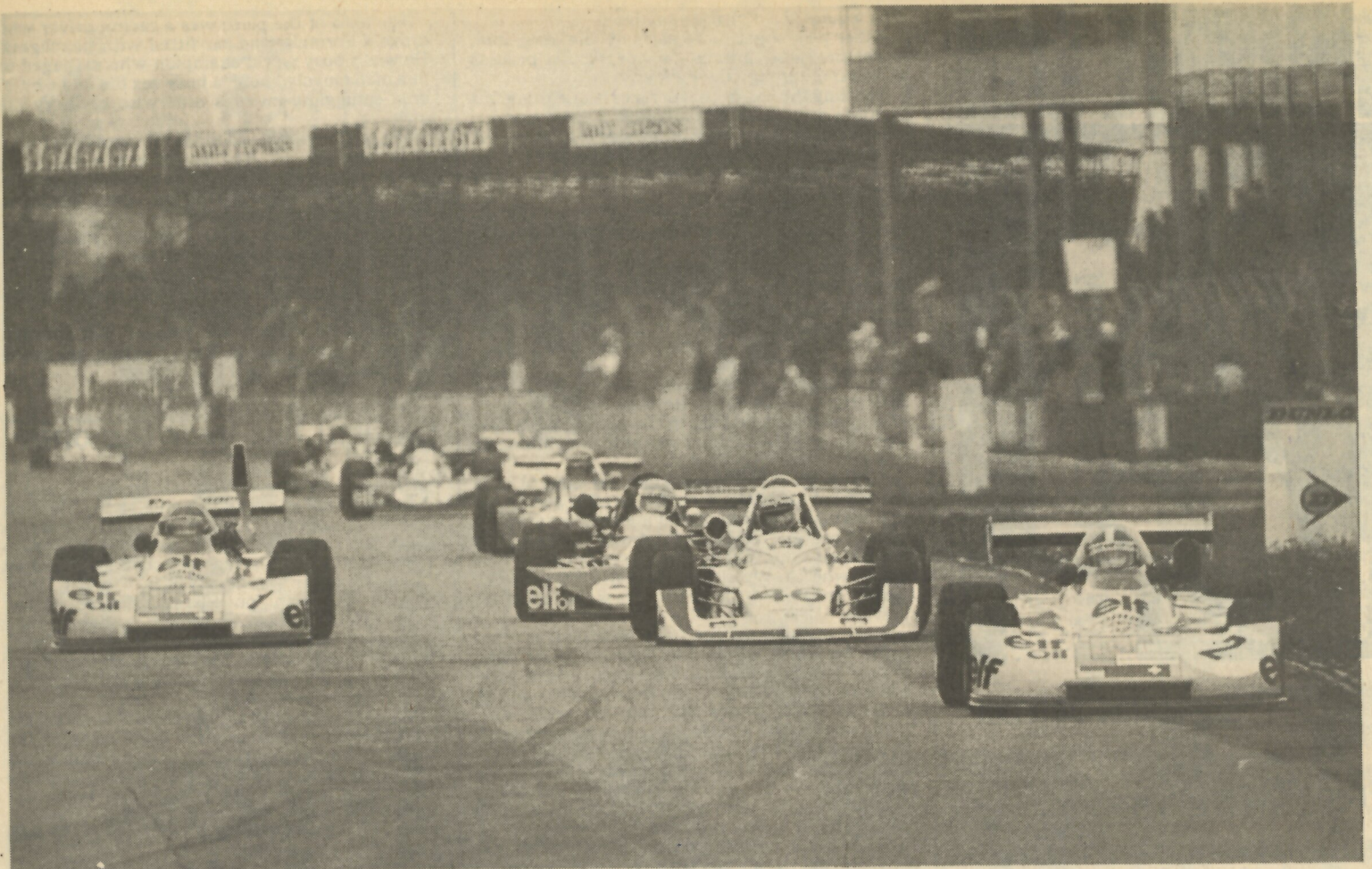
Brise hopes that Taylor gets a better act together this time. He wasn't impressed by the tale Scheckter told of how, in one race, Taylor and Entin had an argument and the end result was that neither of them would give him pit signals.

Let's hope that the cheerful and ambitious Teddy Yip is there to provide a little order and method this time.

Knight of the road

Journalist Alan Henry described John Watson's Surtees at Dijon as ... "rolling, lurching and understeering." John wrestled it into a highly entertaining (for the spectators) fifth place.

From where he was sitting it couldn't have been that entertaining. Asked afterwards about his race he paused lengthily and said, "For what I did out there today I deserve a life peerage."



Early laps with Jabouille's Elf just holding off Henton's Wheatcroft and Leclere's March while Larrousse (Elf 2J) dives for the inside entering Copse.

SILVERSTONE / F2

Leclere makes his point

By CHRIS WITTY Photos by DUNCAN CUBITT/IAN DAWSON

Justice was served last Sunday at Silverstone where, for the first time since 1967, Formula 2 graced the flat Northants ex-airfield circuit, and victory went to Michel Leclere, the quietly spoken Frenchman who heads the works Elf March team. Having secured pole position in practice, he had to fight off stern challenges early on from both Elf 2Js of Jean-Pierre Jabouille and Gerard Larrousse as well as Britain's Brian Henton, who was driving Tom Wheatcroft's Formula Atlantic car, albeit in full F2 trim.

Leclere took the lead just before half distance and immediately opened up a small gap on his pursuers. As the race drew towards its final laps, we waited, anxiously hoping that Leclere's ill luck that has dogged him this season would change. It did and the man who has led half a dozen races, but only won one to date, was able to come home a thoroughly deserving winner.

Larrousse managed to hold off concerted attacks from Henton, whose Ford engine wasn't quite able to match the BeeEms on acceleration out of the corners, and despite losing his rear brakes toward the end, the yellow Elf was 6.9s adrift of the winner at the flag and just 1.9s ahead of "Superhen".

Jabouille retired from an early lead with electrical problems, but not before he had recorded fastest lap. Meanwhile Jacques Laffite clinched this year's F2 title in the pit road, his Martini being delayed at the start with a defective injection pump and with Jabouille's demise and Larrousse only managing second place, no one can now surpass Jacques' points tally.

In retrospect, it was an excellent showing by the European F2 ensemble and although there were no "star" names present, the actual racing was of high (speed) quality. It's just a great pity that the British public aren't interested in close competitive racing. Judging by the sparse grandstands, the crowd didn't look very large and quite how they'll ever be drawn to see this type of racing in large numbers remains a mystery.

You have to go back a full eight years to the last ever Formula 2 race that was held on the Silverstone circuit. That was at Easter in 1967 when a certain Jochen Rindt, driving the Winkelmann Brabham BT23, won his second F2 race in three days. Then it was the first appearance of the cars in their new 1600 cc formula guise, the advent of the infamous Ford FVA. Last weekend was the last appearance of the cars in this country with production based 2-litre engines.

In 1967, everyone was raving about the speed of the new F2 cars and with names like Rindt, Hill, Courage, Surtees, Ickx, Hulme, Brabham, Stewart, Beltoise, *et al*, on hand to drive them, what more did you require for spectacle. But star quality aside, a fact that underlines the mark of progress over the last seven years is lap times. In 1967 the F2 cars were lapping Silverstone (without any chicane!) at a shade under 90 seconds.

Nowadays the F3s are capable of that.

Formula 2 has changed over the last decade. It's still a great formula and a superb category in concept, both for both designer and driver alike. However, gone are big names from the grids these days. They will only come back if the money is right and, like the Silverstone organisers who hadn't a sponsor for this event, to attract any graded drivers besides the regular non-graded circus means additional expense on top of a £29,000 mandatory travelling fund. Maybe the time is right for a change?

Formula 2 this year has been dominated by the French and the Italians. The latter have done well to bolster the middle order of the grids while the "frogs" have leapt to the head to dispute the victory laurels. As for the English, they're too busy wondering whether to compete in Formula Atlantic (because it's cheaper) or go Formula 5000 (because it's easy money).

ENTRY AND PRACTICE

Practice was divided into two sessions held on the Saturday, but many people took advantage of having a run around the day before when the circuit was open for private testing.

However, the low cloud that hung over the circuit for the entire weekend decided to deposit a little rain just before tea time and this consequently put paid to anyone improving on their morning's times. Thus the final grid was formed from the morning session.

Sitting pretty on pole was Michel Leclere in his familiar blue Elf March-BMW. With the March factory being just down the road, the team is well versed in setting their cars up for this track and it wasn't really surprising to see Michel well up. He knows the track and has tested here recently. That aside, he's a driver with immense ability and he probably would have achieved his time no matter what.

Occupying the middle of the front row was Jacques Laffite in his familiar Martini Mk16. Jacques had looked very impressive through the Woodcote chicane and he ended up only 700ths of a second slower than his French adversary.

The Martini had undergone some modifications since its last public appearance at Enna and was now running with a narrower front and rear track. "It's probably around 6 cms narrower" said team manager Hughes de Chaunac, "but it's the geometry that's really different." The car featured modified pick up points, both front and rear. Once again power was provided by a Joseph Schnitzer BMW engine which, like the Elfs of Gerard Larrousse and Jean-Pierre Jabouille, had slight modifications to the camshaft and cylinder head in Schnitzer's quest for more power, not that the Austrian liked experimenting in important championship races.

To clinch the European F2 championship and become the fifth Frenchman in eight years to do so, all Laffite had to do was to finish in the first five, or hope that neither of the Elf 2Js won.

Completing the front row and raising the biggest cheer, just to show how patriotic we are, was Brian Henton in the superbly built Wheatcroft 002.

This is the car which Wheatcroft commissioned ex-BRM designer Mike Pilbeam to build for use in Formula Atlantic earlier this year. The original car was written off in private testing by Henton but Richard Morgan has given the replacement

chassis two Atlantic wins to date since. However, Henton was to be Wheatcroft's choice as driver by virtue of greater experience.

The car, which is light in weight even by Atlantic standards, was brought up to F2 specification and required larger fuel tankage as well as deformable structures. These were flaired out neatly at the bottom to give a sucker-type effect. Because it would have been too complicated to pipe up a BMW engine, a Ford BDA unit was installed but, being one of Brian Hart's, it would be as near an equal to the very best BMW could offer. A lighter FT200 gearbox was also preferred to the heavier F2 type FG400. Because of the car's lightness, a full 50lbs of lead ballast had to be added to bring it up to the specified weight limit. This caused a bit of controversy late on race day when some team managers felt the "Atlantic" cars should be weighed and made to start from the back of the grid. Fortunately the "scheme" was thrown out. Can't have them do that to "our Brian".

The car also had been fitted with ventilated brakes which Henton later found to be "fantastic" and the combination really looked super smooth, especially through the chicane.

Keen-eyed observers would have noticed a proclamation on the car's rear wing telling us to dip into our pockets and buy up all the John Player "goodies" that were hurriedly being sold off cheap in readiness of a government clamp down on cigarette advertising gimmickry.

Pushed off the front by Henton was Jabouille, the only other runner to break into the 23s. Many people reckoned the F2 cars might have got near the F1 record which was set up at the GP a couple of months back. No way. They were comfortably adrift. Jabouille was driving the newer of his self-designed Elf 2Js while Larrousse had the older chassis, first seen at Estoril last March. It would, finally, be Gerard's first race in one of the new style cars, the old Alpine having been finally put to rest.

Also on the second row was Leclere's teammate, Patrick Tambay, again in his familiar Elf March-BMW. Patrick was quickest in the wet afternoon session.

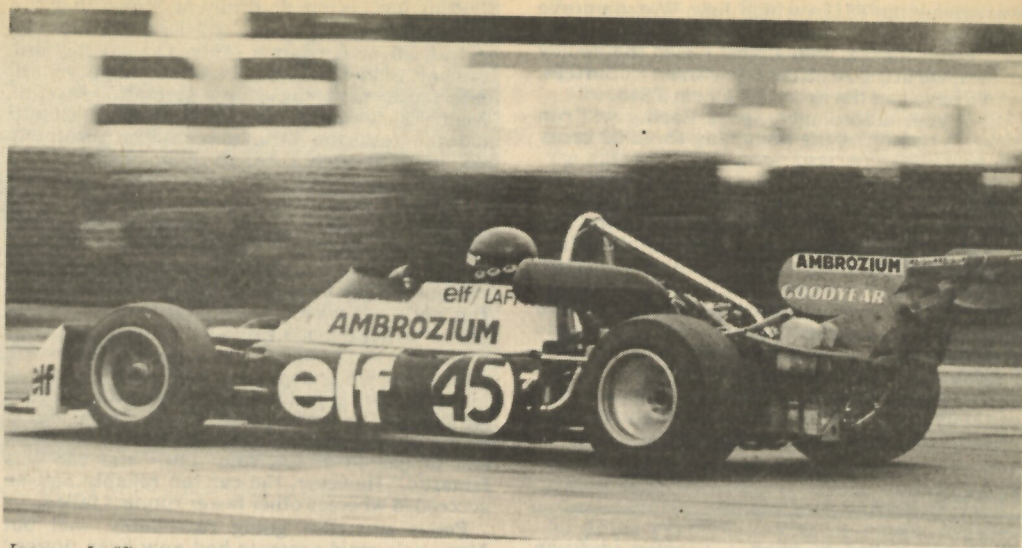
Just 200ths behind the Frenchman came Jim Crawford, making his first F2 appearance this year in his Formula Atlantic Chevron B29, but brought up to F2 spec of course. This would, in fact, be only Jim's second F2 race in less than a year.

His car was powered by a Geoff Richardson Ford BDA and not a Hart (which he uses in Atlantic) because the House of Hart hadn't one available. "I saw this ad in AUTOSPORT" said Jim, "so I phoned Geoff up and hired it." It had completed 12 hours of running at Le Mans and was regarded more as a sports car unit so Jim's effort was particularly pleasing.

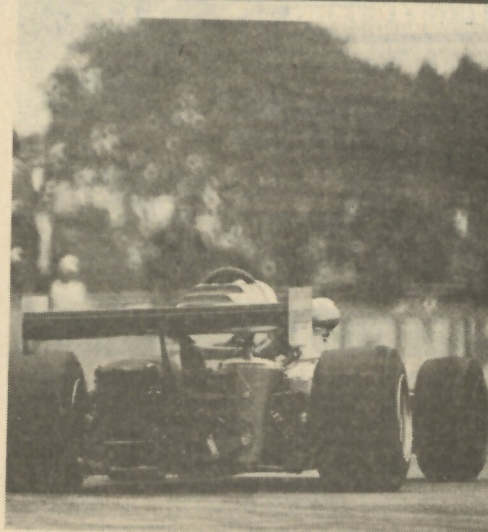
Alongside him was Austrian Hans Binder having his first race in a new "works assisted" Chevron-BMW B29, Binder having forsaken his March chassis. He has driven the car on several occasions and, despite losing an engine in the second practice, the young Austrian was showing up well. Larrousse completed the outside of that row.

A quintet of Italians came next, headed by Maurizio Flammini's '74 style March. However, Maurizio suffered a heavy crash at Stowe in the first practice and dinged a corner. He also cut his arm very badly but this was strapped up and both car and driver started the race, albeit from the back of the grid.

Patrick Tambay (top) brought the second Elf March home a distant fourth. Ted Wentz in the Wella Lola (below), seen here leading Italians Gabriele Serblin and Giancarlo Martini, before retiring while well placed.



Jacques Laffite (above) clinched this year's F2 title with his Martini stranded in the pit road. Race winner Michel Ledere (below).



Alberto Colombo, Giancarlo Martini and Gabriele Serblin, all familiar faces in F2 this year and in familiar cars, filled the next places with little Arturo Merzario at the tail in the Osella usually pedalled by Duilio Truffo, the latter being a non-starter. Merzario sat and slept in the car during the wet session, being woken by the bang of an empty Coke can rattling across the pit road!

Ray Mallock, another Atlantic refugee, was next up and this was a good effort in his March 75B, powered once again by a Swindon Ford BDG and run under the Ardmore Racing banner. To us it may have looked good but Ray reckoned he could have gone a lot quicker. Anyway, it was pleasing to see him having a relatively trouble free meeting.

Further down the large (but not quite maximum) 32 car grid was Harald Ertl in his Chevron B29, the bearded Austrian having "just missed out on the rain". He was just ahead of American Ted Wentz who wasn't able to repeat his Thruxton showing in the Wella Hair Care Lola T360B.

As we've already stated, the car had been fitted with larger fuel tanks to last the 150 mile race distance and once again it was powered by a Swindon Ford BDG. However Ted had his practice curtailed when a rose joint failed in a rear radius arm and the "Atlantic" car veered off the Hanger Straight into the corn fields "while I was going flat out in top". "Did you hit anything?" we asked. "If I did then I wouldn't be standing talking to you now would I!" quipped young Edward.

No Hans Stuck or Vittorio Brambilla! Outrage. Well, in a way a few expected it to happen. Brambilla was eventually, packed off to Trois Riveires by March for the Canadian Atlantic race while Stuck's non-appearance was supposedly down to Jagermeister, his German sponsors, failing to come up with the required readies. It looks however, that the works weren't able to make it financially worthwhile to run both their Grand Prix drivers (admittedly both non-graded) at the meeting for now.

So stepping into Brambilla's Ron Dennis-run March-BMW was none other than Masami Kuwashima, the little Japanese driver who's just returned from his native land having missed virtually the whole European season.

With his former manager Roy Kennedy having moved on into Formula 5000, Masami was originally to have hired the Fred Opert Chevron but he chose Brambilla's car at the last minute.

The team had tried the car earlier in the week with narrow track suspension, both at the front (3in) and rear (4in). Henton drove the car, which he said "oversteered too much" and so, after the first session, the team reverted back to the standard set-up.

Making its first appearance in F2 was John Wingfield's neat Ralt RT1, the car having been driven with verve by Tim Schenken the previous Friday while we also saw the re-appearance of the Surtees "works" F2 team.

In fact what had happened was Space Racing had "hired" both of Big John's F2 cars from last year and sub-let them out to a pair of Austrians. Although both gentlemen in question turned up, only one, Hans Meier, produced adequate finance.

Meier is 29 years old and comes from Vienna. He's done three years of Formula Ford and a year of FSV and he was the guy who won the Escort race which supported the Austrian GP and of whom the British competitors mentioned as having "a particularly quick car". Anyhow, Meier

was driving the TS15A which John Watson drove last year in its "experimental" guise. The other guy, Ewals Boitsiz, who almost raised the money to compete in the Austrian GP with an F1 Surtees, would have had the ex-Jose Dolhem TS15.

If all goes accordingly, Space Racing will run Meier, certainly for the remaining three F2 races this year.

Well down after problems in practice were Herbert Mueller and Claude Bourgoigne, both in their regular Marches, although the latter was plagued by fuel pressure problems which technically should have excluded him on the 110% qualifying rule.

Besides Stuck, Brambilla, and Truffo, the two ROC Chevrons failed to appear (because of engine problems) among several others, while Belgian Patrick Neve found the Ford Pinto-powered Safir misfiring on Friday and the team put it away, certainly until Zolder in a fortnight's time, preferring to concentrate on their F3 car.

RACE

"I bloody stalled it didn't I," confessed Brian Henton afterwards. This was in reply to our question as to why he was last to leave the grid on the final warm-up lap. Earlier much amusement had been caused, as ever, by Tom Wheatcroft who, when seeing Bernie Ecclestone attempting to place a Goodyear decal on the Wheatcroft, jovially barked out for some money in return. Ecclestone, jokingly, fumbled for some but confessed to be a little short. "If you didn't wear such bloody tight trousers Bernie," bellowed Tom, "then you might have somewhere to carry it!"

Brian Henton Wheatcroft 1m 23.84s	Jacques Laffite Martini 1m 23.31s	Michel Leclere March 1m 23.24s
Patrick Tambay March 1m 24.35s	Jean-Pierre Jabouille Elf 1m 23.85s	
Gerard Larrousse Elf 1m 24.83s	Hans Binder Chevron 1m 24.61s	Jim Crawford Chevron 1m 24.37s
Alberto Colombo March 1m 25.24s	Maurizio Flammini March 1m 24.90s	
Arturo Merzario Osella 1m 25.57s	Gabriele Serblin March 1m 25.36s	Giancarlo Martini March 1m 25.25s
Dieter Braun March 1m 25.92s	Ray Mallock March 1m 25.59s	
Loris Kessel March 1m 26.17s	Willi Deusch March 1m 26.05s	Antonio Prado March 1m 25.95s
Harald Ertl Chevron 1m 26.19s	Bruno Pescia March 1m 26.19s	
Giorgio Francia Osella 1m 26.33s	Masami Kuwashima March 1m 26.28s	Ted Wentz Lola 1m 26.28s
John Wingfield Ralt 1m 27.08s	Francesco Cerulli March 1m 26.48s	
Bernard de Dryver March 1m 29.41s	Sandro Cinotti March 1m 27.48s	Hans Meier Surtees 1m 27.28s
Cosimo Turizio March 1m 30.58s	Herbert Mueller March 1m 29.99s	
	Claude Bourgoigne March 1m 50.21s	Gianfranco March 1m 31.61s

It was just perfect. The little Wheatcroft twitched this way and that, the big rubber Goodyear "doughnuts" compressed and our lad was up and way into Copse with the rest howling after him. Everyone except Laffite and Loris Kessel for both the Ambrozium-sponsored cars were in trouble, not that Kessel was going to worry anyone by his absence. Laffite would though and if his earlier demands for start money had been met favourably (not that he should have received some anyway), then it was a bad show he was putting on, frantically waving his arms about in a fit of rage while sitting in the pit road.

Dramas from the pre-race warm-up had struck again and this time it was not the black box but the fuel injection pump that was playing up. The fuel mixture had been incorrectly set and also all in all, it was panicsville all round. That was it, Laffite was out of the hunt for despite a few token laps later on, he quit with supposed "vibrations" coming from the car.

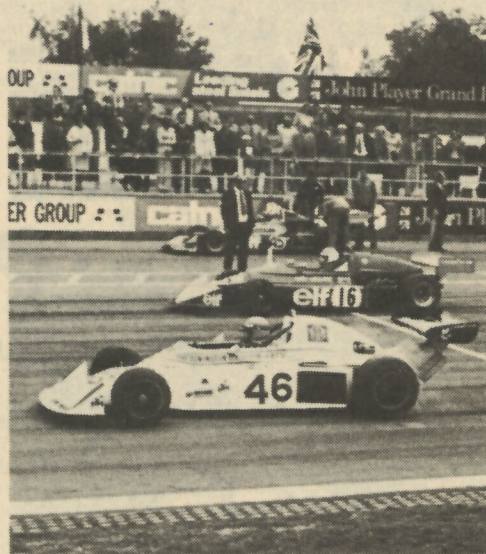
Meanwhile Henton held the lead all the way around that first glorious lap, having succeeded in

shutting out Leclere so firmly at Stowe that the Frenchman had slipped behind Jabouille but was still ahead of Larrousse. Then came Crawford, Tambay, Binder and Mallock after a mighty start. Pescia was next chased by Merzario, Martini, Wentz, Kuwashima, Serblin, Colombo, Cinotti and the rest, the little nimble F2s absolutely rocketing through the new chicane at almost unbelievable speed.

Henton's glory lasted for just one lap before Jabouille dived through under braking for Woodcote to complete the second lap. The two Chevrons of Crawford and Binder hung on for just another lap before beginning to drop away and Tambay went with them, the second Elf March driver having taken a gamble on running as little downforce as possible for extra speed (a smaller Atlantic type nosecone) and was now beginning to lose out in big lurid slides through the corners. He struggled on gamely and although losing out at over a second a lap on the leaders, with a smirk and tongue in cheek, said that, "the car was fantastic." However, the car ran reliably and he succeeded whereas other faster runners failed.

Pescia was also going reasonably well but Merzario's rapid progress had now been noticed and the little Osella was flying through to reach 5th place by lap 12, although well behind the leading quartet. This became 4th on lap 19 but a broken water pump caused overheating and the Italian combo retired two laps later.

With Laffite stationary off the track, Henton got the jump on Leclere at the start.



Mallock's meteoric start began to fade as Ray gradually started to slip back downward during the course of the race and although he eventually finished, he would obviously reckoned on being higher up the order had problems not intervened.

Binder and Crawford began to run into problems, the Austrian suffering first when he picked up a stone through the radiator as early as lap 2. The engine began to overheat and on lap 21, he had to make a stop. The rad was changed and he restarted but the engine had lost too much power so he retired.

Crawford on the other hand began to experience oil surge through the corners and this allowed Merzario to catch and pass him as early as lap 10. It gradually got worse and the Chevron lapped slower and slower until all the oil eventually disappeared. Finally the diff broke on lap 28.

Colombo had pitted at this stage with gearbox problems, Flammini had quit after several slow laps, Cinotti and Pescia had blown both their engines, as had Ertl who had been pulling through the field well. He had reached 9th and was threatening Martini when he retired on lap 21 with a rod through the side.

Up until this point, the battle up front had been really superb. Jabouille still retained the lead over Henton for just two laps before Larrousse snicked through to make it an impressive Elf one-two. Almost immediately, Leclere also got the better of Henton but all four were still covered by just over a second. It was great stuff.

Then, quite suddenly, on lap 9, Jabouille's engine note burred for an instant passing the pits. In a flash Larrousse, Leclere and Henton were through but by the end of that lap, Jean-Pierre was hard on their tails again.

Through the backmarkers they weaved, anxiously glancing into their mirrors to check possible attacks from each other under braking. It was under these circumstances that Henton was the master, using the superior braking of the Wheatcroft to regain the ground lost on the straights.

It wasn't until lap 14 that Jabouille managed to repass Henton and he then set his sights on Leclere. But it wasn't too be for as the Elf exited the chicane to complete its 18th lap, the engine died again. Jabouille fought off a lurid visit to the dirt, Henton flicked through and the Elf was seen no more.

This time the engine had cried enough but Jabouille had been handicapped throughout the last half dozen laps by a loose electrical connection that had cost him the lead and 400 revs.

Now it was up to Larrousse but Leclere and Henton had other ideas. Moving down toward Stowe on lap 21, Henton whipped out and tried to outrake both of them into the corner. Well, almost. Larrousse missed a gear, the Wheatcroft was momentarily balked and Leclere found the opening for the stairway to heaven. In less than a lap, the blue March had opened up a small gap but it was enough. It grew, little by little, until it rested on a 5s cushion. Neither Larrousse nor Henton could retaliate, the Elf because it had to spend six more laps trying to find a way past the never-say-die Henton. Eventually Gerard managed it but with lamination on two of his tyres and oil from the cam cover spraying onto his rear brakes, and also all over Henton's car, there was no way anyone was going to reel in Leclere.

Further back Wentz had forced his way admirably through the field in his Lola, surviving a wheel banging match with Serblin to which Wentz remarked, "He should have known better than to bang wheels with a Lola otherwise he'll end up with a wheel in his cockpit!" He also spun on lap 12 at Becketts and dropped from 9th to 15th.

Wentz, on the re-clip, had reached as high as 5th on lap 31, and was pulling in Tambay at 1/2s per lap when the engine suddenly cut out between Club and Abbey. It had been a good drive.

All these midway retirements had made room for Serblin and Martini to move onto the leader board and these two circulated steadily and rather unrespectably for Italians. Serblin said afterwards that he wasn't happy with the handling of his chassis and gradually Martini pulled him in. It looked as if the parma ham merchant would have Lele's bacon but a lurid spin (into retirement) by Dieter Braun at the chicane when his rear wing stay broke, allowed the Elba car to hang on by around 1s at the flag.

Also having a good run, considering he hasn't raced in F2 for some time, and also because his car had a broken exhaust pipe, was Kuwashima. He'd worked his way up to 7th but, with 5 laps to go, he spun at the chicane on some of Braun's debris losing five places.

Thus 7th was finally inherited by Willi Deusch (March-BMW) who took an ailing Giorgio Francia (Osella-BMW) near the end. The Osella driver also fell into the clutches of Mueller, who had driven reasonably well and hard from a lowly grid placing, while Mallock was in there as well and finishing in the money.

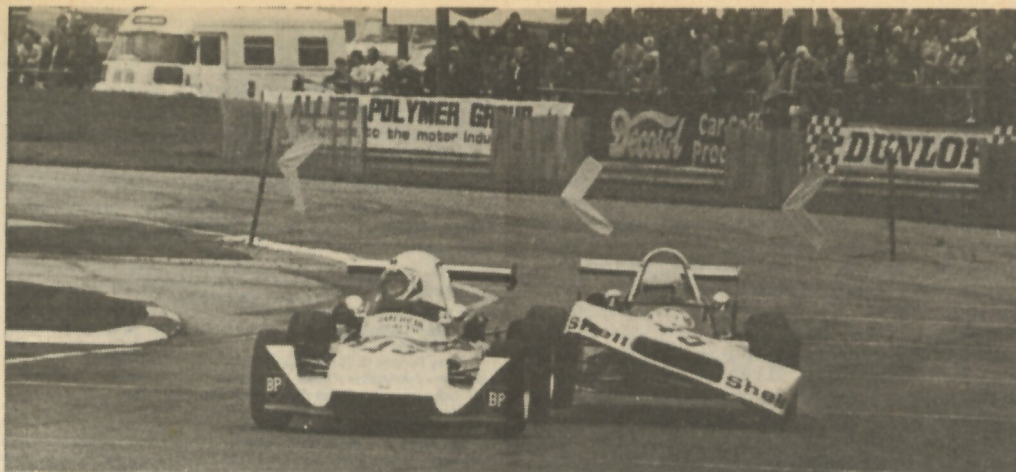
For Leclere it was a superbly calculated victory and, having been presented with a bottle of champagne before hand for setting fastest practice time, Leclere had remarked on "this strange English custom of giving the champagne to the winner before the event!" But how right he was.

Laffite may have taken the championship, Leclere the race but Brian Henton stole the show. Good on you Brian.

BRDC European Formula 2 Championship Silverstone — August 31 50 laps — 146.60 miles F2 Championship — round 11

1. Michel Leclere (March-BMW 752), 1hr 11m 05.56s, 123.72 mph.
2. Gerard Larrousse (Elf-Schnitzer BMW 2J), 1hr 11m 12.46s.
3. Brian Henton (Wheatcroft-Hart Ford BDA 002), 1hr 11m 15.31s.
4. Patrick Tambay (March-BMW 752), 1hr 12m 04.12s.
5. Gabriele Serblin (March-BMW 752), 1hr 12m 13.66s.
6. Giancarlo Martini (March-BMW 752), 1hr 12m 14.77s.
7. Willi Deusch (March-Schnitzer BMW 752), 49 laps, 8. Herbert Mueller (March-BMW 752), 49 laps, 9. Giorgio Francia (Osella-BMW FA2), 49 laps, 10. Ray Mallock (March-Swindon Ford BDA 75B), 49 laps.

Fastest lap: Jean-Pierre Jabouille (Elf-Schnitzer BMW 2J), 1m 24.15s, 125.43 mph (F2 record).



The final incident: Terry Perkins' Ralt hits the winner Cheever while attempting to take the lead.

BP F3 CHAMPIONSHIP

Cheever survives and scores

By IAN PHILLIPS

Drama, incidents galore, close racing — all the ingredients of a good motor race; they blended together nicely for the opening race on Sunday, the BP Super Visco Static F3 championship race. With the championship building up to a really thrilling climax, this round was heralded as the one which would, perhaps, swing things in one driver's favour. Not a bit of it. Leader Gunnar Nilsson had mechanical trouble and then fell off; Danny Sullivan had it sewn up and he fell off; Alex Ribeiro was leading and then hit trouble as did Patrick Neve. All through this, and more, F3's new hero, 18-year old American/Italian Eddie Cheever stood firm. In just his sixth F3 race he showed remarkable calm and judgment and came home victorious, his second successive BP championship win in his Modus-Toyota M1.

Cheever had his troubles too; a gearbox that was reluctant to operate and then, just as he was about to lose his lead to Terry Perkins, the challenging Ralt hit him from behind and bent the exhaust. However, it was Perkins who came off worst and he dropped to fifth behind brother Larry, the ever improving Pierre Dieudonne, and the gutsy Richard Hawkins. The top British finisher was Tim Brise's Modus which was sixth.

Following the race on the Club circuit a week before the leading championship positions read: Gunnar Nilsson, 56; Danny Sullivan, 48; Patrick Neve, 46 and Alex Ribeiro, 34. All of them were tensed up for this big battle, a non-finish for just one of them and the others would be just that much safer. This race was very important.

Twenty three cars turned up for the 45 minute practice session on a dry track on Saturday morning with the GP record time of 1m 31.4s to aim at.

Early season championship leader Patrick Neve was really anxious for a win in the Safir to get right back on terms. He was really happy with the Holbay twin cam powered car and, in fact, was timed a couple of tenths quicker than his credited 1m 31.11s. Hoping to be able to repeat his GP start he geared to 6700 rpm in the hope of being able to break the tow, although this was something of a gamble as the venerable twin cam shouldn't really rev that highly.

The two works Marches of Gunnar Nilsson (31.18s) and Alex Ribeiro (31.34s) shared the front row. Both drivers were immeasurably happier with their cars this week. Having recently lost their early season advantage Robin Herd had ordered a thorough rebuild during the week under the eye of Wayne Eckersley. Gunnar didn't reckon his handled as well as Alex' as he had softer shock absorbers and the car rolled a little too much, however he wasn't prepared to change before the race. Alex knew he could have been quicker but the car ran out of petrol just after he'd put on fresh tyres.

The second row consisted of the works Modus' of Eddie Cheever and Danny Sullivan on 31.59s and 31.69s respectively. The previous weekend's winner Cheever had a Toyota engine fitted, for the first time, late on Friday night. Both drivers were very happy with their cars, although Sullivan had a little tyre trouble which probably cost him a few tenths.

Terry Perkins was next up in his Ralt (being run separately from his brother's as he wants to stay in

England) but he had brake problems and a wheel out of alignment. Nevertheless he did a 31.75s. Brazilian Ingo Hoffman was next in his Creditum March on 31.97s, the final sub 1m 32s man. Richard Hawkins completed the third row in the Ratcliffe Springs March, which he found was just not quick enough down the straight. On 32.03s he was also slower than he had been at the GP meeting.

Stephen South was going well in the Ray to do 32.18s before a driveshaft broke while Bertrum Shafer impressed in his Ralt to get down to 32.23s.

Dick Parsons headed the fifth row very short of horsepower in his Ford powered Modus. Larry Perkins was having all sorts of handling drama with his Ralt 'I just wasn't thinking right at all. My mother could have driven quicker'. Chronic understeer was the problem but he thought he'd got it sorted for the race. Next to him was Chris Barnett's March running its new Toyota engine with the right clutch this time. He was happy enough with his 32.47s 'but it could be better'.

The Ecurie Ecosse March of Graham Hamilton was next on 32.91s and becoming more competitive and the driver much happier with life despite running old tyres. The B&O cars of Pierre Dieudonne and Herve Regout were next, both fitted with updated BMW engines after missing a couple of races. They ran practice on old tyres to try to save costs and expected to show better in the race. Tim Brise (Modus) and Don Macleod (GRD) completed the really competitive runners on 33.46s and 34.09s respectively, although the latter didn't start as he felt the car wasn't quick enough in a straight line.

Ken Silverstone, Steve Pettit, Pete Clark, Tony Rouff, John Lain and Bob Arnott completed the list. Arnott, having suffered yet more engine trouble, had to start ten seconds and ten yards behind for not qualifying at the right time.

As at the GP meeting the start was to be by lights but, unlike that meeting, this one didn't go smoothly. The lights were on red, then went off completely, then red again and then green. The second row, Cheever in particular, went as soon as

the reds went out first time; the rest hesitated briefly and then went smoking off in a very ragged manner. It was a mechanical malfunction of the lights that caused it and nobody was penalised.

Cheever it was then, who took an immediate and comparatively large lead into Copse but by the time they reached Stowe, Ribeiro had made up the difference and gone past with Sullivan and Neve right there too.

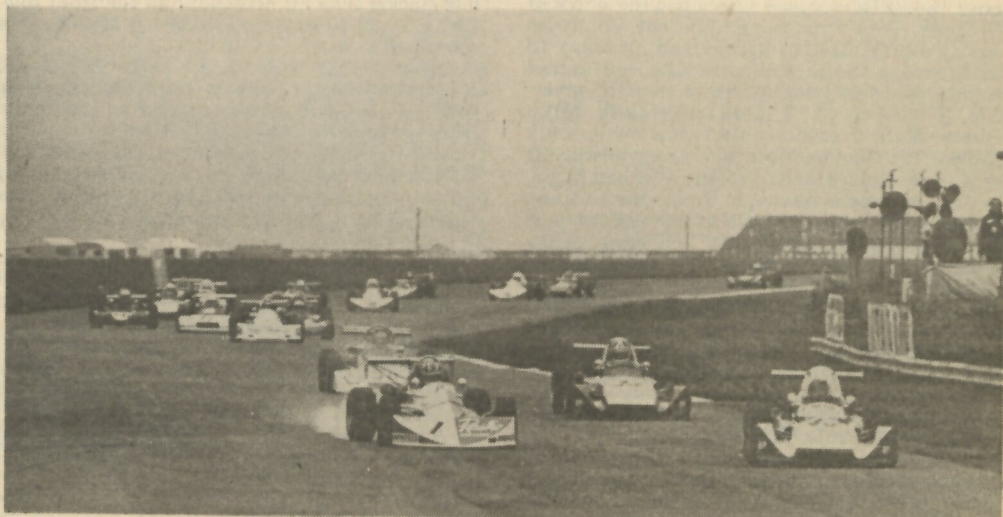
Into the chicane for the first time the drivers seemed to have forgotten the yellow flag ruling, and were chopping and changing all the way into the braking area. Anyway out of it all Ribeiro emerged with Cheever, Sullivan, Neve and Nilsson line astern behind him. A small gap and then came Perkins T., South, Hawkins, Hoffman, Brise (a good start), Schaefer, Perkins L., Barnett Dieudonne, Regout, Parsons (who was cruising as he thought it would be started again), Pettit, Hamilton, Clark, Lain and Arnott.

It then really became vintage F3 for a few laps as the leading places changed at nearly every corner with each driver trying make-or-break moves even though there were another 18 tours to go. At the end of the second lap Ribeiro appeared to have made the break, but next time round Sullivan was in front; Neve clung on to third and Cheever dropped behind Nilsson and the two slipped back slightly. Nilsson's race though was as good as over. He'd been having trouble getting gears and on lap three pitted stuck in fifth. The championship leader was out of the way, his nearest challenger Sullivan was in the lead, here was his chance. Ribeiro wasn't going to let him go however, and was locking up brakes in an effort to stay with him. But this he only managed until lap six when he crawled round to the pits with a loose wheel (a balance weight had fallen off and it had vibrated loose. The brakes too were bled at the front as they hadn't worked at all). Challenger number two gone. Sullivan had two seconds now on Neve, it looked too easy. But no, this wasn't to be Sullivan's day either. He lost it going into Copse for no good reason and dropped to last. He eventually pitted and retired although nothing wrong could be found with the car. Challenger number three gone. Leader number four was Neve with Cheever right on his tail. With the others gone, a win for Patrick would put him well up in the championship, but that wasn't on either. The engine suddenly went flat and he crawled into the pits with a broken plug. Leader and challenger number four gone.

Cheever then, at half distance, was back where he'd started the race — in a comfortable lead. It had been just as dramatic behind too. Terry Perkins was now second having barged his way past an impressive South at the chicane, a moment that both were lucky to get away with. South then started to battle with Hawkins over third, both drivers looking very spectacular. But it wasn't South's day either, he'd got a puncture and he spun at Becketts, clipped the catch fencing and unfortunately wrote off the car.

So behind Hawkins, in third place, was a monster battle for fourth headed by a hard driving Dieudonne from Brise, Larry Perkins and Schaefer. Perkins was really charging following a second lap spin at Becketts which dropped him to 16th 'it was oversteering in a big way but I thought I could get away with hanging it out at 95 degrees. I couldn't. Parsons was next, on his own, then Hamilton and Barnett, dicing hard, then Arnott, Pettit, Clark and Lain, the latter pair never more than a few yards apart.

Becketts on lap 1: Cheever leads the locked up Ribeiro, Sullivan and Neve.



Missing were Hoffman, who'd spun at Becketts on the second lap and then quit the next time around with an oil leak at Club and Regout, having climbed up well to tenth, then spun into the barrier at Copse on lap seven sustaining a bang on the head from a fencing pole and had to be removed to hospital.

At the start of the second half of the race Cheever had a comfortable lead over Terry P. but the man we were all watching was brother Larry. He was working up well and on lap 12 took Dieudonne for fourth. Two laps later he was past Hawkins at Club for third. Six laps to go and he was 13s behind the leaders. A fairly impossible task but the way he was letting it all hang out maybe he could just do it. As we pondered this though, suddenly Terry stole the limelight — he was reeling in Cheever quickly. At corner after corner he flung the little Ralt from lock to lock in vicious great slides and the distance just melted away. Coming into the chicane on lap 18 it was just a matter of waiting 'till they got on to the straight and then nipping by. Cheever, it must be said, was in trouble with sticking gears (he was

only using fourth and fifth to cut out some changes). Unflustered, Cheever held his line through the chicane and Terry glued himself to his gearbox, unaware of the Modus' problem. Then he came unstuck. As Cheever struggled to get fifth the car hesitated momentarily. Perkins, foot hard down, was caught out and just clipped the back of it. His nose cone went all askew and he slithered on the grass and then did a complete 360 spin in the middle of the circuit. His chances were gone although he restarted second still, but only just in front of his brother and the following hoard.

Cheever's car had suffered a bent exhaust pipe in the accident but was well enough clear to maintain his lead for the final two laps, finally coming home eight seconds in the lead to a popular and well deserved win. With all the others being so hairy and putting him under pressure as well as his own mechanical maladies, he kept his head throughout in an impressive way.

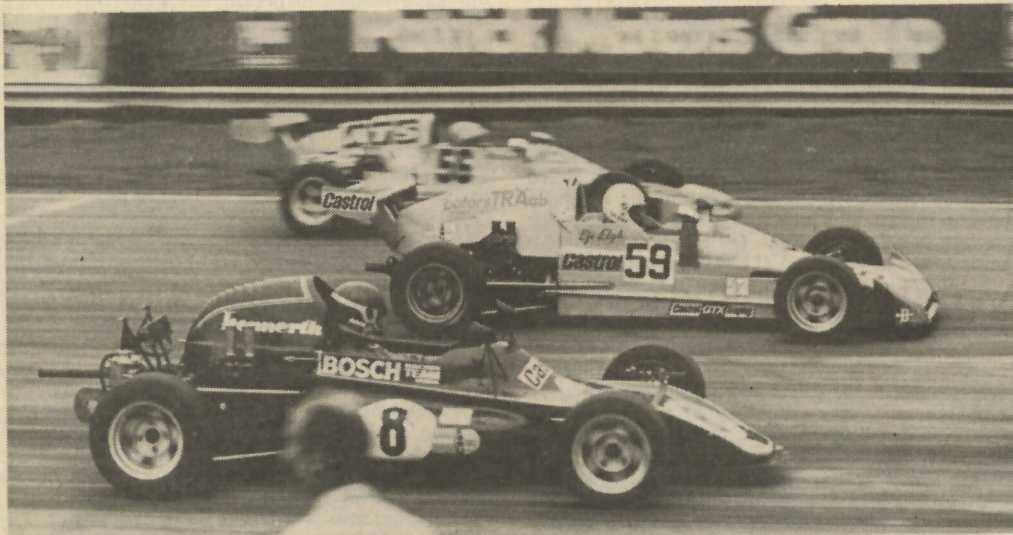
Larry P., Dieudonne and Hawkins (with a rear tyre definitely "off") finished line astern in the next three places all having driven very good races. The expected late challenge from Larry was

thwarted when he picked up a puncture in a rear tyre five laps from the end. They were covered by under a second while Terry was just over one second further back in his now ill-handling car. Brise drove steadily into sixth place only another four seconds back with Schaefer, Parsons, Hamilton and Barnett next.

Ribeiro had continued after his stop, and took fastest lap and one championship point; team mate Nilsson had done the same, but fell off at Copse.

**BP Super Visco F3 Championship race
20 laps, 58.64 miles**

- 1, Eddie Cheever (Modus-Toyota Novamotor M1), 31m 5.99s, 113.13 mph.
 - 2, Larry Perkins (Ralt-Ford Novamotor RT1), 31m 13.75s.
 - 3, Pierre Dieudonne (March-BMW 753), 31m 13.87s.
 - 4, Richard Hawkins (March-Toyota Novamotor 743), 31m 14.30s.
 - 5, Terry Perkins (Ralt-Ford Novamotor RT1) 31m 15.08s.
 - 6, Tim Brise (Modus-Ford Neil Brown M1), 31m 19.07s.
 - 7, Bertram Schaefer (Ralt-BMW RT1), 31m 22.66s; 8, Dick Parsons (Modus-Ford Neil Brown M1), 31m 25.69s; 9, Graham Hamilton (March-Ford Novamotor 753), 31m 26.21s; 10, Chris Barnett (March-Toyota Novamotor 753), 31m 30.75s.
- Fastest lap:** Alex Ribeiro (March-Toyota Novamotor 753), 1m 31.36s, 115.53 mph (record).



Elge Elgh of Sweden, just gets his nose in front at the start of the final of Super Vee Gold Cup round. Jochen Engel is on the far side and Kennerth Persson's wingless Kaimann close to the camera.

VW GOLD CUP SUPERVEE

Rosberg's class confirmed

By BOB CONSTANDUROS

Last year we saw him win in the wet, this time we saw him win in the dry. Keijo Rosberg, the fanatically ambitious Finn, desperately wanted to win the VW Gold Cup Super Vee round at Silverstone last Sunday in front of a bevy of team managers from F2 and F1 who might be watching. And despite a fourth row grid position for the final, he was third at the end of lap one, second on lap two and in the lead on lap six. For seven laps he swapped places with Eje Elgh from Sweden until the latter's tyre slowly let him down, and Rosberg, although not pulling away, was in command. After nearly 60 miles of close racing, there was just 0.28s between them, and there had never been as much as even two seconds. A lonely third was championship leader Miko Kozarowitzky after he'd fought away from a mammoth dicing bunch for fourth place. In this, Mike Young, John Morrison and Peter White all distinguished themselves, but Young was blackflagged for a loose engine cover, Morrison spun and was in turn hit by Bill Burley, so that White upheld British honour with a really superb fourth place in this top class entry. The racing throughout the Super Vee final was of the highest order and certainly very exciting. As commentator Ian Titchmarsh remarked, it was just like the old, halcyon, days of 1 litre F3, really tremendous.

For this sixth round of the European Gold Cup series, the BRDC secured a very healthy entry of 59 Super Vees from nine different countries varying from Finland to Switzerland. Of these, 13 didn't turn up, the most important being Manfred Schurti, who was lying fourth in the championship. Following ATS Lola teammate Miko Kozarowitzky's recent contretemps with Keijo Rosberg, the team had just two cars available for Mr K as he's known, and Germany's Jochen Engel. So Schurti was without a drive. Bernard de Saint-Hubert, who did well at Silverstone last year, was another non-arrival following recurrence of a back injury, and Belgian Daniel Herragods replaced him.

The field had two half hour practice sessions on Saturday morning, and in those divisions, they raced two seven lap heats on Saturday afternoon. The first of the heats had a slightly wetter track following early morning rain, but on this Kozarowitzky excelled. Even though he was walking with a stick following his accident the weekend before, it was only a precautionary measure, and he was healthy enough to take his Heidegger powered ATS Lola to a 1m 35.76s. Peter Scharmann from Austria, in a Warsteiner

sponsored Toj Modus, was 0.6s slower and just 0.1s quicker than his neighbour on the front row, Dieter Engel from Germany in his Holiday Inn sponsored Kaimann.

Just a further 0.06s slower than Engel was Kennerth Persson's Bosch Kaimann. Persson, from Sweden, is currently second in the championship, benefitting from the help of team patron Kurt Bergmann who has aided the careers of Jochen Rindt, Niki Lauda and Jochen Mass among others. Sharing the row with Persson was Herragods in a Schrick powered Royale RP19 on 1m 36.92s.

On the third row of this heat was John Morrison in one of Ian Williams' Supernovas, this one his 1974 car. However, Morrison had a mild off in practice, and then tried the car with no wings. This, he predicted afterwards, would be the way to win the race, "but it'll be a courageous man to try it." Louis Christen of Switzerland in his LCR and Prince Leopold von Bayern in Morrison's Supernova for the second of three races, completed this third row, although they were in the 1m 37s. Bror Jaktlund, who prepares his own engines, came next in his Linjak, while some way back, in the 1.39s, was Peter White in his Royale, although Bill

Burley (Royale RP18A) was quicker in the 1m 38.5s.

The second heat was dryer, and in this, Sweden's Eje Elgh was quickest. Elgh, who has benefitted from Ronnie Peterson's advice, is a sort of racing Romany and drives a Lola with one of Jaktlund's engines. His 1m 34.88s was 0.11 quicker than Finn Mika Arpiainen in a Veemax. This is powered by a special downdraught Heidegger, which, on its day, is excellent. Making it an all Scandinavian front row was Keijo Rosberg, last year's Silverstone winner, in his Kern Kaimann on 1m 35.22.

Britain's Mike Young in the Wallspan Modus was the only other one in this heat to be in the 1m 35s, but having set the time, Young left the track in a big way and spent most of the rest of the day until his heat, repairing the car and getting it to at least look straight. He'd been very impressed with the straight line speed until a backmarker took him off. Sharing the second row with him was Jochen Engel, no relation to the other Engel, this one in the ATS Lola team and setting a 1m 36.30s.

Bruce Venn was also in the 1m 36s with his Elden, sharing the third row with Switzerland's Heinz Loosli (Royale) and sixth in the championship, Helmut Bross. Simon Kirkby was a couple of rows further back in his Supernova, having his first SV drive in the wet and both Barry Hopwood and Peter Froude were quicker than Lennart Sundahl in one of the Bosch Maimann which had an abbreviated practice.

The track was decidedly on the wet side of damp when the first heat cars took to the track and from pole Kozarowitzky made easily the best start. But even by the time they'd reached Becketts, things were happening. Peter Scharmann spun and then proceeded to take off Louis Christen and it was quickly all over for these two. Although Christen overturned, he was unhurt. Meanwhile, Kozarowitzky lost out to Persson, who excelled in the wet and quickly took over to dominate the seven lap heat although Mr K had gear selection problems. Jaktlund challenged the Finn for some of the race, and slowly dropped back to be nearly caught by Morrison at the end. Morrison had been some way down, but with some exciting round-the-outside type overtaking (Engel at Stowe and White at the chicane, in the wet), he hauled himself well up by the end after a good drive. White and Engel followed him home with Burley and Prince Leopold next. The former drove a good race in the wet and nearly caught Engel.

The second heat was a little dryer, but strangely, the times were slower which might perhaps be a credit to Persson's achievements. Claude de Wael in the Belgian Celi got away to a demon start from the fourth row, but perhaps justice was done at Becketts where he got somewhat involved in leader Rosberg's spin which generally broke up the field. However, it left Eje Elgh on his own in the lead which he held to the end. But Jochen Engel in the ATS Lola began to whittle away the gap, and at the end, it was a mere 0.75s, although Elgh had control of the situation. Helmut Bross was third all the way, although Mika Arpiainen, who had a delayed start, nearly caught him on the line, a very close finish. Mike Young had been up in fourth, but he slowly dropped back with too much wing and an inoperative rose joint after working hard on his dinged car. Barrie Hopwood drove a good race, coming home eighth in his Royale RP18A. Sundahl had an unhappy race, retiring with engine bothers after a spin, and Herragods visited the catch fencing after two laps.

The final was the very last race of the day, over 20 laps. And what a final it proved to be. Although Persson was on pole, it was Elgh who nipped into Cope first with Jochen Engel on his tail and Arpiainen next from Rosberg. But although Rosberg lost a place on the way to Stowe, he jumped up two to second going into the corner, making obvious moves to impress. But he hadn't reckoned for Persson who had already had a mobile boxing match with Mr K and demoted Rosberg to third as the field scrambled and weaved through the chicane to end lap one. By lap two, Elgh already had a tiny gap to Rosberg, which the latter now proceeded to gnaw at, while Jochen Engel had a small gap too to Persson, Bross, Kozarowitzky and Morrison.

Over the next couple of laps, things were orderly at the front, with Rosberg nibbling at Elgh's lead and Engel just behind. But after them came a huge bunch. Kozarowitzky was overcoming his differences with Persson, but they had a mammoth train of seven cars a couple of feet behind them.

On lap six, things began to happen. As they came into finish it, Rosberg just nipped through the inside of Elgh to lead through the chicane, and start a PR operation on the Swede that was basically to tell Elgh that there was no way he'd ever lead him on that bit of track. And that was the bit that was going to matter. At the same time, poor Engel, who'd been watching all this from a few feet behind, had his throttle cable break, so third now was Mr K, still trying to shake off Persson's attentions which he didn't welcome at all, especially in the form that they took. At this time, there was a little gap to the next lot, led by Arpiainen. But as Elgh showed that Rosberg could be overtaken round at Stowe, and Rosberg replied with a similar move into the chicane, and the third placed battle got involved again. The list read: Kozarowitzky, Persson, Arpiainen, Young, Dieter Engel, Morrison, Bross, Prince Leopold, White, and then a small gap to Burley. It was tremendous.

But then just before half distance, Kozarowitzky managed to leave Persson in Young's clutches, and while this meant that Young had got up to an excellent fifth place, there was bad news for Britain too. Morrison overcooked it at Becketts, and before he could rejoin, Burley came into the side and there were two of the home side out.

This broke up the fourth place battle somewhat into smaller units of mere twos and threes, but again, it allowed Mr K to get out on his own. He'd completely lost touch with the leaders, attributed to Persson later and was having a lonely race on his own. Persson had now both Mike Young and Dieter Engel with him, and on the twelfth lap, it was Engel who took the lead of the fourth placed bunch. Mike Young began to drop back now with a loose engine cover and his whole car wasn't too healthy following its hasty rebuild, but he was driving well and in this important dice. Then on lap 15, as the black flag was being readied for Young, Engel, at the head of the bunch, spun at the chicane, and everyone had phenomenal avoidances with his spin, and his regardless restart. There were various methods, but Peter White was the least flustered and it was he who now came through in fourth. All this, and a Mr Leppke hitting the Woodcote catch fencing quite hard, rather took the emphasis off the leaders. However, it was discernible that Elgh was having to drop back just a fraction — even he didn't know

why until he was sitting on his tyre after the race and it went flat. But he hung on gamely to finish right behind Rosberg after nearly 60 miles of racing. Kozarowitzky was an easy third, while Peter White fought off a last minute challenge from an excellent fourth place from Mika Arpiainen with the unpopular Persson next, fractionally ahead of Helmut Bross. Prince Leopold, delayed by the chicane antics was eighth in his Supernova, four seconds ahead of Simon Kirkby.

It showed what incredibly exciting racing Super Vee is, and provided an exhausting finale to a day of really excellent racing.

SUPPORTING RACES

Following the opening F3 race, there was a round of the Britax production saloon championship, also with practice on the Saturday. This was fraught because both Wendy Markey and Jean-Pierre Aux lost wheels, but while the latter was with little drama, the former rolled the car several times and a shaken Wendy returned a very battered Mazda to husband John, the cause of loss being loose wheel nuts. On pole, fairly easily, was Trevor Moore in his shared Roger Payne Camaro with the similar cars of John Brindley and Derrick Brunt alongside. On row two were class leaders Phil Dowsett (3.0 Capri GT) and Jock Robertson (2.0 Mazda RX3), with their challengers on the next row: Marc Smith (Capri) and Jean Pierre Aux (Mazda). Some way further back, Tony Stubbs headed his up to £1,299 class in the Lada, but Danny Alderton (Honda Civic), Neville Knight and Jo Baily (Simca Rallye 1) were also in the 2m 16s.

Although Brindley got the best start, he had Moore right with him and then Brunt quite close up for the first lap, and behind them, battle was well joined between the Capris of Smith and Dowsett and Jock Robertson hanging on behind.

But on lap two, Moore was leading the Camaros and Dowsett the Capris, and while all this was going on, the Victoria sporting club was getting together a bit further back comprising Gerry Marshall's Magnum, Aux' Mazda, Tony Lanfranchi's Mazda, and Barrie Williams in his ex-Tour of Britain Rolatruc RX3. And they had Rod Birley's Capri and Jon Dooley's Alfetta to watch them just behind.

And if this wasn't enough, the small class were shaping up nicely too with Knight closely followed by Alderton, Stubbs, Peter Jopp's Mini and the rest. Everyone had something to watch.

Brindley got his lead back again on lap four at Stowe and Smith was back in charge of the Capris too but this latter wasn't to last for Dowsett got by again a lap later. Down in the Mazda class, behind the Capri-shadowing Jock Robertson, Williams was having a go at leading before Marshall filled the screen for a lap or two.

By this stage, Moore had lost his exhaust and now left Brindley with a fairly comfortable overall win. But in the classes, battles raged and as the laps ran out Dowsett got ahead of the Capri of Smith but still had Robertson to shake off which he only just did. Down at the Vic, Jean-Pierre Aux had enlivened the proceedings by getting caught up with the chicane, Rod Birley at Cope and most of the rest of the corners — in one lap. That chopped him out of the running, but Williams, Marshall and Lanfranchi kept up the entertainment right to the end, with Williams

giving the all important points to Lanfranchi at the finish after some really great racing.

And so it continued down the field. Alderton, Knight and Stubbs all took turns in leading the small class — sometimes all at once — but in the end it was Alderton who took the honours from Knight and Stubbs, with less than a second covering the three. That's the sort of entertainment it was.

The gentlemen of the Speed Merchants/Classic Car series provided the penultimate race of the day, and heading the grid was former hillclimber Richard Thwaites in his 2.0 Elva-BMW Mk 7S who was stirring things up with Willie Green in JCB's lovely Ferrari 250LM. Green didn't really need any problems, because he caused his own when he went and dinged the rear end at Cope in practice, but the JCB mechanics had done well to repair the damage — not easy on a Ferrari — and he took up his front row position beside Brian Classic's Iso Grifo.

At the start, it was Thwaites who got ahead, nipping into Cope in the lead, but although he still led at Becketts, Green stuck his boot in along Hangar Straight and he had his lead. Thwaites hung on gamely through the next lap, and even got by Green, but had to take second place through the Woodcote chicane. While this leading dice seemed to dominate, with Green throwing the valuable Ferrari about in his usual flamboyant, entertaining, yet effective style, Classic was quietly drawing clear of Frank Sytner in JCB's Lightweight E-Type and that's how their positions remained to the end. But at the front, the pressure kept up until Thwaites' little BMW engine seemed to boil and he slowed for a few laps. Then, towards the end of the ten laps, one exhaust fell off the Ferrari, and now Classic gained on the two of them. But for neither was there too much panic and that's how they crossed the line after a good race.

Sytner kept up his place in fourth, while fifth was a lively dice throughout after Robert Cooper retired his Lister Jaguar. Ian Hilton had control of both the Lotus 23Bs of Brian Baker and Allan Brownlee in his Cobra, but first Brownlee got by and looked to have the class sewn up. Then on the last lap, coming up to the chicane, Brownlee was glancing at his gauges, Baker nipped by Hilton, and as Brownlee mistakenly crossed the chicane kerbing, Baker got by him too in a really close finish. Next up was John Webb after a very forceful drive in his Monsieur Rochas sponsored Lotus Elan. After a dropped valve in practice, Webb fitted an old Novamotor twin cam, started from the back of the grid and finished eighth, although he only just kept Michael Ostroumoff's Lola at bay by 0.04s.

VW Gold Cup Formula Super Vee, heat one (7 laps): 1. Kenneth Persson (Bosch Kaimann), 12m 45.36s, 96.53 mph; 2. Mike Korarowitzky (ATS Lola-Heidegger), 12m 54.61s; 3. Bror Jaktlund (Linjak-Jaktlund RPP), 12m 57.57s; 4. John Morrison (Supernova-Daghorn SS74), 12m 57.86s; 5. Peter White (Royale-Scott RP19), 12m 59.03s; 6. Dieter Engel (Holiday Inn Kaimann), 13m 1.63s. **Fastest lap:** Persson, 1m 47.57s, 98.12 mph (**Establishes record**).

VW Gold Cup Formula Super Vee, heat two (7 laps): 1. Eje Elgh (Lola-Jaktlund T324), 12m 47.80s, 96.23 mph; 2. Jochen Engel (ATS Lola-Heidegger), 12m 48.55s; 3. Helmut Bross (ATS Lola-Schnick), 12m 51.48s; 4. Mika Arpiainen (Vee-max-Heidegger Mk 7), 12m 51.73s; 5. Keijo Rosberg (Kern Kaimann-Heidegger), 13m 0.5s; 6. Juha Varjosari (Kaimann-Heidegger), 13m 3.32s. **Fastest lap:** Rosberg, 1m 46.44s, 99.17 mph (**Record**).

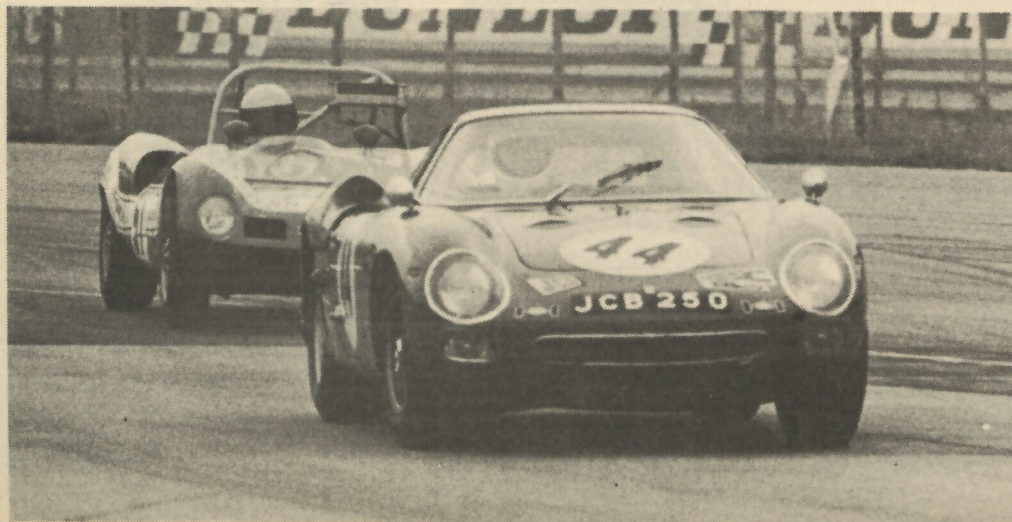
VW Gold Cup Formula Super Vee, final (20 laps): 1. Rosberg, 31m 50.67s, 110.48 mph; 2. Elgh, 31m 50.95s; 3. Kozarowitzky, 32m 14.46s; 4. White, 32m 23.43s; 5. Arpiainen, 32m 23.87s; 6. Persson, 32m 25.30s; 7. Bross, 32m 25.57s; 8. Prince Leopold von Bayern (Supernova-Heidegger SS75), 32m 34.95s; 9. Simon Kirkby (Supernova-Heidegger SS75), 32m 38.14s; 10. Hans Royer (Bosch Kaimann), 32m 38.62s. **Fastest lap:** Rosberg, 1m 34.49s, 111.71 mph (**Record**).

Britax Production saloon car championship round, over £2,300, £1,700 to £2,299, £1,300 to £1,699, up to £1,299 (10 laps): 1. John Brindley (5.7 Chevrolet Camaro Z28), 19m 23.87s, 90.68 mph; 2. Derrick Brunt (5.7 Chevrolet Camaro Z28), 19m 32.80s; 3. Phil Dowsett (3.0 Ford Capri GT), 20m 36.51s; 4. Jock Robertson (2.0 Mazda RX3), 20m 36.67s. **Over £2,300:** 1. Brindley, 90.68s; 2. Brunt; 3. Jon Dooley (1.8 Alfa Romeo Alfetta). **£1,700 to £2,299:** 1. Dowsett, 85.36 mph; 2. Marc Smith (3.0 Ford Capri GT); 3. Gerry Marshall (2.3 Vauxhall Magnum). **Fastest lap:** Smith, 2m 1.93s, 86.57 mph. (**Establishes record**).

£1,300 to £1,699: 1. Robertson, 85.35 mph; 2. Tony Lanfranchi (2.0 Mazda RX3); 3. Barrie Williams (2.0 Mazda RX3). **Fastest lap:** Robertson, 2m 2.06s, 86.48 mph. (**Establishes record**). **Up to £1,299:** 1. Danny Alderton (1.2 Honda Civic), 76.08 mph; 2. Neville Knight (1.3 Simca Rallye 1); 3. Tony Stubbs (1.2 Lada 1200). **Fastest lap:** Stubbs, 2m 16.09s, 77.56 mph (**Establishes record**).

Speed Merchants/Classic Car championship round (10 laps); front engined GT up to and over 2,000cc, Sports racing up to and over 2,000cc: 1. Willie Green (3.3 Ferrari 250LM), 18m 7.91s, 97.02 mph; 2. Richard Thwaites (2.0 Elva-BMW Mk 7S), 18m 12.15s; 3. Brian Classic (5.3 Iso Grifo Bizzarini), 18m 13.10s; 4. Frank Sytner (3.8 Jaguar E), 18m 31.31s. **Front engined GT over 2,000cc:** 1. Classic, 96.56 mph; 2. Sytner; 3. Ian Hilton (5.0 AC Cobra). **Fastest lap:** Classic, 1m 57.47s, 98.12 mph (**Establishes record**). **Front engined GT up to 2,000cc:** 1. John Webb (1.5 Lotus Elan), 89.38 mph; 2. Bill Nicholson (1.8 MGB); 3. Hugh Clifford (1.6 Lotus Elan). **Fastest lap:** Webb, 1m 56.03s, 90.93 mph. **Sports racing over 2,000cc:** 1. Green, 97.02 mph; 2. Sidney Hoole (2.2 Cooper Monaco); no other finishers. **Fastest lap:** Green, 1m 45s, 100.53 mph (**Establishes Record**). **Sport racing up to 2,000cc:** 1. Thwaites, 96.64 mph; 2. Brian Baker (1.6 Lotus 23B); 3. Allan Brownlee (1.6 Lotus 23B). **Fastest lap:** Thwaites, 1m 44.73s, 100.78 mph.

Willie Green (3.3 Ferrari 250LM) just leads Richard Thwaites' Elva in the Classic Car event.



THE STORY OF AUTOSPORT

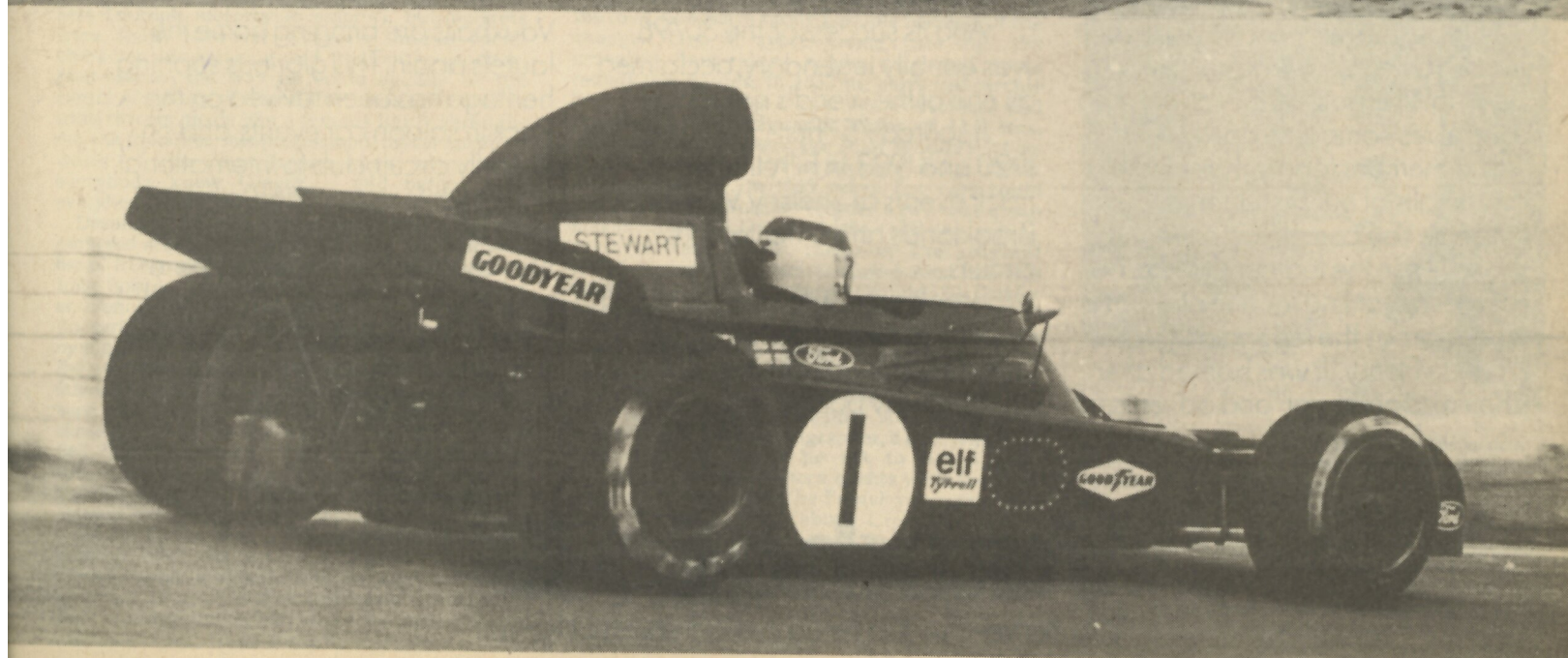
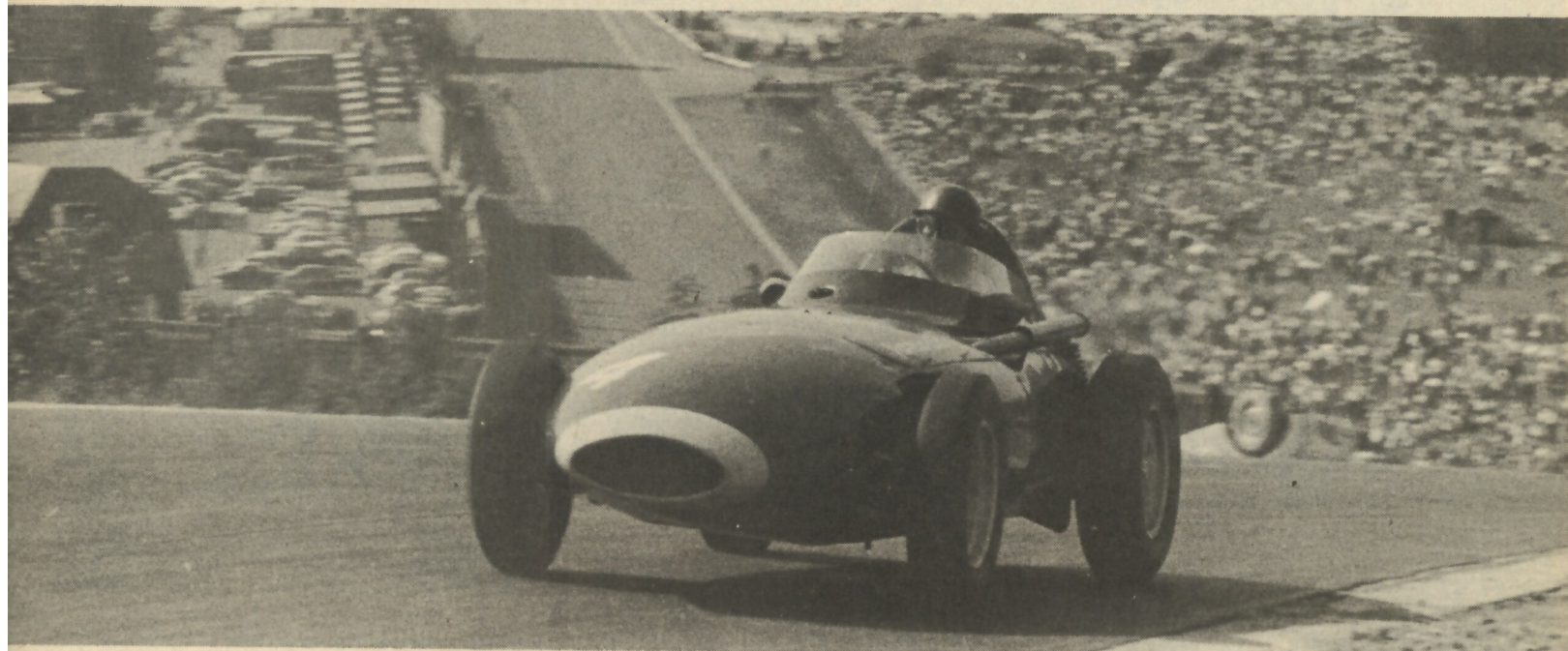
By SIMON TAYLOR

August 26th 1950 was a big day for the British motor racing enthusiast. At Silverstone in the Daily Express Formula 1 race the ambitious and much-publicised V16 BRM was at long last due to make its debut in the hands of Raymond Sommer. For opposition it had the very best of current Grand Prix talent and machinery: Fangio and Farina in works Alfa Romeos, Ascari and Whitehead in Ferraris, Chiron, Bonetto and Duncan Hamilton in Maseratis, Etancelin, Levegh and Johnny Claes in Talbot-Lagos, Moss and Heath in HWMs, Tony Rolt in Rob Walker's noble old Delage, and a string of ERAs led by Bob Gerard's.

Supporting events included a 500cc Formula 3 race (with Moss, Wharton, Collins and Schell) and two one-hour blinds for production sports cars. In the up to 2-litre event were two delightful little sports Ferraris for Ascari and Chinetti, HRGs for John Gott, TASO Mathieson and John Buncombe (father of saloon man Jonathan), Gerard, Stoop and Anthony Crook in Le Mans Replica Frazer Nashes, and

George Phillips in his famous MG TD. The over 2-litre race had the great Tazio Nuvolari joining Tony Rolt and Tommy Wisdom in XK120 Jaguars (a car was specially prepared for him, sprayed in Italian Racing Red, but on the day he was too ill to drive it), plus Reg Parnell and Lance Macklin in DB2 Aston Martins, Sidney Allard in one of his own J2s, Duncan Hamilton in a Healey Silverstone and Ken Wharton in, of all things, an Austin Atlantic.

That was the big event of the weekend: but rather more unobtrusively another event, in its own way just as significant, was simultaneously taking place. In the Fox, a pub at Brackley just up the road from Silverstone, a motoring journalist called Gregor Grant — until recently Sports Editor of Light Car magazine — and an ex-RAF officer called Norman Bigsby sat far into the night on the eve of the big race surrounded by mountains of paper. These were the copies of the first edition of a new magazine started by Gregor to concentrate in detail on motor racing at international and club level.



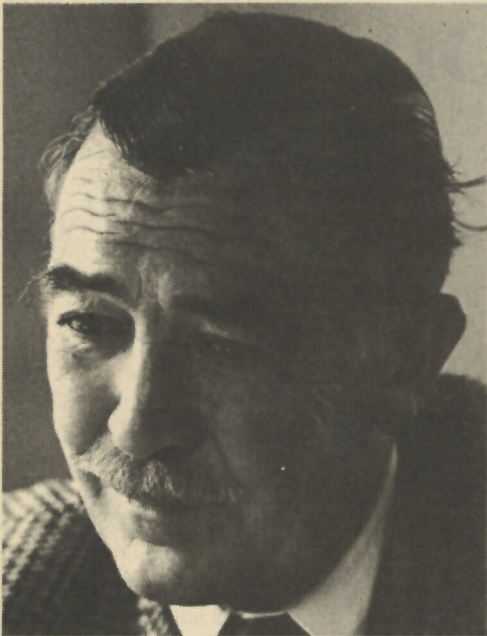
Autosport 1950-1975

Originally it had been hoped to do a deal with the *Express*, sponsors of the meeting, and sell the new magazine to the crowds inside the circuit, but negotiations fell down and AUTOSPORT was outlawed from inside the track grounds. Nothing daunted, Gregor and Bigsby, who was the advertising manager, made their headquarters at the pub and, with a collection of Bigsby's old RAF cronies press-ganged into helping, prepared to sell AUTOSPORT to the queues of cars that would inevitably pile up on all the roads leading to the circuit (in those days getting in and out of Silverstone was a *real* problem). The only snag was that the printers had contrived, as printers sometimes do, to bind the copies with half the pages in upside down: hence the all-night sitting prising up the staples with scissors and nail-files and replacing the pages the right way up.

From this humble beginning AUTOSPORT flourished. Gregor Grant was right: there was a strong demand for a magazine that could supply detailed motor sporting news on a weekly basis. That first issue cost 9d, but this proved unduly optimistic in view of printing, paper and distribution costs, and after four months it went up to 1s 6d. Each issue had 32 pages, and the page size was a lot smaller then.

At the very beginning Gregor Grant was the sole full-time editorial staff member. It was a shoe-string operation: most of the backing had

AUTOSPORT'S founder Gregor Grant.



come from wealthy hill-climb champion Dennis Poore (now chairman of the troubled Norton-Villiers-Triumph motorcycle empire), but budgets were tight. However Gregor's unique social character, his amazing and frequently apochryphal stories, the way he could equally be the centre of a party of Grand Prix stars or of muddy trials drivers, made him a famous figure throughout the friendlier, less professional motor sporting world of the day. Gregor knew everybody, everybody knew Gregor — and before long everybody knew his magazine, and was reading it.

Despite being on his own in the office, Gregor gathered around him from the start a formidable list of freelance contributors. A friend of his, one John Bolster, was slowly recovering from a huge accident in the British Grand Prix the year before. Bolster's knowledge of motor racing and motor racing people stretched back a long way: between the wars he had been a leading sprint driver in his famous "Bloody Mary" specials with one, two and even four engines, and until his accident he had raced the ERA "Remus" with distinction for Peter Bell. The crash ended his racing career, although the enforced inactivity had started him on commentating, for which with his extraordinary sense of humour he showed a flair.

John tells the story of Gregor visiting him in hospital when he was swathed in bandages, prising open a small hole in the bandages sufficient to pour in a considerable quantity of rum, and then telling him about the magazine he wanted to start. When the first issue came out, so



On the 1956 Earls Court Motor Show stand: Le Mans winners Mike Hawthorn and Ivor Bueb.

did Bolster's first article in the series *Technical and Otherwise*. It began modestly:

"Now, don't go away, everybody. I promise I'm not going to talk about radians per second and gyroscopic procession and all that sort of stuff. I'm not a trained engineer, as anyone will realise who has seen the cars I've built, and so I propose to use only simple terms, so that even I can understand what I am talking about."

It set the style for the millions of hand written words John Bolster, soon to become Technical Editor, has written since, sometimes driving readers to a frenzy of disagreement and starting long controversies in the correspondence columns, and his many hundreds of road and track tests, which have ranged from three-wheeler economy cars to the latest Grand Prix contender from BRM.

In his quarter of a century on AUTOSPORT the deer-stalked, moustachioed figure of JVB has become familiar throughout the motor racing world. His habit of testing sports-racing cars on the road, nowadays rarely possible because of the changed face of sports-racing cars and the crowded, limit-ridden roads, produced some remarkable figures. In 1957 he borrowed Archie Scott-Brown's Lister-Jaguar for a weekend and recorded 0-100 acceleration times of 11.2 secs, while some eight years ago John Woolfe's 7-litre Cobra produced 0-100 in 9.8 secs and a 12-sec standing quarter. In 1955, when few cars could exceed 100 mph, Bolster recorded a two-way mean maximum of 145.1 mph on the road (no motorways or test tracks then) in the original HWM-Jaguar. The hilarious stories John can and does tell about AUTOSPORT would fill many volumes; sadly, few of them are printable.

Also involved right from the beginning was George Phillips, a professional photographer of non-motor racing subjects like weddings and such, who also made a name for himself racing MGs. Phil became a full-time AUTOSPORT man before long as chief photographer, a post which he held until 1967 when he left to run a pub. Photographs from northern events were supplied by Francis Penn, while the French correspondent was a very youthful "Jabby" Crombac, now a prominent figure in French motor racing circles on the organisational side and managing editor of a very fine monthly magazine called, surprisingly enough, *Sport Auto*.

Jabby supplied one of the first *Pit & Paddock* gossip items about himself: he was trying out an

early Vespa motor scooter at ten-tenths on the wet streets of Paris when he skidded and went head first under a stationary bus. Coming to rest with his head immediately under the sump of the bus engine, he looked up and saw a large con-rod poking through the bottom. "I deeadn't theenk I 'it it that 'ard," said Jabby.

Before the magazine was a few weeks old AUTOSPORT had an assistant editor: this was Cyril Posthumous, who was to do a lion's share of the work for seven years before becoming the first editor of the then new *Motoring News*

Simon Taylor, editor 1968-1971.



and later Features Editor of *Motor*. He is now a Contributing Editor to *Road and Track*. When the youthful Cyril had just joined, Gregor was abroad covering a Portuguese Formula 1 race and Cyril was hurrying on his motor-bike through North London on his way to Welwyn, where the printers were, to put the magazine to bed single-handed. A Triumph Renown jumped a traffic light and Cyril's Wellington-booted foot was caught by its razor-edged bodywork, breaking two bones and doing other painful damage. But the magazine had

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to go to press: so after exchanging ruderies and addresses Cyril rode on in much pain, worked through the night at the printers (unable to remove his Wellington boot), got the issue off in time, rode home, and then went to the doctor to have the boot cut away...

In January 1952 the dingy AUTOSPORT offices in Great Windmill Street were exchanged for slightly less dingy ones in Praed Street, almost opposite Paddington Station, where the magazine was to remain for over 15 years. Many young journalists passed through the Praed Street portals during the 1950s: Wilson McComb, originally an Irish correspondent, who moved to London to join the magazine full time, and Stuart Seager; both worked together later for BMC at Abingdon on *Safety Fast* magazine. Maxwell Boyd, later motor correspondent for the *Sunday Times* and a reporter on the BBC2 *Wheelbase* programme, and now a director of Datsun UK. Martyn Watkins, who later built up *Cars & Car Conversions*, and is now a press man for Ford's competitions department.

Early in the 1960s came two names which were to feature a lot: Patrick McNally and Michael Kettlewell. McNally, who had been working for the BRSCC, joined initially to help John Bolster with his road-testing programme: he also occupied his spare time by racing a Morgan, Minis, a Lotus Elite, an E-type, a Corvette Stingray, a GT40, Shelby Cobra, various Mustangs and a 7-litre Galaxie. He was by no means the first member of the AUTOSPORT staff to go racing: John Bolster, despite having retired officially from the sport, occasionally made forays in anything from his Rolls-Royce Silver Ghost to an Elva-Climax, while Gregor himself did a lot of international rallies, co-driving with the likes of Stirling Moss on occasion, and competed in the Mille Miglia twice, once with his faithful MG Magnette and then in a Lotus-Climax 11 loaned by the works.

In addition, ever since the magazine began well-known racing drivers have been persuaded to put pen to paper for AUTOSPORT. In recent memory alone, apart from the famous Bruce McLaren *From the Cockpit* column and its successors by first Denny Hulme and now Jody Scheckter, drivers showing a literary bent in AUTOSPORT have included Stirling Moss, John Surtees, Peter Gethin, Tim Schenken, Roger Clark, Charles Lucas, the late John Woolfe, Jonathan Williams, Tony Goodwin, John Morrison, the late Chris Lambert and many more.

Mike Kettlewell appeared as a studious, bespectacled young man who, like so many others who write bundles of letters to us every week, was desperate to work for AUTOSPORT. There was no vacancy in the editorial department, he was told, and so undaunted he got a clerical job in the classified advertising department. However, from the features that started surreptitiously falling on the Assistant Editor's desk he was obviously developing into a very able journalist, and he was

soon moved behind a typewriter. By 1964 he was Assistant Editor, a job which he pursued with relentless enthusiasm until becoming editor of the monthly *Sporting Motorist* late in 1965. After a spell as Brands Hatch press officer, he is now a very busy freelance and editor, among other things, of the annual *Autocourse*.

In 1967 came a major change when the company owning AUTOSPORT was taken over by Haymarket Publishing, and the old offices in Praed Street were replaced by the labyrinthine passages of Gillow House, just off Oxford Circus. (That, and the Haymarket annexe behind Carnaby Street, were to be AUTOSPORT's home until the end of last year, when we moved to our current plush, air-conditioned surroundings in Regent Street, hard by Piccadilly Circus). Early the following year Gregor Grant left the magazine he had started 18 years before to pursue another project, *Speedworld International*; not long after he tragically contracted cancer and, after a long illness, he died in September 1969. His early death robbed motor sport and motoring journalism of one of its greatest characters.

I'd joined AUTOSPORT in the summer of 1966 as Editorial Assistant, straight from university: when Paddy McNally got married and departed to live in Switzerland as our European Editor, and then Gregor moved on, I found myself early in 1968 as Editor, heading a team that included at various stages Quentin Spurring (now running a press promotions and marketing firm in Kingston and, among other things, looking after publicity for the Embassy F1 team), Jeff Hutchinson (now living in France and a busy freelance race reporter for us and magazines as far apart as Japan, the USA and South Africa), Justin Haler (who later ran the LIRA Formula 2 team and then started the short-lived monthly *Competition Car*), Mark Cole



Ian Titchmarsh, Northern Representative.

Refreshment at Le Mans for Technical Editor John Bolster with the Rodriguez brothers.



Patricia McNally, European Editor.

(these days the BARC's press officer at Thruxton, after a spell as *Hot Car's* sports editor) and photographer Peter Burn, now a lensman for *Motor*.

Under Haymarket's administration the magazine expanded and flourished. I spent 3½ very happy, very busy years as Editor before getting myself kicked upstairs and becoming publisher of a group of Haymarket publications, of which happily AUTOSPORT remains one. The new Editor was Richard Feast, who'd been a junior on AUTOSPORT in the Kettlewell era and rejoined on Quentin Spurring's departure in 1971. His reign lasted just two years before he moved across to become launch editor and later editor of our sister motoring monthly *What Car?* Also on the team at this stage was the indefatigable Robert Fearnall, who first wrote race reports for us while still at school and, after three years as one of the king-pins of the editorial staff, went to Silverstone as Press and Promotions Officer, where he has been a notable success.

From then on the editorial team was pretty much as it is now. Editor is Jan Phillips: he joined us straight from school back in 1969 as a gangly messenger boy, and worked his way up the ladder to Editor in four years without apparently once having his hair cut. Former seven-foot-tall child actor Chris Witty is Sports Editor, with special responsibility for the *Pit & Paddock* news area of the magazine. His background includes spells on weekly and monthly motor racing magazines and running two separate Formula 2 teams: he still crops up on the telly in short trousers on Saturday afternoons when they run through the old movies for the kids. Bob Constanduros, despite a journalistic background on catering and butchery magazines, is the man who knows the difference between an autocross and a rallycross and, as Club Editor, looks after the popular *Sports Extra* pages at the back of the magazine.

Much expanded in recent years is the rallying coverage of the magazine – and quite rightly too, as in the view of many this is now the healthiest area of modern motor sport. First there's our Rallies Editor John Davenport, who is usually covering events from the inside as navigator for one of the top teams in some unlikely country like Borneo or Botswana, and never gets his pace notes muddled up with his *Rally Record* column. Deputy Rallies Editor is Peter Newton, who turned his back on a legal career to be the first staff member of the then still-to-be-launched *What Car?*, before moving across to take over the unique *Special Stage* rallying news pages in AUTOSPORT. His partner in crime – and I use the term advisedly – is bearded expatriate Scot Ian Sadler, who finds following rallies more fun than selling Reliant GTEs to Glaswegians, his former calling. He's also an excellent photographer and, in addition, is responsible for much of the layout and design of the magazine each week.

The biggest single reason why a lot of people read AUTOSPORT is Pete Lyons, our cuddly

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American Grand Prix writer who, in the opinion of many – including Jackie Stewart and Ken Tyrrell – is the best motor race reporter in the world. Certainly his Formula 1 reports set the standard by which others are judged, helped by the meticulous data tables which Alan Phillips painstakingly produces, usually to meet a deadline in the middle of Monday night. Those reports are usually illustrated by the work of David Winter, who not only takes exciting photographs from Le Castellet to Castle Combe but also has to slave over a hot developing tank at very unlikely hours of the day and night. Mention must also be made of Linda McRae, AUTOSPORT's unflappable secretary and Editorial Assistant, whom we stole away from the BRSCC and who manages to keep some level of sanity going in the editorial office.

AUTOSPORT couldn't appear each week, giving the world-wide detailed coverage it does, without the invaluable help of a large number of other contributors. Chief among these is Liverpool solicitor Ian Titchmarsh, who was a crony of mine at Cambridge and got press-ganged into an Oulton Park report back in the Praed Street days. Now, as our Northern Representative, he gets to a vast number of club meetings on our behalf each year, reports on them in his own peculiarly sardonic, frequently controversial but always very readable



Grand Prix writer Pete Lyons

AC, a U2-holbay and the RLR Clubmen's car and had a couple of seasons in the Tricentral Mexico team, contriving to have one of the biggest Paddock Bend accidents ever, before family and mortgage growing with equal rapidity frightened me into (temporary) retirement. Peter Newton is another ex-Escorteer, this time on the rally front, and ever since Robert Fearnall sat beside James Hunt to win the first Tour of Britain our chaps have been co-driving in that event.

Commentating is the other great pastime, and if you're at our Silverstone Jubilee meeting this weekend – as I hope you will be – you should be able to hear the dulcet tones of Taylor, Titchmarsh and comparative microphone newcomer Phillips camping it up over the air.

The editorial postbag is filled each week with scores of letters from hopefuls, young and old, who want to work for AUTOSPORT. Let us forestall some of them: we rarely employ people who haven't had considerable experience in the world of motor racing, or the world of magazine journalism, or both. And from most of the letters one would imagine that the average reader's view of an AUTOSPORT staff man is a trendy young gent reclining in air-conditioned comfort in a jet plane, moving among the motor racing greats in a plush hotel function, getting the best view of a Grand Prix, and trying to decide which Lamborghini or Ferrari to borrow from an eager concessionaire. It's not all quite like that, as I pointed out when I wrote the first version of this article for our 20th anniversary issue (and apologies to those who've read it all before)...

A typical week starts on Thursday, with an editorial meeting presided over by the dreaded publisher (me) to decide the contents of the coming issue and work out contributors' budgets,

printing schedules, pagination schemes, advertising and editorial quotas, and so on. For the editorial staff, the rest of Thursday and all of Friday are flat out in the office catching up on all the paper work that has piled up during a week – unless you're meant to be rushing to a plane to get to some foreign country to catch the first practice sessions of a race, and also trying to find hotel accommodation in a town packed for race weekend, arguing with organisers in a multitude of languages for the right passes to enable you to do your job properly, and trying to book a seat on the only plane which will enable you to get back to England in time to catch a deadline: it usually turns out to leave at 6am and the circuit is invariably 200 miles from the airport.

The weekends are spent in press boxes at racing circuits, in vain pursuit of rallies through the night, beavering in pouring rain around muddy paddocks, typing copy in sweaty hotel rooms or in the back seats of cars by the dull glow of the interior light while your photographer battles too bravely with the weekend traffic, trying to catch a couple of hours' sleep on an airport waiting room bench, eating hasty hot dogs and indigestible sandwiches, or just driving and driving from point A to point B.

Monday starts in the early hours arriving from an airport dishevelled and unwashed, or collecting copy as it comes in from all over the world. Then it's off to the printers in distant Colchester – usually by train to snatch a British Rail breakfast kipper en route – to start the work of subbing and processing the magazine into page form. This goes on all day Monday, through Monday night and all day Tuesday.

Also on the agenda: getting pictures printed, arguing with British Rail who have lost the pictures from Llandow, telephoning California to see what flight a USAC report should have caught and didn't, chasing up a telex report of a Tasman 5000 race, following up a score of rumours to see if any of them have a *Pit & Paddock* story at the end of the line, and finding that fog has closed London airport and your Brazilian Grand Prix report has been diverted to Scotland. There's also the colour front cover, which is usually a shot taken of a race winner in a foreign land on Sunday: it has to be flown to England overnight, processed by 11am Monday, and on its way to the cover printers by lunchtime.

On Tuesday night the staff sink into bed exhausted, having usually celebrated the birth of another issue at the Windsor Castle on Campden Hill or other suitable hostelry: but Wednesday's always busy too, for if there's a feature to be written, a car to be road- or track-tested, or a driver to be persuaded to talk into a tape recorder for a profile article, Wednesday's the day to do it. Then it's Thursday, and the whole process starts again. There are easier ways of earning a living...

The current staff (l-r): Bob Constanduros, David Winter, Chris Witty, Ian Phillips, Ian Sadler and Peter Newton in unfamiliar dress but clutching their lifelines – strictly non-alcoholic of course.



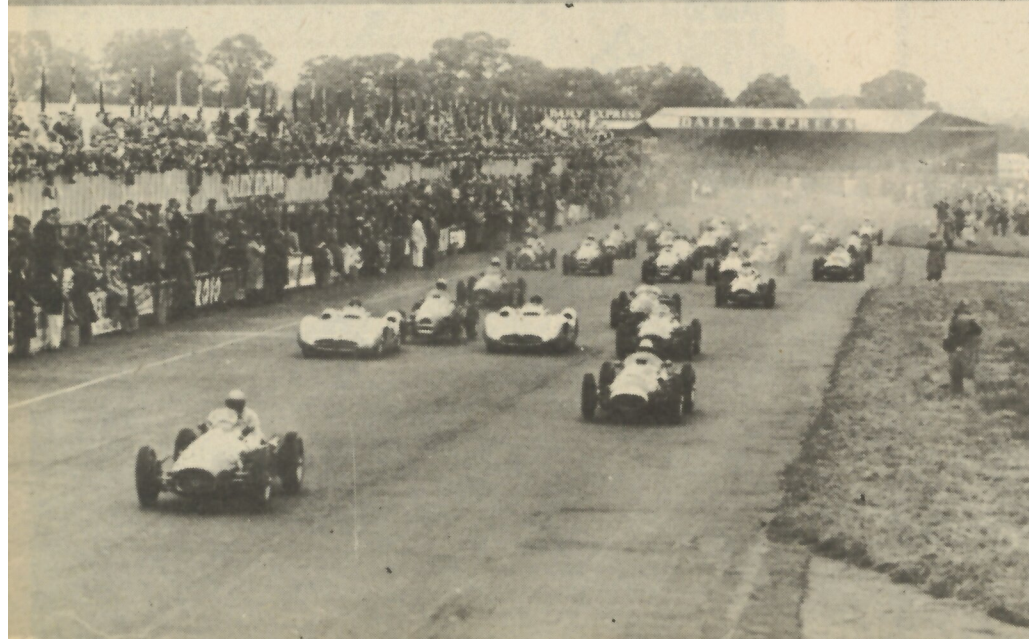
John Davenport, Rallies editor.

style, and keeps everybody talking, arguing and telephoning each year with his club racing Seasonal Survey.

Others in the faithful band have done sterling work for us for an enormous number of seasons – like Scottish schoolmaster Bill Henderson, who was Gregor's first Scottish correspondent in 1950 and still covers Ingliston and Knockhill for us. There are many more who deserve a mention, but space precludes it: among them are our hard-working man in North America Gordon Kirby, New Zealander Peter Greenslade – another stalwart of many seasons – Irishmen Brian Foley and Esler Crawford, Midlands *Sports Extra* impresario Derek Hill, and many, many more. And I almost forgot two special contributors who make us laugh on Monday mornings: cartoonist Barry Foley of *Catchpole* fame, and *Private Ear* specialist Nick Brittan, our libel lawyers' best friend.

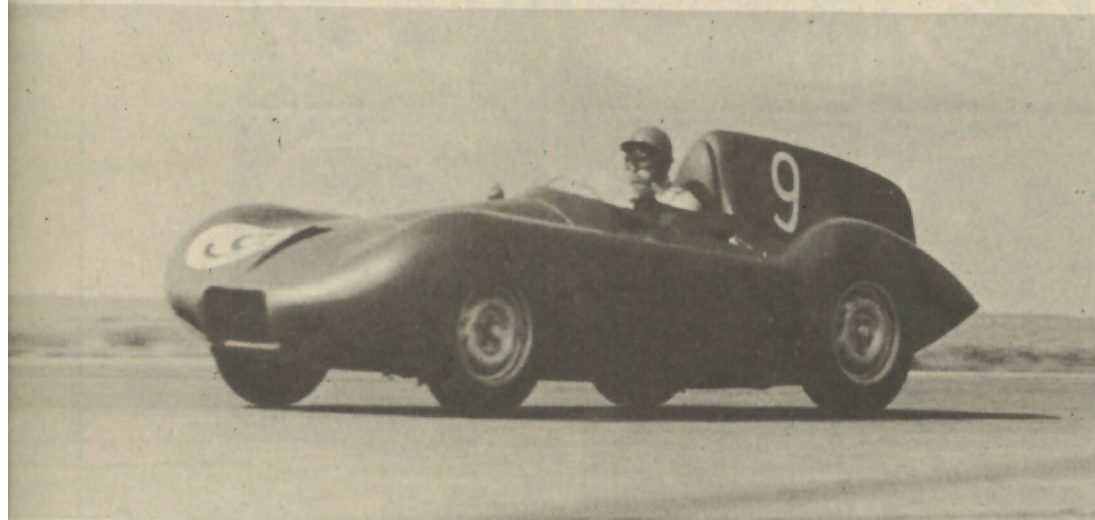
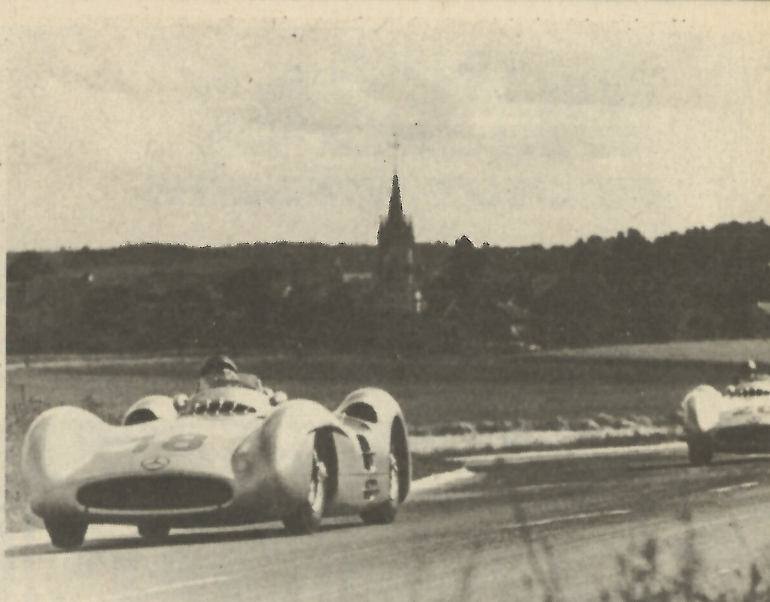
No magazine can survive without hard graft from its advertising department, and AUTOSPORT is very fortunate in this respect. Under the eye of benign Ad. Director Colin Martin and dedicated Derek Redfern, the sylph-like Mike Trew and his corporal Peter Moore head a team who are as enthusiastic about motor cars as they are about their monthly targets (it says here).

As far as extra-curricular activities are concerned, the AUTOSPORT staff still manage to get themselves involved in one way or another. Chris Wittypaldi is our current representative on the circuits: having starred in a couple of Shellsport Mexico journalists' races, he's now doing Escort racing properly in an Adlards-entered car. Ian Phillips campaigned Gryphons with gusto in Clubmen's racing for a while, and had some drives in a Group 1 Capri: I used to race an

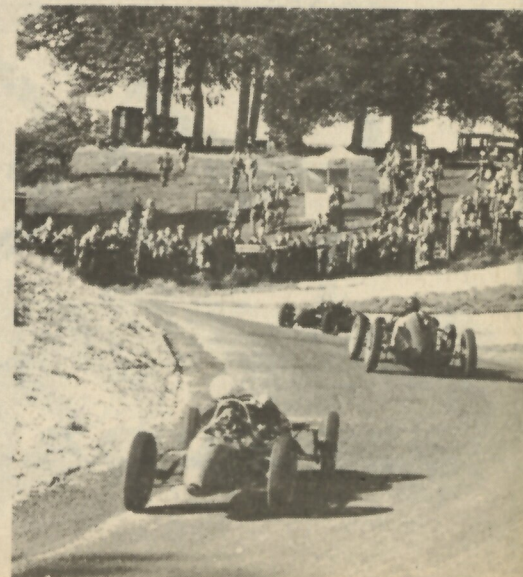


Juan-Manuel Fangio (top left) destined to become World champion no less than five times in seven years during the 1950s, takes the controversial V16 BRM into the lead of the French GP held at Albi. Start of the British GP at Silverstone (left) in 1954 with Froilan Gonzales, the eventual winner, taking his Ferrari ahead of Stirling Moss (Maserati) and Fangio's Mercedes-Benz. Guisepe Farina (top), the relaxed master, became the first ever World champion in 1950 for Alfa-Romeo. Alfred Owen of BRM (above) wishes Fangio luck in the V16 BRM at Silverstone in 1953.

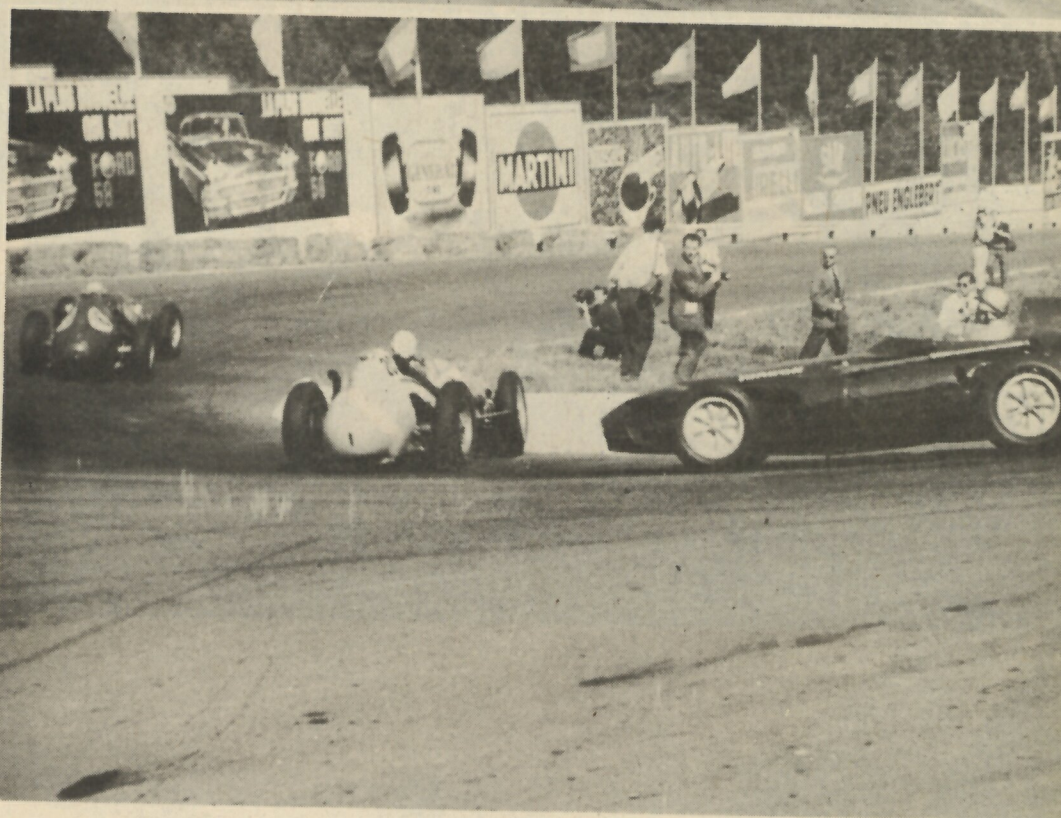
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Alberto Ascari, (top left) Italy's second World Champion, acknowledges one of his 13 Grands Prix victories. The French GP at Reims (top right) in 1954 where the might of Mercedes struck Grand Prix racing for the first time since the war and Fangio and Karl Kling scored a one-two. Jack Fairman (centre left) driving the F1 Connaught at Silverstone's Daily Express Trophy in 1955. Duncan Hamilton (above), without whom motor racing would have so much poorer, reads the magazine in the Jaguar pit at Sebring in 1956. Early days at Aintree (left) and also at Cadwell Park (below) with the 500s of Don Parker and Jim Russell chasing Ivor Bueb.



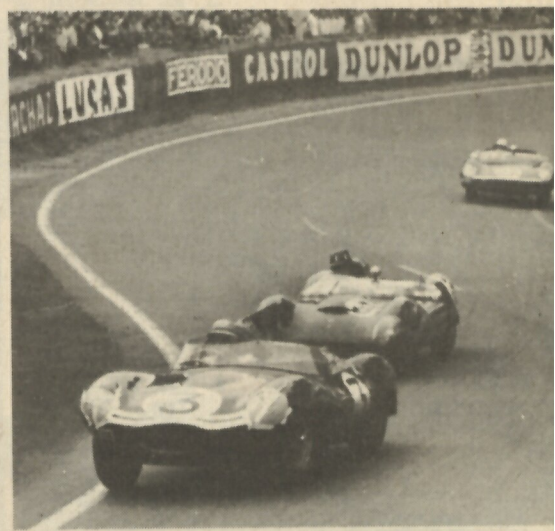
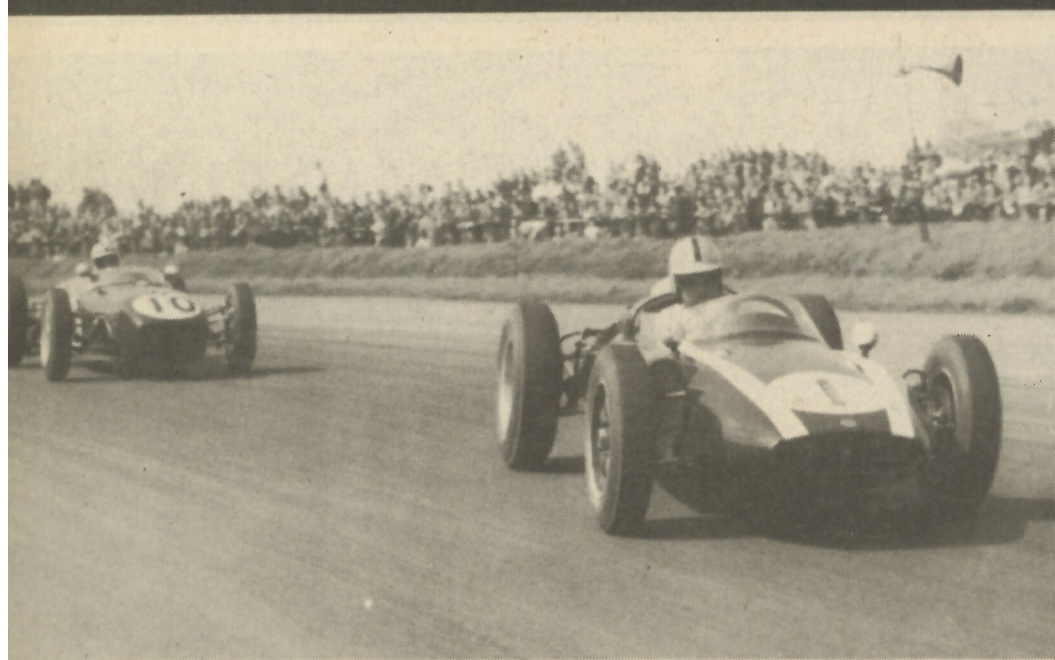
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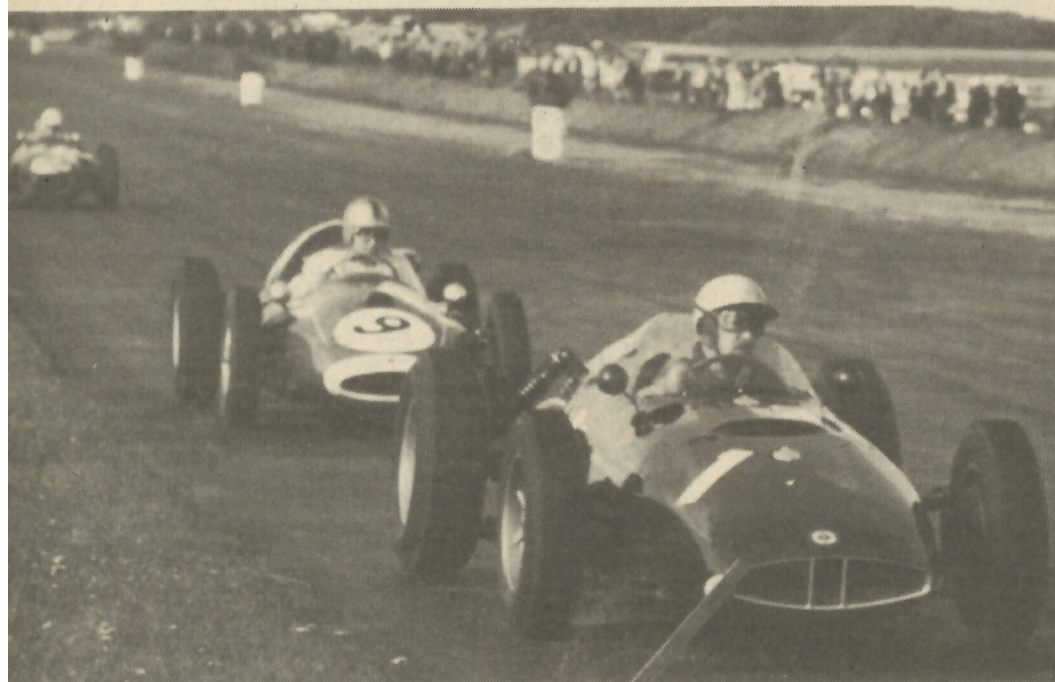
Jim Clark (above) in the Border Reivers Aston Martin leads Stirling Moss (Maserati) at the Nurburgring in 1958. Wet weather at Oulton Park (top right) in 1956. The second Monzapolis (above) in 1958 with Jimmy Bryan leading Luigi Musso and Stirling Moss in the Eldorado Maserati Special. Anxious moment at Spa in 1958 for Oliver Gendebien's Ferrari (right) and Stuart Lewis-Evans' Vanwall. Early Le Mans-style start at the Silverstone six-hour relay in 1958 (bottom). Note the pits!



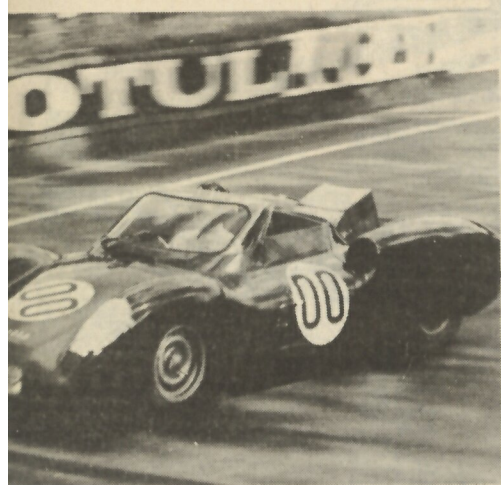
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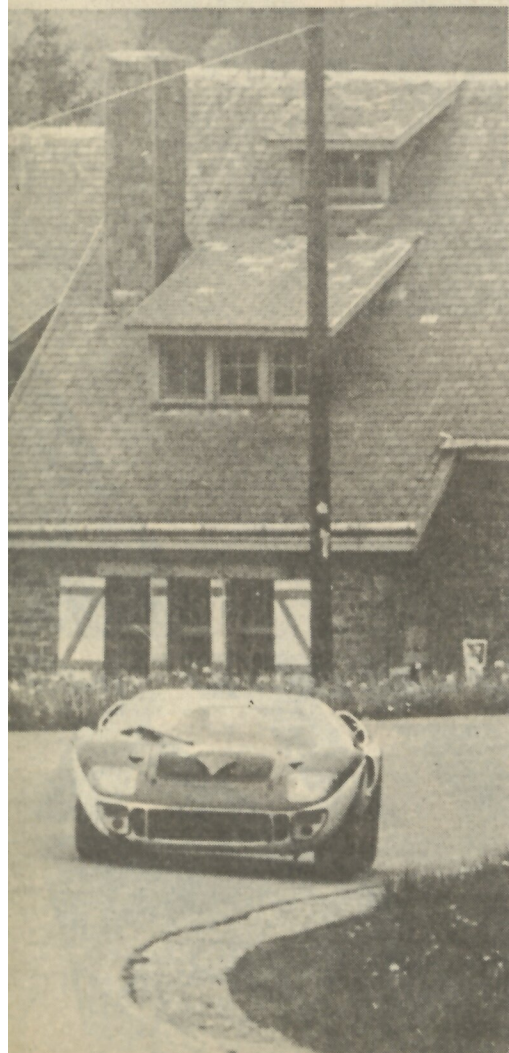
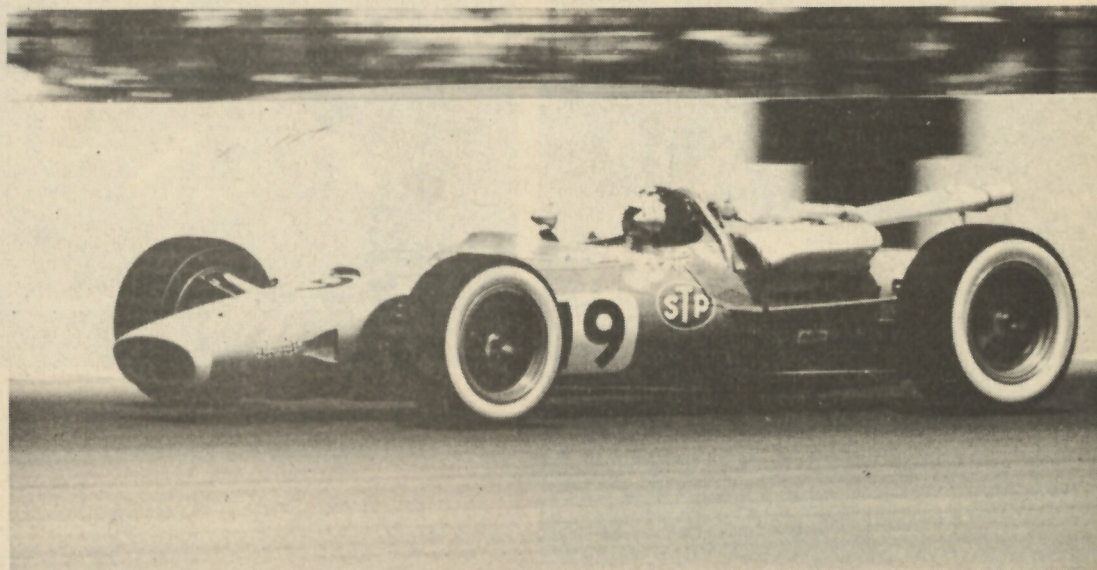
Black Jack Brabham (top left) eventually became World Champion three times, twice for Cooper, before retiring in 1970. Here in his Cooper he leads Innes Ireland (Lotus) at Silverstone in 1960. Jo Bonnier, who scored BRM's first GP success in 1959, leads Roy Salvadori's Cooper (left) at Snetterton in 1960. Halcyon days of saloons (bottom left) as they leave the grid at Brands Hatch in 1964. Innes Ireland's Jaguar D Type (bottom left) leads Graham Hill's Lotus at Le Mans in 1960. First appearance of the Jaguar E type in competition at Oulton in 1961 with Roy Salvadori (below) leading winner Graham Hill. Glorious Goodwood and Jack Sears (bottom) in the Willment AC Cobra back in 1964.



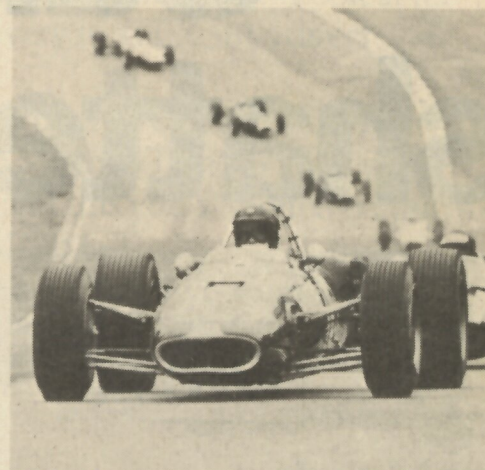
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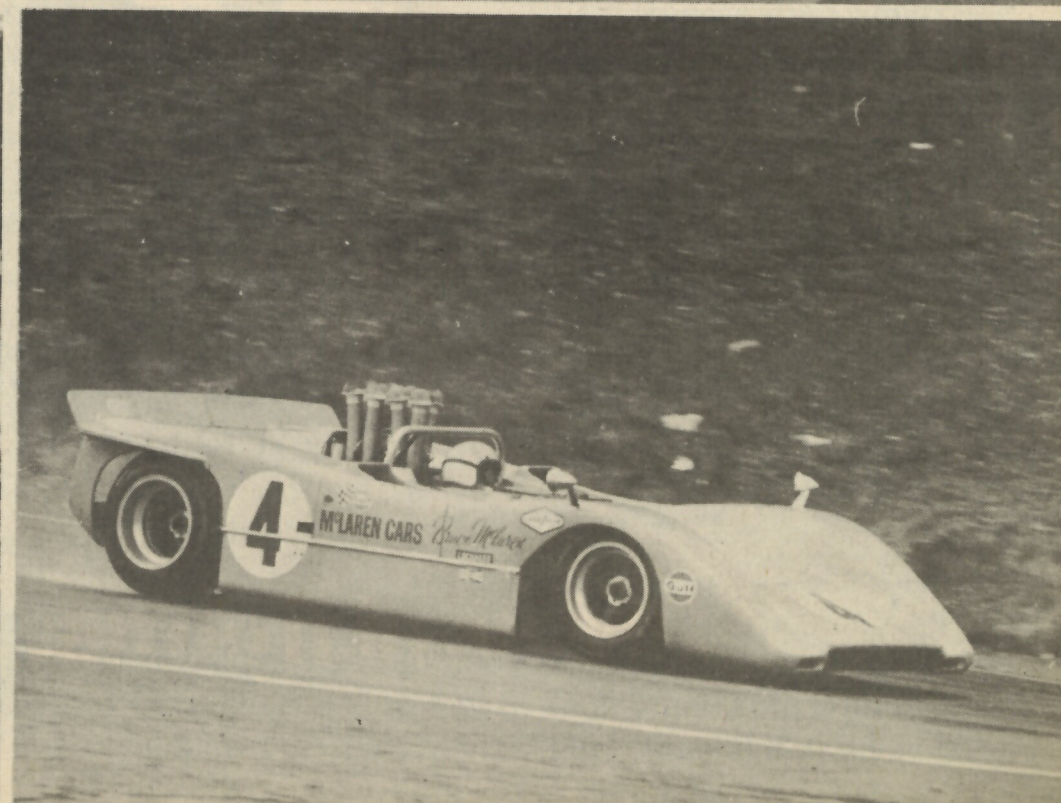
Le Mans, 1963, (top) and the first appearance of the Rover gas turbine BRM driven by Graham Hill/Richie Ginther. The Monte Carlo Rally was "won" four years running by the works Minis - this is Timo Makinen (top right) in 1964. Jim Clark (centre right) having become the first Briton to win the Indy 500 in 1965 nearly repeated the feat for Lotus the following year. One of the infamous Ford GT40s (below) at Spa in 1966. Britain's most successful rally driver over the last decade has been Roger Clark, seen here winning the 1965 Gulf Rally in his privately entered Ford Cortina GT (bottom right).



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The annual Boxing Day Brands meeting has often had a hard time (left). Dan Gurney and his American-built Eagle winning the 1966 race of champions at Brands in 1966 (top). The start of the first ever Formula Ford race (below), also at Brands, in 1967. A sight never to be forgotten was Jim Hall's high-winged Chaparral 2E (bottom left) which won the first ever BOAC 500 Kms in 1967. McLaren Cars dominated the American Can-Am series from 1967 to 1971, Bruce McLaren himself taking the title (bottom right) twice before his death in 1970.



AUTOSPORT JUBILEE PORTFOLIO

In the following six pages we recall some of the great personalities and occasions of the past 25 years of motor racing.

Below is Graham Hill on his way to victory at Indianapolis in 1966 in a British made Lola. The Ford engined car was sparked by Champion plugs who have achieved no less than 36 wins in this famous event. Hill's win at Indy plus his two world Championships and Le Mans win made him the only person ever to win motor racing's Triple Crown.

Opposite is perhaps the greatest racing driver of the past 25 years, the late Jim Clark. The quite Scot won a total of 24 Grand Prix victories, two world championships and Indianapolis.

Overleaf is Stirling Moss on his way to the most famous Grand Prix victory of his illustrious career - Monaco in 1961 at the wheel of Rob Walker's Lotus-Climax which held off the might of Ferrari.

On the facing page is another famous name which also is celebrating its Silver Jubilee this year, BRM. This shot was taken at Aintree during 1962 when Graham Hill took the World Championship for himself and BRM for the first time.

The final spread depicts two of the most exciting forms of racing cars the sport has known, large capacity sports prototypes and single seaters. The first picture shows Mike Parkes driving the Ferrari 265 P2 at Brands Hatch in the heyday of big banger sports car racing. The final picture is of Teddy Pilette's Formula 5000 Lola run by the successful Belgian VDS team. This is the most powerful road racing single seater formula of today.





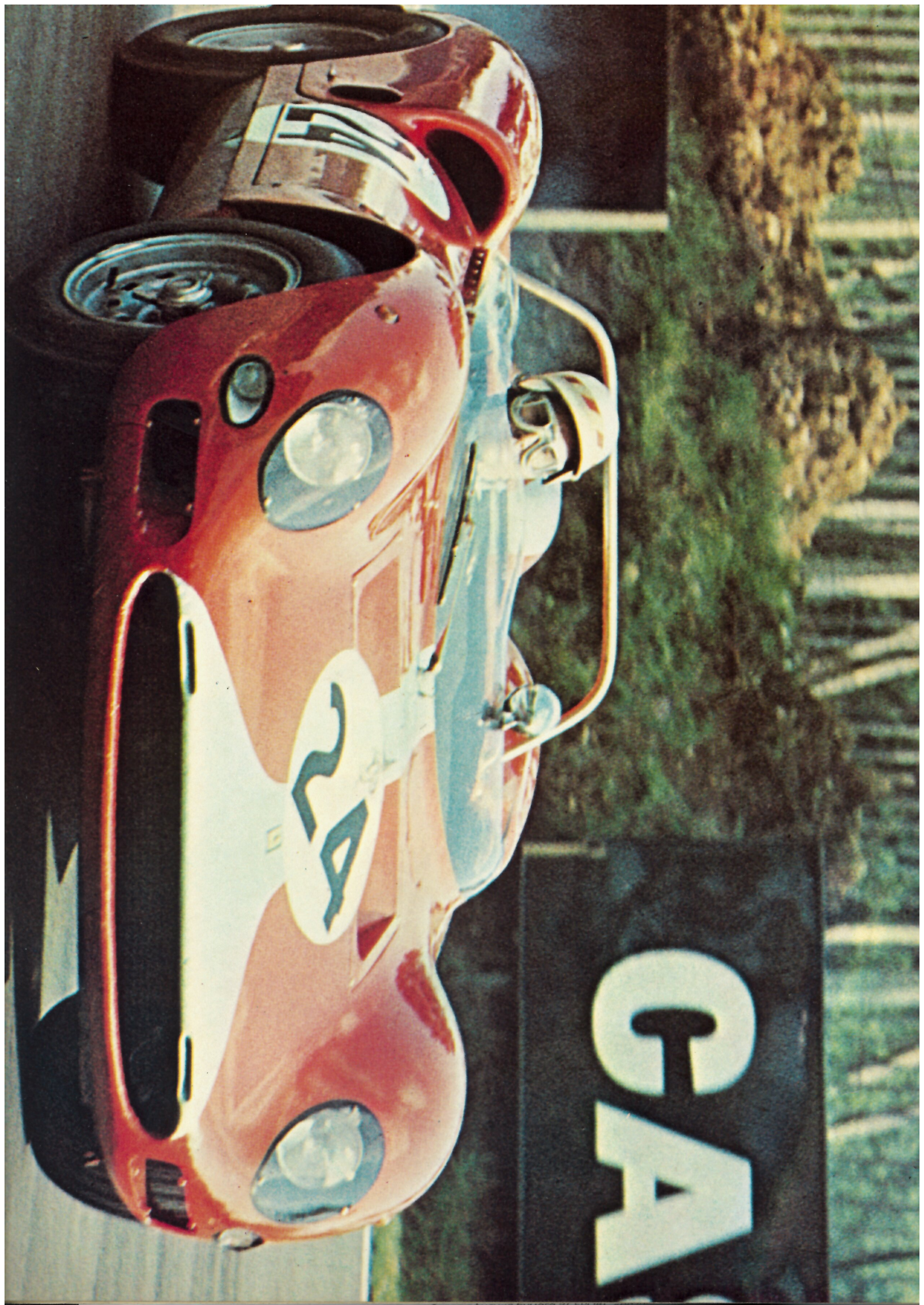
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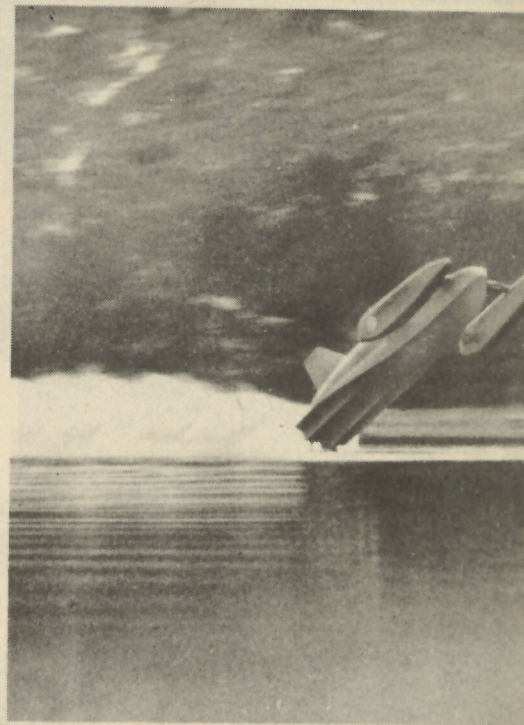
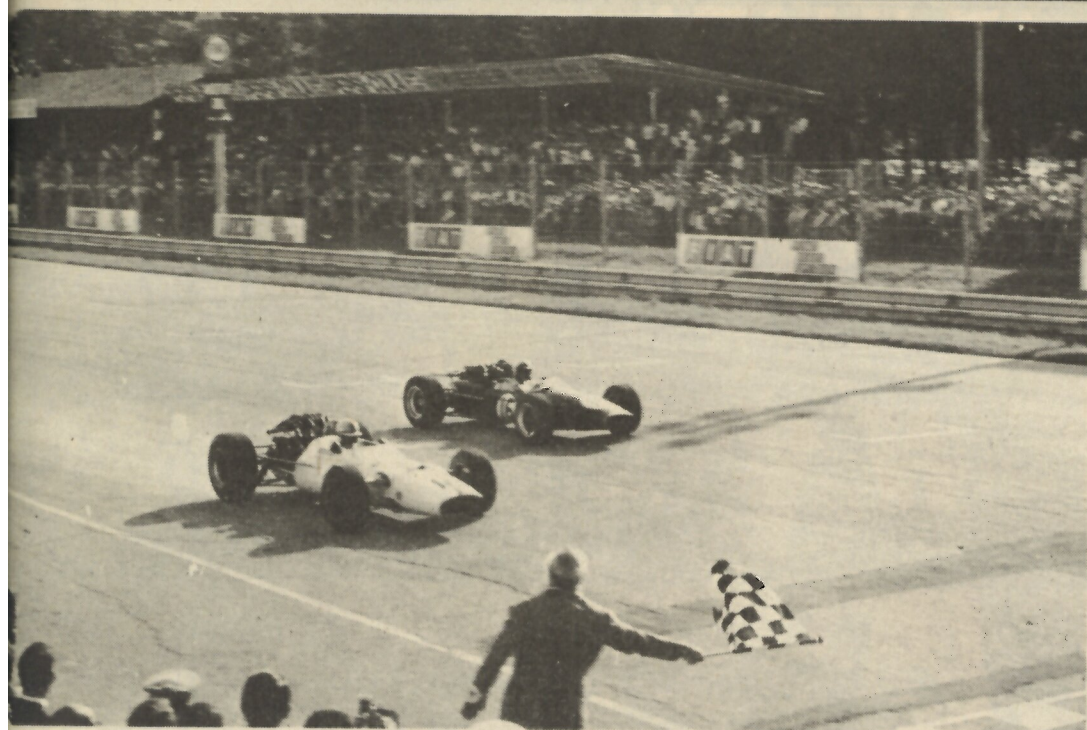




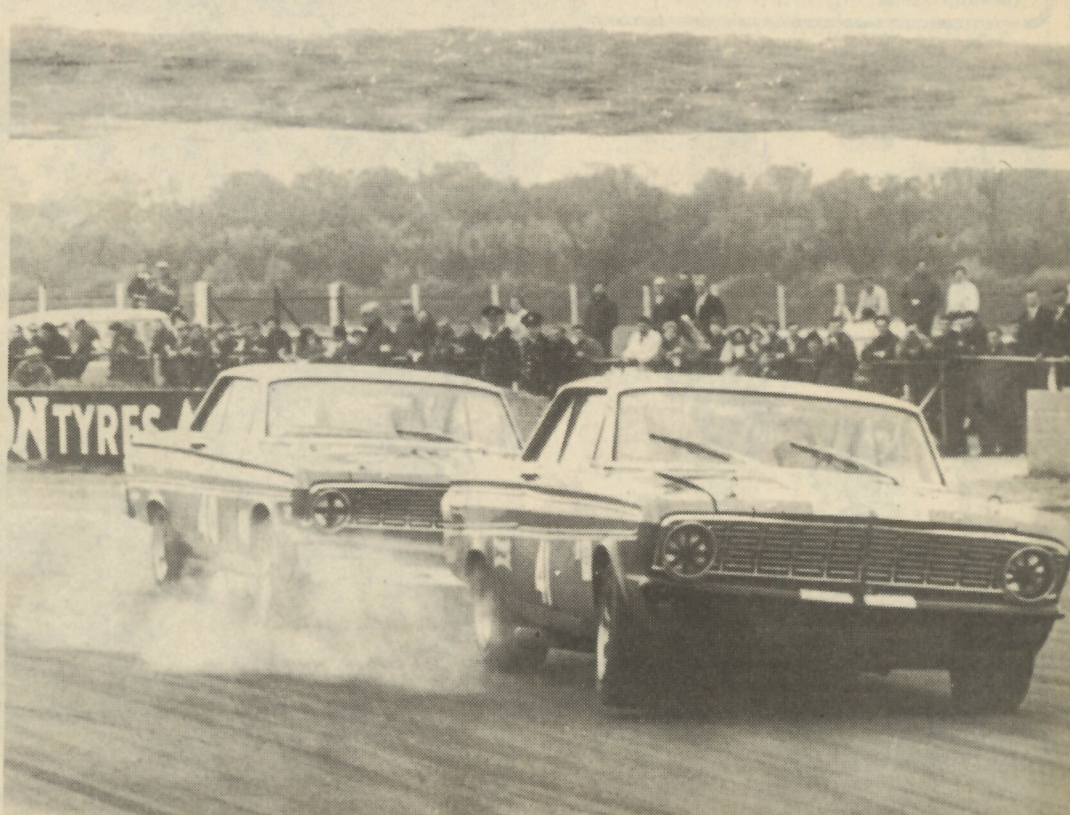
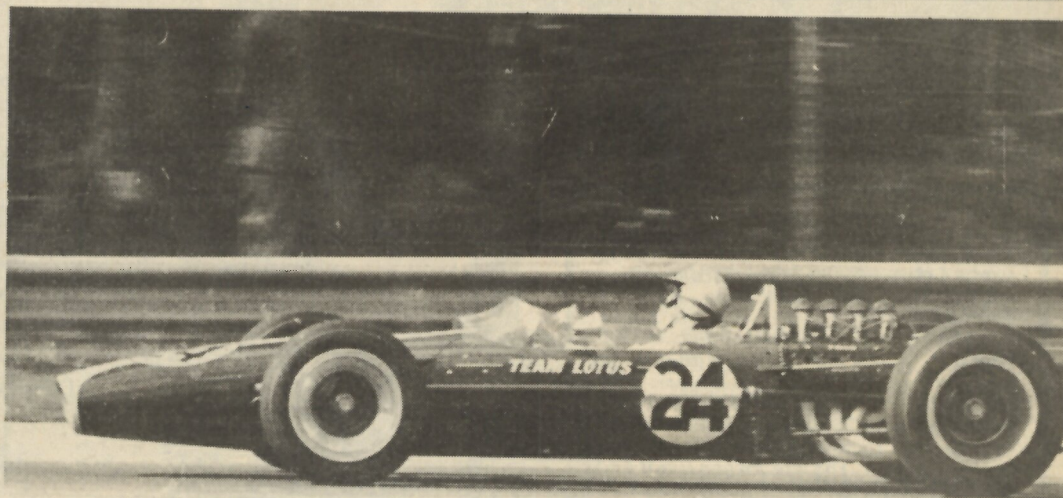




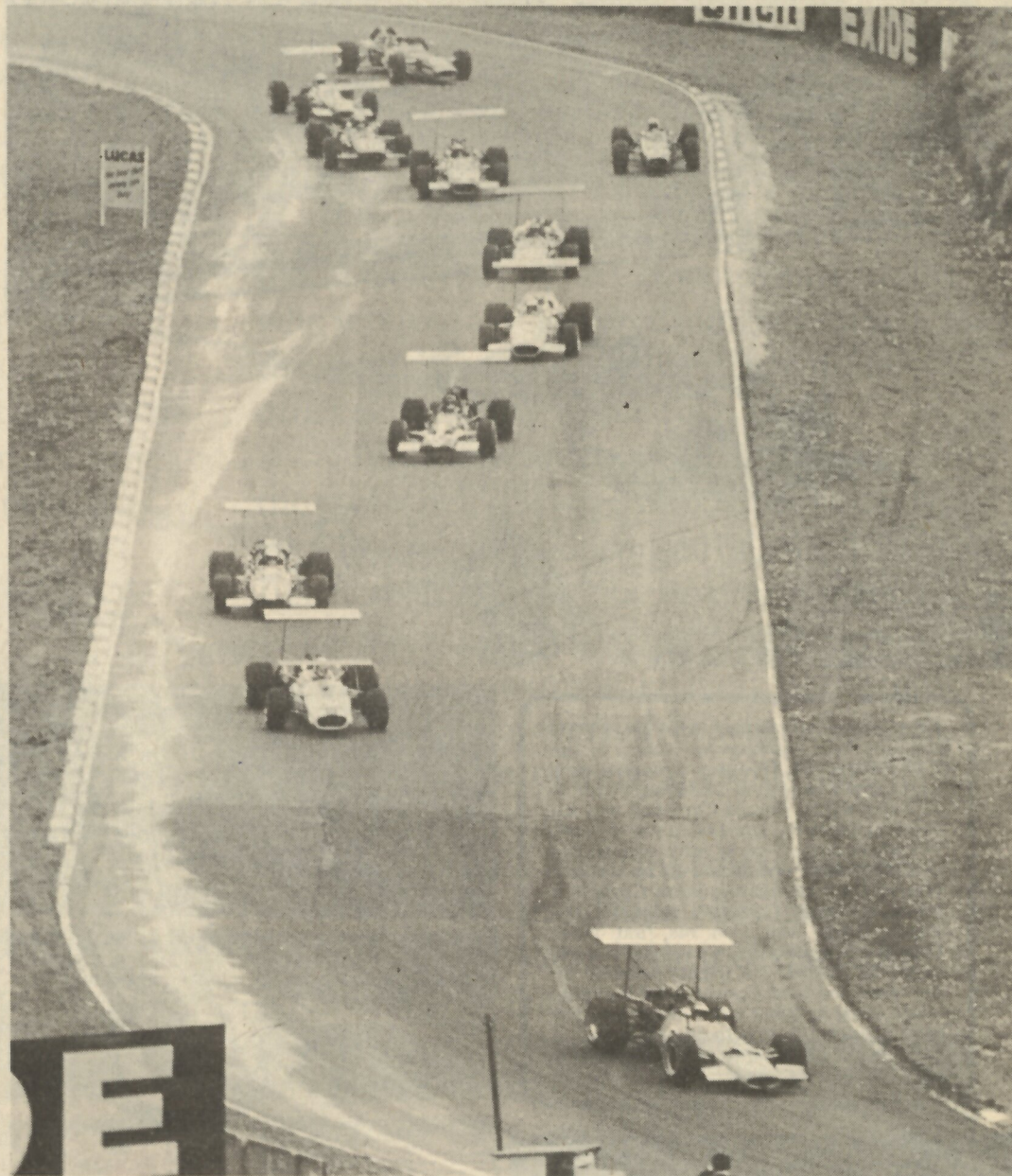
Autosport 1950-1975



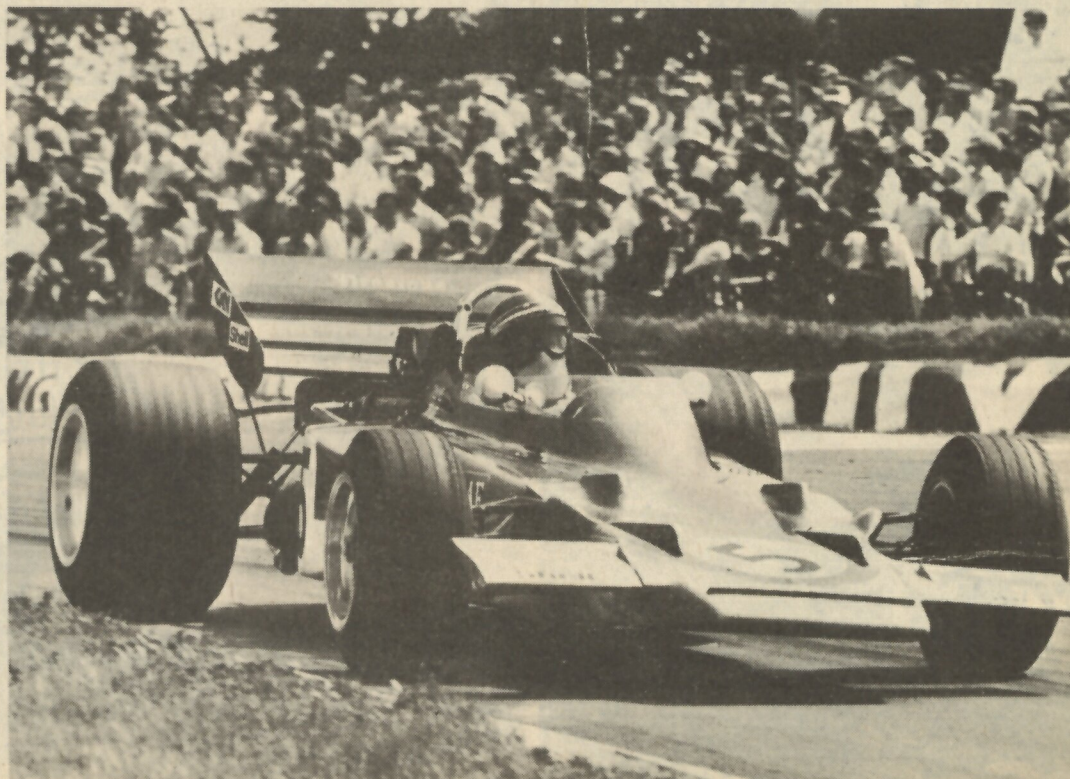
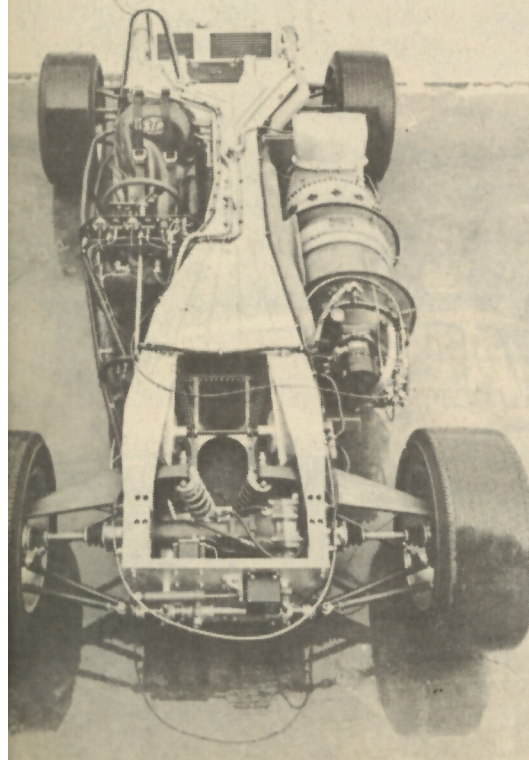
John Surtees in the Japanese Honda (above) just pips Jack Brabham for victory in the 1967 Italian GP. Trying to create a new world speed record on Coniston water in 1967 (far right), Donald Campbell met his death in Bluebird. The London to Sydney Marathon, a new type of rally, was staged in 1968 (below) and was won by Andrew Cowan, Colin Malkin and Brian Coyle in a Hillman Hunter. Giancarlo Baghetti, the Italian driver who won his first three Grands Prix in 1960, drove a works Lotus 49 at the 1967 Italian GP (right) powered by the renowned Ford Cosworth DFV engine which made its debut a few months earlier at the Dutch GP. Spectacle and sound in 1968 saloon car racing (bottom right) came from the American Ford Falcons.



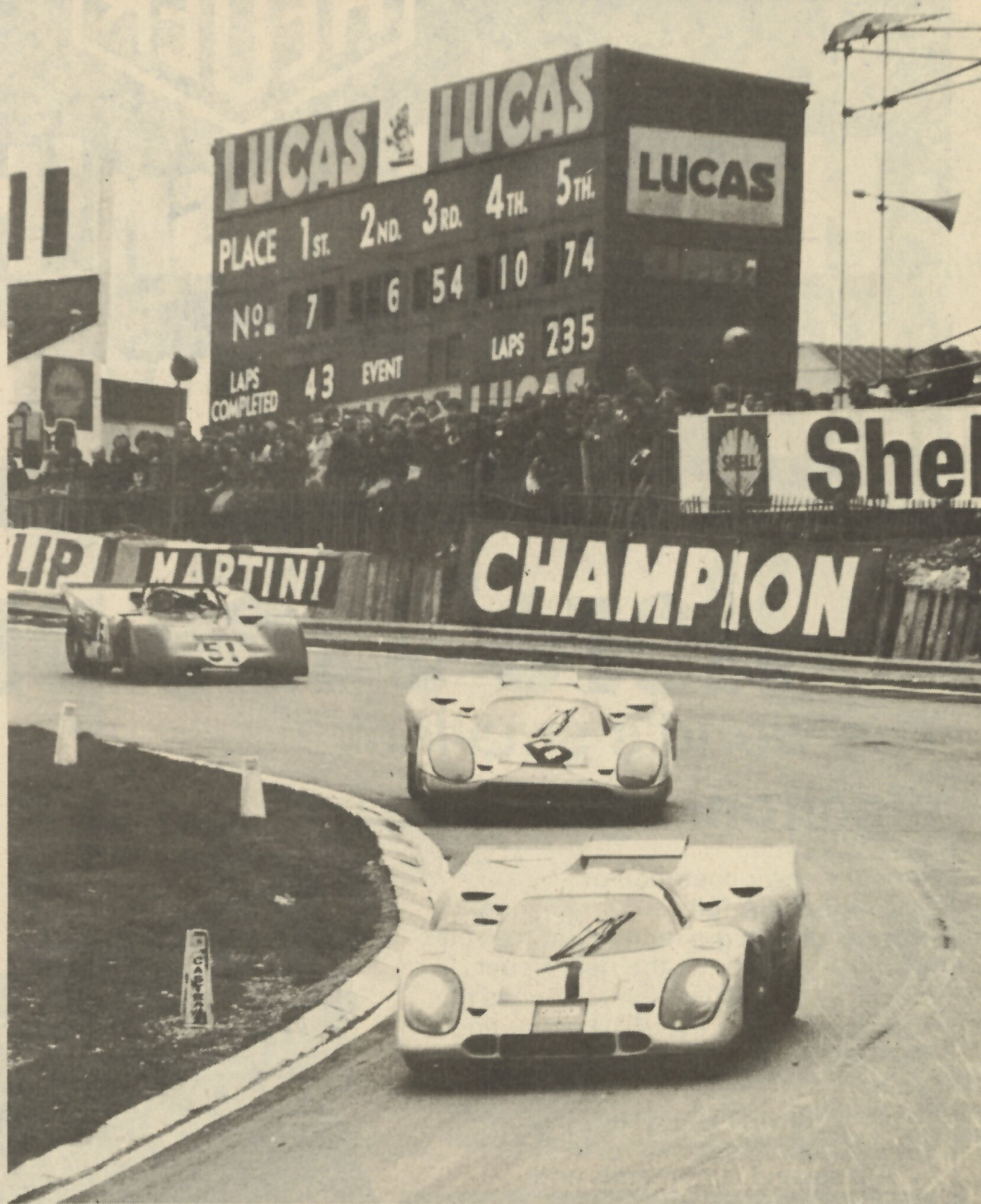
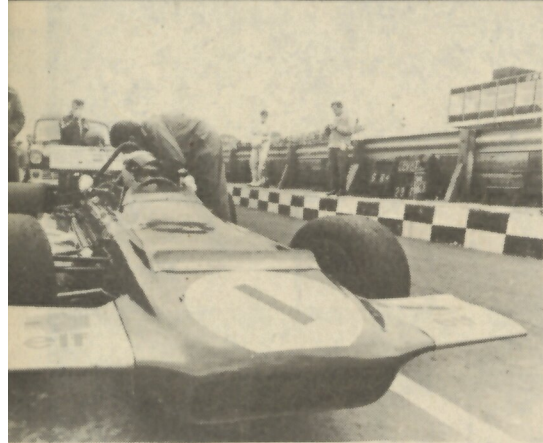
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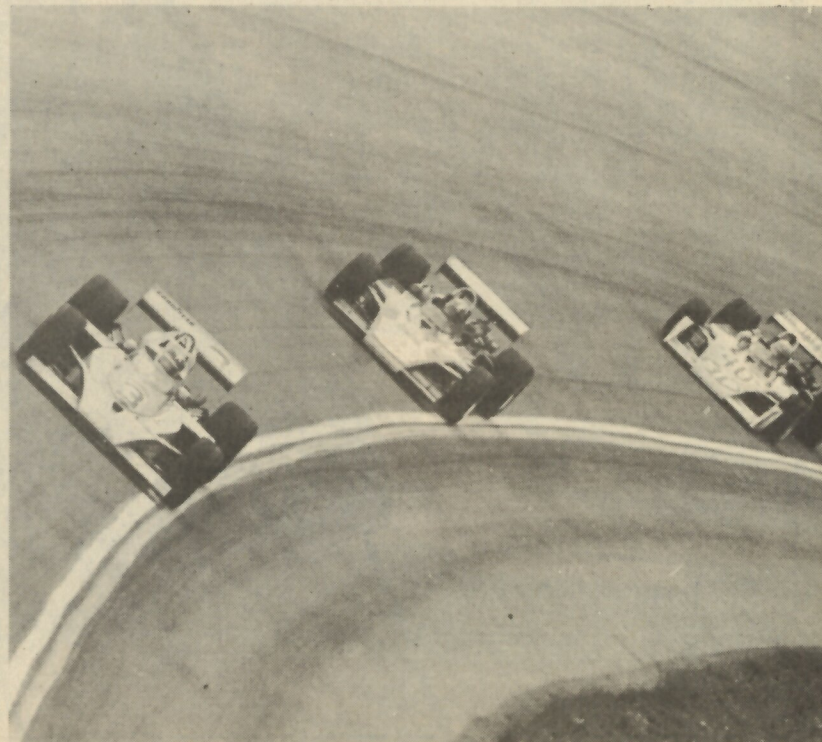
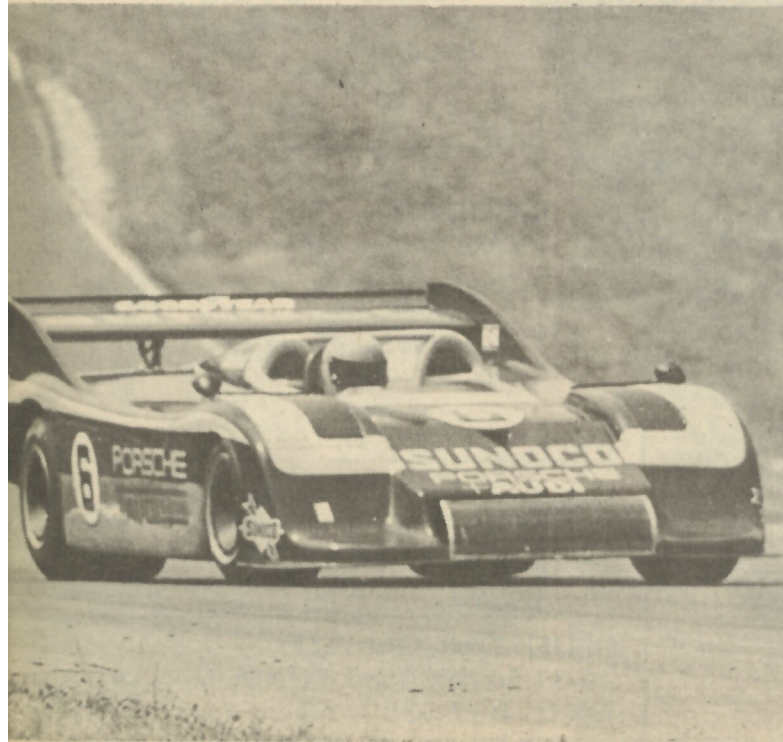
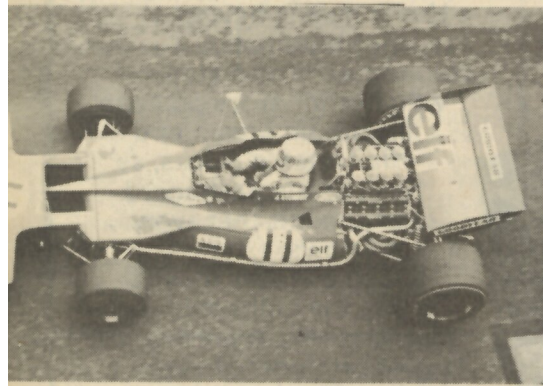
Monaco, 1968, and Graham Hill speeds toward his 5th victory at the circuit (top) and his second World Championship in the works Lotus 49B. He retired from active competition a few weeks ago. Birth of Formula 5000 in Europe with the 5-litre stock-block single-seaters at Brands in 1969 (right). Note the high aerofails that were later banned on F1 cars that year. The controversial turbine powered STP Indy car in which Parnelli Jones so nearly won the race in 1967 (below). Great man and an even greater car. The late Jochen Rindt and his 1970 championship winning Lotus 72 (bottom right).



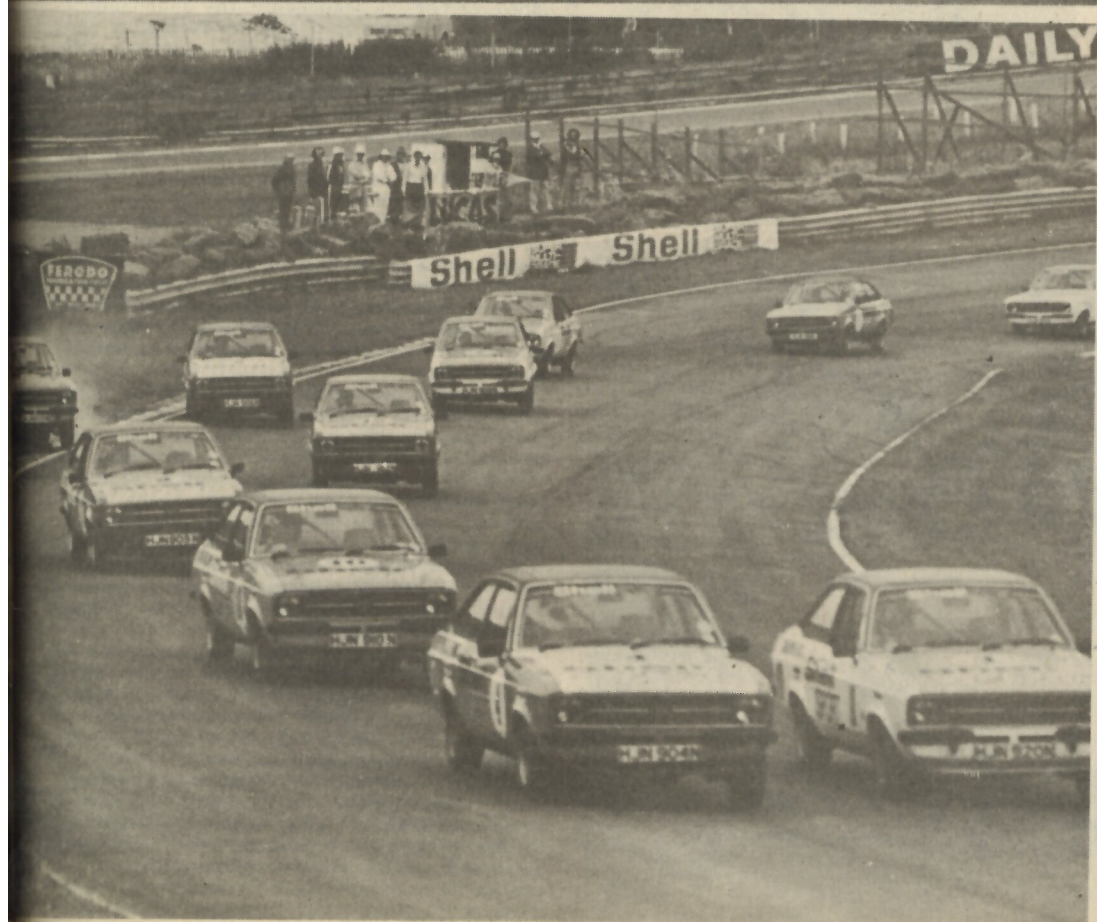
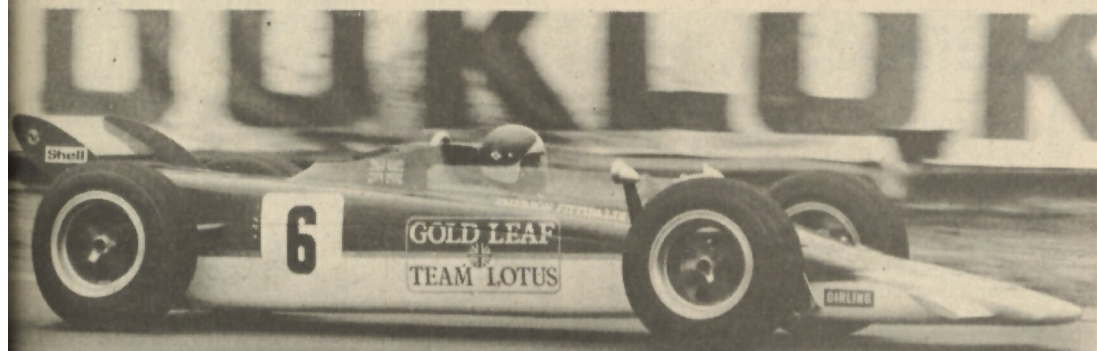
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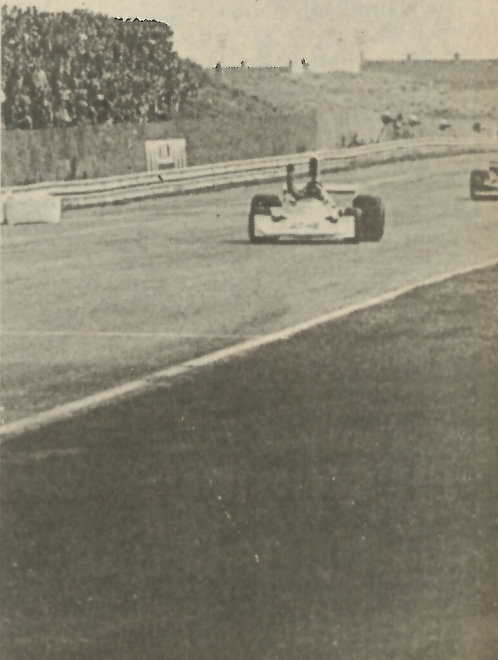
The birth of March Engineering in 1970 was followed by early success at the Spanish Grand Prix with reigning World Champion Jackie Stewart and also in the Race of Champions at Brands (above). Pedro Rodriguez and Jo Siffert in the unforgettable JW Porsche 917s chased by Jacky Ickx's little Ferrari in 1971 (right). Jackie Stewart and Ken Tyrrell suddenly produced their own car toward the end of 1970 (below) and it enabled the Scot to take another World Championship the following year and in 1973. After the domination in Can-Am racing by McLaren, Porsche, with their turbocharged 917s, won the series in 1972 and 1973 (bottom). Johnny Rutherford in the works McLaren (bottom right) just failed to qualify at over 200 mph for the Indy 500 in 1973 but he won the race the following year.



Autosport 1950-1975



Despite 4-w-d failing to prove successful in Grand Prix racing in 1969, Lotus produced their '68 Indy 4-w-d turbine car (top left) for limited use in the 1971 F1 season. Lella Lombardi (top) became the first woman to compete in Grand Prix racing since the late 50s in 1974. Henri Pescarolo and Matra scored three consecutive wins at Le Mans (centre left), starting off with Graham Hill in 1972. Shellsport celebrity races in standard Escorts (bottom left) became a novel feature at meetings in the 70s. James Hunt, England's next possible World Champion, won his first Grand Prix in the Hesketh in Holland earlier this year (bottom).



Testing reminiscences

JOHN BOLSTER recalls 25 years as AUTOSPORT Technical Editor

As Technical Editor of AUTOSPORT, I spend most of my time looking into the future and testing next year's models. Thus, it makes a pleasant change to pause for a few moments and let my memory take wings to the days when AUTOSPORT was a pup.

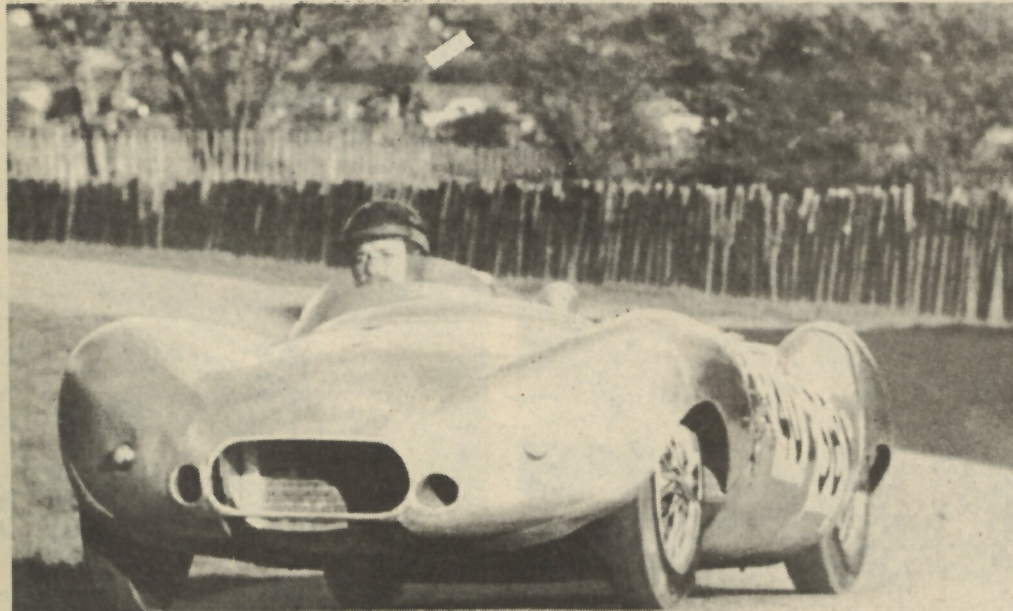
When Gregor Grant started the new magazine, he asked me to take charge of the technical side, which included the road test programme. I had been making a long and painful recovery from my crash in the 1949 British Grand Prix and he reckoned that my motoring experience — our chauffeur taught me to drive when I was 12 years old — would be useful as well as ensuring accuracy. It might be thought that the sort of idiot who crashes cars would not be welcomed as a road test driver, but the accident was caused by an experimental modification to the car and I was not to blame.

Twenty five years ago, the whole atmosphere was different from that of today. Nobody thought about money and in motor racing there wasn't any. Gregor started AUTOSPORT on a shoestring and my only remuneration was a few quid towards my expenses — say £3 a week. The great advantage was that the BBC was sending me to all the motor races and paying for my travel and hotels, which enabled me to write articles for Gregor at the same time. I told the BBC what was happening, but as they were using me at motor shows where AUTOSPORT was footing the bill, they were perfectly happy.

So, we were able to get AUTOSPORT off the ground remarkably quickly. At that time, there was a wonderful feeling that with a little capital and a lot of hard work, new ventures were likely to succeed. Small firms were springing up to manufacture cars and prices were actually falling. I was kept busy rushing round the country to see racing, and especially sports-racing, cars. Track tests are fun for the driver but they seldom make good reading, so I took home all the current competition sports cars and used them on the road. If the sports-racing car had remained a practical road vehicle, it would not have suffered its present decline.

As for production sports cars, they flourished exceedingly. Most of the early post-war saloons were pretty dreadful and you had to buy a sports car for fun and performance. The fashionable independent front suspension brought problems of roll, the new cars at first being far slower round corners than their cart-sprung predecessors. All-enveloping bodies deprived the brake drums of cooling, so most saloons suffered from alarming brake-fade when driven only moderately quickly.

Competing in a hillclimb with an Elva at Bodiam in 1957.



The huge, separate headlamps of 1939 may have greatly increased the wind resistance, but the built-in lights that replaced them were feeble in the extreme and almost impossible to focus.

Most of the early post-war sports cars were better than the saloons, because they were lower and lighter, while their mudguarding could be designed to let at least some air get to the brakes. However, smaller wheel rims shrouded the drums, which often had their diameter reduced for this reason; worse still, little wheels had short spokes, which lacked flexibility and broke with monotonous regularity. When wire wheels were replaced by steel discs, the air circulation virtually ceased, which even the frantic drilling of holes only partially restored. Nevertheless, discs looked better than wires with the new slab-sided bodies, so a total re-design of the brakes themselves was the only cure.

The post-war sports car was to develop into a remarkably fast and safe vehicle, but it took its time, which caused many of us to look back nostalgically to the tough, no-nonsense sports cars of the nineteen-twenties. However, like it or not, the open car was becoming less open, the cutaway body side and the outside hand-brake lever receding into the past. For a period, that Heath Robinson device, the steering-column gearlever, was even found in sports cars, the Jowett Jupiter, the Sunbeam Talbot, the Lancia, the Alfa Romeo, and many other worthy makes



Bolster testing a 13-litre 4-cylinder 1908 Grand Prix Panhard at Montlhery. Jose Rosinski is the brave passenger.



John Bolster officiating for the BBC at Goodwood.

being disfigured with it. Incredibly a few Aston-Martins had the ghastly thing.

Through the years, I have steadily raised my sights as cars have become better. If I were to go back and test the cars of the early nineteen-fifties again, I'm afraid I would be very rude indeed. Its fun for collectors to restore them to their original condition and they should be preserved as a little bit of history, but please don't expect them to steer or stop like modern machinery, or you are going to have a very bad accident. Between the vintage period and the modern epoch, the designers of motor cars had to learn an entirely new technique, so perhaps its not surprising that they dreamed up some rather deplorable carriages and made a few dreadful mistakes. Let us not forget, too, that some of those cars might have behaved quite acceptably if modern tyres had been available.

There were some exceptions, of course. One of the most outstanding sports cars I drove, which I have always remembered with affection, was the little Cooper prototype. It combined the best features of vintage and modern sports cars and above all it was light. It was a simple, front-engined two-seater, employing the independent four-wheel suspension of a 500 cc racing car and light-alloy wheels. Fitted with a 1250 cc MG engine, it weighed 10½ cwt compared with 18½ cwt for the current MG TD, so not unexpectedly its 0-60 mph acceleration took less than 11 seconds, compared with 15s for a TD in racing trim. In a race at Goodwood, John Cooper beat the pick of 1500 cc sports-racers and won as he liked. Better still, I averaged 32 mpg, and 40 mpg was obtainable at brisk touring speeds. Coopers didn't have the factory capacity to put the car on the market, but I have never understood why a big manufacturer did not take it up. It was perhaps too lightly constructed for the tough rallies of the period, but as a road car it had everything and I would still love to own one, though it was built 25 years ago.

Another proper sports car was the Le Mans Replica Frazer-Nash, which was nearly as outstanding as the Cooper, though it had a live back axle. Its 2-seater body was not dissimilar to that of the Cooper, giving just enough space for two friendly people and a very little luggage, while both cars had their brakes unashamedly in full view, with large scoops to catch the air. The utterly basic chassis frame was built on the 'two bloody great tubes' formula and the propellant was that funny Bristol engine of BMW design, with pushrods across the head.

This 2-litre 6-cylinder unit was powerful and very light, giving the little car a 110 mph maximum and a 0-60 mph time of 8½s. The car was ridiculously expensive but it was a joy to handle and its many racing successes proved how good its cornering and braking were.

Later, I was to meet the Bristol engine in many other chassis, notably the AC. With the Acca coupé body it had a higher maximum speed than the Frazer-Nash, but the independent four-wheel suspension contained some geometrical errors and was prone to rapid wear. I owned one of these myself and I loved it dearly, though the ride was



Above is the 1903 Panhard with which John and Rosemary Bolster regularly complete the Brighton run. No boot is big enough unless it can accommodate a full size Bolster!



intolerably hard on French roads and it roasted your feet in the summer. I would like to own another AC because, whenever I took it to Thames Ditton for servicing, two men immediately started work — the one who tuned my car and the one who took me out drinking.

Other AC models I have driven include various Cobras. The first one, which Carol Shelby lent me, was lethal in the extreme and remarkably slow on wet roads. When I took it back to the Hilton, the little man who parks the cars in the garage actually contrived to spin off from a standing start right there in front of the door, to the screams of all those rich American ladies with blue-rinse hair and mink coats. Completely different was the 7-litre Cobra that I borrowed from John Woolfe, which was on huge racing tyres. It had very sloppy steering below 30 mph but at higher speeds it was the easiest car to handle that I have ever driven, among the ultra-high performance stuff. Unfortunately, it was fitted with a low-geared rear end, so I had to take my foot off at 155 mph, which it reached in incredibly few seconds.

The 7-litre Cobra was the only car I have driven that beat the acceleration figures of the Lister-Jaguar. This was Archie Scott-Browns' famous car and though it was a bit exciting on its very narrow tyres, it was enormously effective, giving me 0-60 mph in 4.6s and 0-100 mph in 11.2s. As a road car, it was magnificent, having perfect traffic manners and sufficient acceleration to get one clear of almost any emergency before it happened.

Gregor had the splendid idea that we should get a special crown wheel and pinion cut and use a cleaned-up Lister-Jaguar for the first 200 mph road test ever published. The preliminary arrangements had actually been made when poor

Levegh and 80 of his countrymen died at LeMans. Gregor immediately decided that if I used a public road for a 200 mph test, it would be the end of AUTOSPORT in the prevailing atmosphere, even though it wasn't illegal. Pity!

I drove many other Jaguar-engined cars, finding a Le Mans-winning D-Type a perfect shopping car. Prior to that, I was at Monthéry for the Coupe

With one of the original Aston-Martin DB2 works team cars which underwent full Bolster road test treatment.



du Salon meeting, and visited the pits during the practice period. Duncan Hamilton was there with a C-Type Jaguar, with which he was to win the morrow's race, but he was not taking his practising too seriously. "If you can get into my hat you can have a go," he suggested, "nobody will notice."

It was Laurence Pomeroy who offered up a prayer, "for those in peril on the C." Let us merely say that the C-Type Jaguar had most of the performance of the D-Type but none of its roadholding. At 140 mph off the banking and into the Goulet, it was distinctly alarming, while the slower corners tended to be taken on full opposite lock. It would do some modern drivers good to handle a brute like the C.

I road tested the first Lotus and I have been driving them ever since. The early ones had swing-axle front suspension and incredibly high-geared steering, but they were all notable for achieving phenomenally high lap speeds on relatively low horsepower. On the road, the streamlined sports-racers were perhaps a bit vulnerable when parked, but their cornering power was a new experience and the Coventry Climax engines had impressive torque.

Of all the amazing phenomena, the side-valve 1172 cc Ford engine must have been the most astonishing. That tiny lump of cast iron powered more road test cars than I can possibly remember, but it puts me in mind of Frank Nichols and his Elva. After an extremely successful racing season, Frank wanted his wee vehicle road tested, but after a drive I telephoned him. "Frank she's too low geared for a maximum speed test," I said, "I've been into the red and there's still more to come." "That engine's done a season's racing and won't be used any more", said he. "See if you can break it!"

So, I gave her the gun and when the rev-counter went off the end, I studiously looked the other way. Just as we reached the finish of the measured distance, there was an appalling noise and I declutched and switched off in one movement, as one does after much experience. As I coasted down from 110 mph or so, I cursed the thought that I would have to walk a few miles and there aren't many lifts at 4 am. Wondering if there was enough engine left to get me back to civilisation, I tentatively eased in the clutch. She started, she ran, and though there was no rev-counter and the dynamo had stopped charging, I drove her 75 miles home. It turned out that it was the pulley that had exploded, and though the bits did an incredible amount of damage under the bonnet, nothing vital was severed. Luckily, the old 1172 had no water pump, so there's something to be said for simplicity!

I'm sorry that there's nothing here about the scream of Ferraris, or those marvellous dashes across the Continent in the front-drive stability of the big Citroëns, or even the sensation of driving the Camargue, when I forgot it cost £29,500 and really had a go. The magic of the Jaguar V12 is worth another paragraph but — TIME, GENTLEMEN, PLEASE!

Parc Fermé



"A challenging speed hillclimb, the course boasted fearsome drops and spectacular views which brought memories of Pikes Peak to mind..."

By PETER NEWTON

An undercover assignment

Last week *Parc Fermé* operatives made a short furtive foray into Wales to witness a new and untried rally spectacular. At a 'secret' venue, just a few miles north of Llandoverly there was at last, after much wrangling, to be held the first televised rally stage competition. It is an old idea of course; a knockout competition with the final 16 fastest cars being drafted into quarter finals, semi-finals and a final by stage times. However problems of the venue, and the necessity of media coverage and suitably professional event organisation have always confounded such a scheme in the past. Now at last it was happening. With BBC Wales very much in evidence (they had several cameras covering the two and a half mile stage from specially erected scaffolding towers) the idea is to screen the results in serialisation form over the autumn and winter on Welsh Grandstand and throughout the South West. If the results are as successful as they appeared, undubbed and unmixed, on the video screen last Wednesday, then it is possible that networking may well be undertaken. All this is by way of saying that we can't tell you who won, but suffice it to say that the final provides a theatrical twist of fate which is highly spectacular to watch and gives victory to the 'outsider' at the end of the day.

As usual, problems intervened to hinder the progress of the Stratos. However, it proved capable of quick times even while stuck in second gear!



It was a real pleasure to sample Russell Brookes' driving at first hand.

With the lure of television to bring them out of their hiding places, many of the country's top rally crews were present, including Roger Clark, Per Inge Walfridsson in the Lancia Stratos, Russell Brookes, Tony Pond, Tony Drummond, Tony Fowkes, Nigel Rockey, John Taylor, George Hill and many others, including Piggy Thompson and Jan Churchill in Porsches and Robert James, Dai Roderick, and Roger Davies among those representing the host country. If it had not been for the rather surprising lack of British Leyland and DTV, then the list would have born remarkable similarity to an RAC national event.

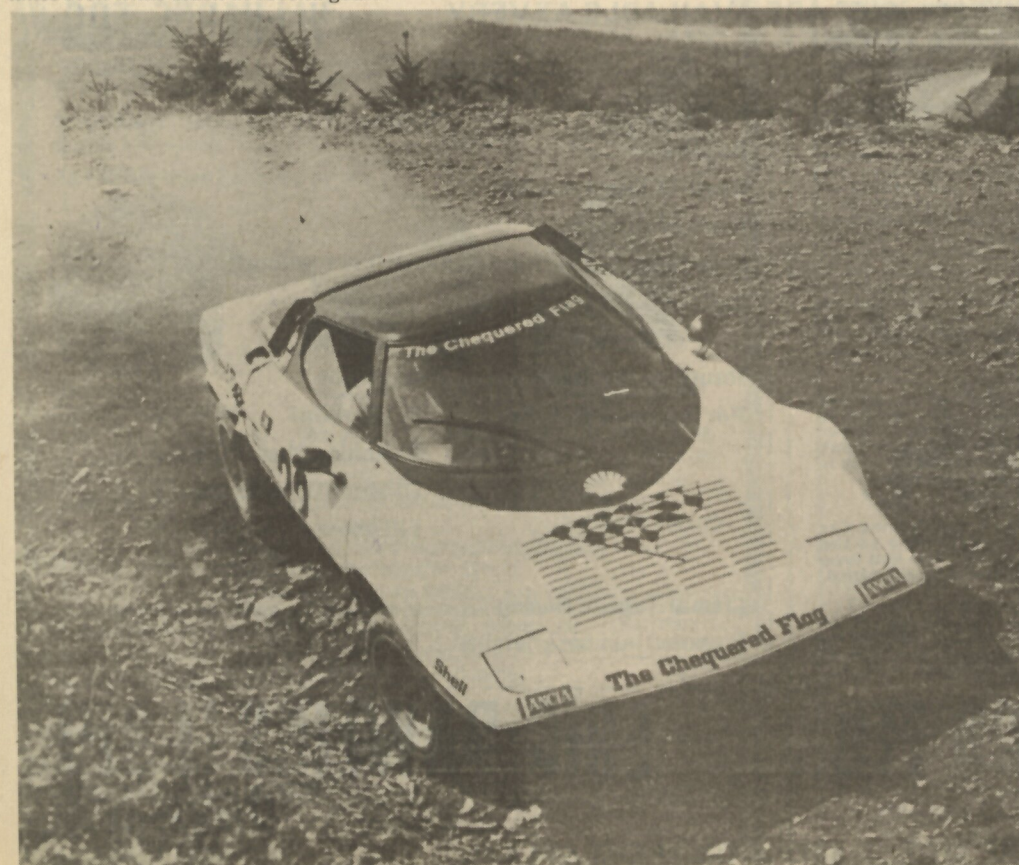
The 'stage' itself was a remarkable one, climbing 800 feet in just over two miles, and it initiated universal praise from the drivers. A challenging speed hillclimb, the course boasted fearsome drops and spectacular views which brought memories of Pikes Peak to mind, a perfect setting for televised coverage. The Forestry Commission were in evidence to keep a close evaluative eye on things (see interview opposite) and the organisation was professionally handled by *Motostage*, with the experienced John Davenport as Clerk of the Course acting in detente cordiale with John Foden. Between them they made sure things ran smoothly and a great day in the sunshine was had by all. Only the addition of a

refreshment tent at the top of the hill could have completed the enjoyment of the watchers looking down from their natural amphitheatre vantage point.

With no real 'navigating' to do many regular co-drivers stayed at home and in their stead appeared many unusual faces grimacing from within unfamiliar helmets. The writer had the greatest of pleasure in accepting Russell Brookes' kind offer of a left hand seat from where to admire both the views and Russell's driving, an exposé of which could last for pages. Suffice it to say that we did not win and were unluckily sidelined while in the last eight when the Hart BDA discourteously went onto three cylinders at the beginning of the run. Eventually the gremlin in the engine room was traced to a bizarre fault in the induction. A small leak had sprung in the float of the rear Weber, which had then sunk to the bottom of the chamber, flooding the rear cylinder. Since we had just acquired some demon 195 rear tyres, which gave much improved traction over our previous 'skinny' wear as the top surface was swept away, we were both a little dismayed, but the enthusiastic crowd who turned up to this 'secret' venue certainly had good value, and my colleague who normally blossoms into print over these columns, remarked that he had never seen so many top drivers go past him so often during one day. He was seen staggering back down the track, caked from head to toe in cloying dust, clutching his cameras and grinning from ear to ear, so the spectacle must have been almost as good to watch from outside as it was from inside.

The fun value of sitting with a really quick driver in a good Group 2 Ford never diminishes, and if it wasn't for all that domestic planning, map reading and time haggling business I could seriously consider taking up (very amateur) co-driving. Needless to say Russell never gave a moment's cause for concern and I was left to admire the precipitous drops at the edges of the track in sublime security. It came as a rude shock indeed to discover after that 'last eight' run, that we were not going to be allowed to enjoy ourselves further. Every time one sits in such a car as Russell's one is continually surprised at how incredibly efficient the Ford Escort has become at covering distances rapidly on the loose. For a vehicle that was by no means purpose-built, it has been astonishingly well adapted over the years, so that now it feels totally designed for the job in hand.

As a day's motorsport, the scene was an unqualified success; all that remains is the hope that the spectacular nature of the driving and the scenery will make 'good' television. If it does, then the day could well turn out to mean a lot more than just very good exposure for sponsors. Single stage rallying must be a sport of the future with the continued shrinking of natural resources available and the consequent strain on organisers, plus the spiralling cost of competing. In no way does it provide the challenge or atmosphere of a 'real' rally; it is not intended to, but it is a step in the right direction towards professionalising rallying as well as gaining increased public acceptance and enthusiasm for the sport. After all, we know more than enough about show jumping already, and besides, I might get another run in a rally car... can't wait.



INTERVIEW

S. Wales Conservancy ..stalemate?

John Zehetmayr is the senior forestry officer for Wales and chief conservator for the South Wales area. Under his jurisdiction lie all the activities associated with the forests of that part of the country, and he is responsible for the decisions that have curtailed forestry stage rallying there. He has in consequence been at the centre of some adverse comment from the rallying fraternity who feel that the sport is being unfairly discriminated against and is suffering in an area of great potential through the bigotry of the conservancy. Last Wednesday John was present at the televised rally stage just north of Llandovery, watching what could turn out to be a great breakthrough for the status of the single venue event and for Welsh stage rallying. After his first ever ride in a rally car (when he was conducted round the stage by the winner of the day in his Escort) John very kindly consented to have a few words with us on the subject, and still rather breathless from his experiences on the hillside, explained the position of the forestry commission.

What did you think of your first ever drive in a rally car?

Really quite extraordinary. I believe in trying to do everything once and to drive through a forest at about three times the speed that we usually manage in Llandovery was an amazing experience. Great fun!

How long have you been involved with the Forestry Commission?

Nearly 30 years. It is an organisation that one joins really as a graduate and one works one's way up. I've been very fortunate to reach this position in Wales. The principal duty is of course to grow timber, but our subsidiary duties include recreation and conservation. Every time we have something like a rally which can really be said to be contrary to our main interests on the recreational side, one has got to balance the interests of a sector of the population with the interests of the population as a whole as we see them.

How many acres of forestry land are under your jurisdiction in South Wales?

Approximately 180,000 acres, and this, through my district officers and foresters comes under my authority. There are also over 1000 kilometres of roads and there are problems on many of them. Many accesses we share with farmers, and in many cases there are farms with roaming livestock on these roads.

From the Commission's point of view how did today's activities strike you?

We are very happy when we find a circuit like this which seems to suit the requirements of this particular sort of rallying. We have never been able to use this piece of road for the Welsh because it has not got an 'in' or an 'out.' I am very happy that we have been able to find a form of motorsport which seems to please the great number of people here and at the same time fits in with our other needs, because as you have seen, we are not yet at the timber production stage here, so that you are not competing with timber lorries.

What exactly are the principal objections to rallying in South Wales from the Commission's point of view?

First of all we have the biggest population living among forests of anywhere in Britain; this is of course concentrated in the valleys, between which there are extensive forested areas, although these

themselves are fragmented unlike, for instance, the Forest of Dean conservancy. Then in this part of the country we have a unique climate which almost every year ensures a very dry spring. The result of this combination of people among the forests, the climate, and the particular type of grass which grows on the hills, means that we have in a small area of South Wales, half the total number of forest fires that occur in the whole of the British Isles. The interminable grass fires kill off the young trees and provide a very heavy workload for the foresters who are run off their feet for part of the year, leaving very little time to accommodate other things.

But quite apart from that, there is the road problem. Many of our roads lead through urban areas, through terraced streets to the forests; often the roads are dead-ends, and about one third of the commission's territory is not in fact owned by us; it is leased land, the lease is for forestry purposes, and this may not include rallying.

What is the Commission's general attitude to members of the public in the forest?

We welcome the public on foot in our forests. We normally don't allow cars in and we have received a lot of favourable publicity from our general policy which is 'quiet enjoyment of the forest.' This is the nub of the problem. There is a classic case on record of a family party on one of our publicised walks stumbling upon the RAC rally. Obviously this was the one day a year when our walk did not live up to expectations! We have a very rude letter to mark the occasion. This of course leads to the problems of spectators' safety on rallies. We have an occupiers liability and not even the rally followers' fraternity are always sensible. We do need people to be self-disciplined when a rally is in progress.

Do you have any specific comments to make regarding the recent across the board increases in forestry charges to rally organizers?

I think if you look at the state of the road after this event you will see that it is an expensive business to put the track back to the state it was in before. We do also have a problem, and this is again particularly true in South Wales, where the rocks are basically soft and shaley. This means that in order to repair the road you have to import stone from other areas. This process is bound to be more costly than in mountainous igneous rock areas where you find your rock on the spot. This is just one of the particular contrasts between north and south Wales.

How do you see stage rallying developing in South Wales?

It will be slow development certainly. The Commission has agreed to the holding of a number of smaller events each year and we expect to play our part in having events such as happened today, which come within our quota. We do

The enthusiasm of Castrol for the sport ensured a most welcome presence at the bustling start line as C-of-C Davenport has words with Albert.



How the dream came true...

The story behind the event goes something like this: Ianto Roberts approached the B.B.C. in Cardiff, in the person of John Norman, the Sports Editor, at the time of the Welsh last May, and the week after he came back with a 'yes' to the format used last week.

Originally it was to be sited at the original Tarren venue, but Mr Roberts lost that site as he was poised to sign the contract to build the track. An event still had to be staged however.

Roberts visited six sites between Llandovery and Wrexham, private land and the Commission's, lost a wheel, destroyed the sump and broke the oil pump on his parents' Fiat 124 coupé in one forest (he reported that he wasn't booting it!) and finally came upon Esgair Dafydd, pointed out to him by Ian Watt, the District Officer at Llandovery, and his engineer Colin David. It was a dream come true.

This was by then the third site to which he had taken the B.B.C. and it was only due to the continuing goodwill of the producer Onllwyn Brace and the enthusiasm of John Norman that he was able to keep the event alive.

All the while still without any sponsors either, not good for one's heart condition. He found Esgair Dafydd in the week ending July 12th, the Commission, primarily in the person of the Recreation Officer in Cardiff, David Parsons, moved very quickly and he had the permission needed the following week.

John Foden provided the vital paperwork with the R.A.C. personally and finally, to cut a long story short, less than two weeks before the event Richard Davies Tyres stepped in, a sponsorship that was tied up by Foden literally at the 59th minute of the 11th hour.

however, have problems that are unique within the Commission and when the motor sporting press ask: is South Wales different? My answer is 'yes.' We are not an anti-rallying lobby, but the sport does concern us more than in some areas for the reason that I have already outlined. There has always been some rallying and we hope this will continue with moderate expansion. Today's activities seem to have gone off very well and this type of event may well prove to be one of the ways around our geographical problems. All my staff who were present appear to hold favourable impressions as do the police and all whom I have spoken to.



"Here Comes Homewood" says the sign on his car, and once again, John Homewood came home the winner of the Kent Messenger round.

BRANDS HATCH

Musetti marches to record

It was Southern Organs Day at Brands Hatch last Sunday, Sidney Miller and company donating the silverware for four of the races on the seven race Rochester Motor Club programme. Special guests at the circuit were the Portsmouth Football Club who Mr Miller has also signed up. In fact he isn't actually sponsoring them, but helping out each individual player psychologically. There were races for a couple of the local championships, Tiff Needell continuing his winning streak by taking maximum points in the Townsend Thoresen race while John Homewood's Imp as usual won the Kent Messenger 1000cc saloon car challenge. One major lap record was broken, the Libre record now falling into the hands of Valentino Musetti's Bernigra Ice Cream FA March 74, which knocked 0.4s off the time previously held jointly by Vern Schuppan and Tom Belso in an F2 and F5000 cars respectively. The record now stands at 45.2s.

Fred Sigafoos seemed to have the Southern Organs Trophy Formula Ford race tied up by the end of the first lap, after his Jamun had established a useful lead from pole position over Rob Wicken's U-Hire/Maidstone Service Station Merlyn. However, the Merlyn slowly closed the gap, and with three of the ten laps to go they were nose to tail. Wicken got alongside at the start of the last lap, and he was through at Paddock, throwing both hands in the air as he took the chequered flag by 0.4s. The next three places were close, but Michael Morland's Elden led all the way, being only really worried in the closing laps when Dave Butigieg got his Power Cleaning Dulon ahead of Richard Maile's Team Homebrite Merlyn Mk 25.

Five Imps occupied the front two rows in the Kent Messenger 1000cc Saloon Challenge, and, believe it or not, five Imps occupied the leading five positions by the end of the ten laps. John Homewood's model was a couple of seconds quicker than the rest in practice, so we won't mention any more than that he won the race by 9.6s, thus almost clinching the series for the umpteenth time with three races to go. It would need some major disaster for Ray Calcutt to catch Homewood now. As usual Calcutt's Alister Crawford-entered Imp was the sole bridesmaid. Starting from the middle of the front row Richard Oliver had gone round Paddock side by side with the masetro on the first lap, but that's as near as he got. In fact Pat Mannion claimed third place from Oliver at half distance, Mike Chapple completing the Chrysler quintet.

Only nine Clubmen's cars came to the line to compete for the National Organs Cup, and they were reduced by one when John Davies developed ignition problems with the Moger Furs Gryphon and couldn't get away from the outside of the front row. The race still produced a good dice for the lead, with Barry Foley's St Bruno Roughcutter leading from the middle of the front row, although he had been over a second slower than Malcolm Jackson's U2 in practice. Jackson stayed on the tail of Carchpole, and he made good use of a baulking backmarker to take the lead on the ninth of the twelve laps, maintaining it to the end, these being the only three to complete the full distance.

The kartists had their only race of the afternoon next, which was a round of the Baldwin 250cc International Kart Championship, and was won by Paul Gamsa's Merlin Suzuki-engined Bullit which went like one. Luckily there were no major

incidents this time.

A new name appeared on the winners sheet for the Castle Trophy Formula Ford race in the form of Robert Coates. It was a lucky win, however, for Rob Newell was cruising to a comfortable victory when his engine began cutting out at half distance and he was eventually forced to pull off when the engine died completely on the penultimate lap. A loose ignition lead was discovered later. Coates hadn't had an easy time though, for second to Newell initially was pole man Roy Pagliacci's Lotus 61. However he dropped three places on the fifth lap which elevated Coates' Red Star Garage & Tyre Service Hawke DL/2 to second, for a lap before taking over the lead. However, he had his mirrors full of David McClelland's Nike and Ted Whitburn's Lotus. Although they exerted heavy pressure the order remained the same to the end, just a second covering them.

Valentino Musetti's filming commitments (he's just starting 'Robin Hood') preventing him from going to Dublin's Phoenix Park, and by staying in England he was able to walk off with the Southern Organs Shield and the Formula Libre lap record into the bargain with his uncle's

Bernigra Ice Cream company-entered Atlantic March-Swindon 74B. Another Atlantic should have been alongside the pole positioned March, but Paul Butler failed to make the grid in the Victoria Sporting Club Brabham BT28/35. He did have an Atlantic for company on the front row in the form of young Steve Carvill, having only his second race in Peter Wardle's Atlantic Surtees. He drove sensibly throughout to pick up another signature, although he was half a lap behind Musetti. Barry Foley's St. Bruno Roughcutter survived a coming together with John Davies' Gryphon at the start to finish third, the only remaining car not to be lapped.

Zekia Redjep's Escort gave Nick Whiting's similar Team Kent Messenger car quite a hard time in the Sidney Miller Trophy Saloon race. However, once the local accessory man got past the 'wide' Escort at Druids on the seventh lap that was it. Whiting was helped even more when Divina Galici's Southern Organs/Shellsport Escort conveniently got in the way of Redjep through Clearways. A good bit of team work. The divine Miss Divi had worked up to fifth place behind the Imps of John Homewood and Dennis Allt after a bad start, but a spin at Clearways while trying to wrest fourth place from Allt dropped her to the back of the field.

Tiff Neerell was only 0.2s outside the lap record in practice for the Townsend Thoresen Formula Ford Challenge race, his Crossle being a second quicker than David Kemp's Merlyn and Fred Sigafoos' Jamun. However, Sigafoos drove straight back to the Paddock after the warm up lap with the undertray dragging along the ground. The Crossle and Merlyn stayed glued together throughout the ten laps, Kemp just not being able to find the extra speed to offer any real threats. Kenny Gray's Van Diemen dropped some valuable TT points this week by only being able to finish third narrowly ahead of Rob Newell's Jamun and Rob Wicken's Merlyn, which had moved up well from a poor grid position. In fact, Wicken got up to fourth on the eighth lap, but had to settle for fifth ahead of Bernard Vermilio, who, yet again had had to return to FF1600 with a Merlyn Mk 29. Rad Dougall was surprisingly as low down as seventh in the Kismet Garage Equipment Royale although he did get fastest lap. His teammate, Geoff Smailes, had to non-start his familiar car after coming a cropper at Paddock in practice.

PAUL KING



Zekia Redjep was a hard man to pass in the Special Saloon race, but Nick Whiting, got by in the end.

Southern Organs Trophy Formula Ford (10 laps): 1. Rob Wicken (Merlyn-Minister Mk 17A), 8 m 54.6 s, 83.50 mph; 2. Fred Sigafoos (Jamun-Minister T3C), 8 m 55.0 s; 3. Michael Morland (Elden-Minister Mk 10C), 9 m 05.0 s; 4. Dave Butigieg (Dulon-Abbott MP17), 9 m 05.2 s; 5. Richard Maile (Merlyn-Minister Mk 25), 9 m 06.2 s; 6. Brian Songhurst (Royale-Rowland RP3A), 9 m 09.4 s. **Fastest lap:** Wicken, 52.0 s, 85.85 mph.

Kent Messenger 1000cc Saloon Car Challenge (10 laps): 1. John Homewood (1.0 Sunbeam Imp), 9 m 11.4 s, 80.96 mph; 2. Ray Calcutt (1.0 Hillman Imp), 9 m 21.0 s; 3. Pat Mannion (1.0 Hillman Imp), 9 m 23.4 s; 4. Richard Oliver (1.0 Chrysler Imp), 9 m 25.0 s; 5. Mike Chapple (1.0 Hillman Imp), 9 m 27.4 s; 6. Gary Hall (1.0 Cooper S), 10 m 02.4 s. **Fastest lap:** Homewood, 54.2 s, 82.36 mph.

National Organs Cup Clubmen's Sports Cars 1001 to 1600cc and 1600cc Formula Ford engines (12 laps): Overall and 1001 to 1600cc: 1. Malcolm Jackson (1.6 Mallock U2-Holbay Mk 14), 9 m 49.2 s, 90.92 mph; 2. Barry Foley (1.6 St. Bruno Roughcutter-Norvic), 9 m 51.4 s; 3. Martin Mansell (1.6 Mallock U2-Ford), 9 m 53.8 s; 4. Robin Isted (1.6 CTG-Holbay), 11 laps. **Fastest lap:** Jackson, 47.4 s, 94.18 mph. **Formula Ford engines:** 1. Brian Young (FF Haggispeed-Ford Mk 6B), 80.82 mph; 2. John Heale (FF Mallock U2-Ford Mk 11B); 3. Richard Kyle (FF Blaydon-Ford Mk 3). **Fastest lap:** Young 54.0 s, 82.67 mph.

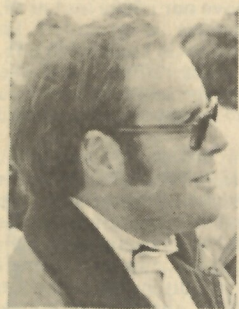
The Castle Trophy Formula Ford (10 laps): 1. Robert Coates (Hawke-Minister DL12), 9 m 07.8 s, 81.49 mph; 2. David McClelland (Nike-WRA), 9 m 08.0 s; 3. Ted Whitburn (Merlyn-Minister Mk 11), 9 m 08.8 s; 4. Roy Pagliacci (Lotus

61-Minister), 9 m 11.0 s; 5. Michael Morland (Elden-Minister Mk 10C), 9 m 11.2 s; 6. John Peters (Jomic Mk 3), 9 m 19.2 s. **Fastest lap:** Coates and McClelland, 53.6 s, 83.28 mph.

Southern Organs Shield Formula Libre (12 laps): 1. Valentino Musetti (FA March-Swindon 74B), 9 m 21.4 s, 95.48 mph; 2. Steve Carvill (FA Surtees-Swindon TS15), 9 m 49.2 s; 3. Barry Foley (1.6 St. Bruno Roughcutter-Norvic), 9 m 54.6 s; 4. John Spencer (1.6 Mallock U2-Ford), 11 laps; 5. Doug Wood (FF Elden-Scholar Mk 10C), 11 laps; 6. Dave Butigieg (Dulon-Abbott MP17), 11 laps. **Fastest lap:** Musetti, 45.2 s, 98.76 mph (record).

Sidney Miller Trophy Saloon Cars over 1300cc, 1001 to 1300cc and 850 to 1000cc (10 laps): Overall: 1. Nick Whiting (2.0 Ford Escort), 8 m 36.6 s, 86.41 mph; 2. Zekia Redjep (2.0 Ford Escort), 8 m 40.4 s; 3. John Homewood (1.0 Sunbeam Imp), 9 m 06.4 s; 4. Dennis Allt (1.0 Chrysler Imp), 9 m 25.6 s. **Over 1300cc:** 1. Whiting, 2. Redjep, 3. Steve Phillips (1.6 Ford Escort). **Fastest lap:** Whiting, 50.2 s, 88.92 mph. **1001 to 1300cc:** no finishers. No fastest lap. **850 to 1000cc:** 1. Homewood, 81.70 mph; 2. Allt; 3. Pat Mannion (1.0 Hillman Imp). **Fastest lap:** Homewood, 53.2 s, 83.91 mph.

Townsend Thoresen Formula Ford Challenge (10 laps): 1. Tiff Needell (Crossle-Scholar 25F), 8 m 52.2 s, 83.88 mph; 2. David Kemp (Merlyn-Abbott Mk 20A), 8 m 53.0 s; 3. Kenny Gray (Van Diemen-Scholar RF75), 8 m 56.4 s; 4. Rob Newell (Jamun-Minister T3C), 8 m 56.8 s; 5. Rob Wicken (Merlyn-Minister Mk 17A), 8 m 57.0 s; 6. Bernard Vermilio (Merlyn-Scholar Mk 29), 8 m 58.0 s. **Fastest lap:** Rad Dougall (Royale-Scholar RP21), 52.0 s, 85.85 mph.



"... the ground roots of the sport had been given the chance to lobby directly into the committee that now governs their sport ..."

Open House

The RAC Rallies Committee meets six times a year in the normal course of events unless there is something special to discuss, for example things that are green and go bump in the night. Just two weeks ago, it was decided that the committee should hold an open day to which anyone even remotely concerned with rallying could come along and pop his question at the members of the committee. The invitation was extended through the associations to the motor clubs and was also publicised in *Motor Sport News* and the August pages of *AUTOSPORT* and *Motoring News*. Despite this more than adequate warning, only three motor clubs took up the option to put questions, though to be fair one questioner was the Cotswold Motor Sport Group which does represent a bunch of motor clubs. Part of the inhibition was probably due to the fact that it was necessary to submit the questions in writing beforehand as well as take a day off work on a Friday to attend, not to mention the travelling to London that it would entail.

As a member of the aforementioned committee, I should perhaps defend the written question bit. Frankly, we did not have any idea how much interest and attention this invitation would arouse. In other words without some idea of how many questioners were going to turn up and also some idea of how complex and comprehensive the questions would be, we had no idea whether to reserve the Albert Hall (Roger of course giving his consent) or a converted loo in Bayswater. As Jack Kemsley remarked when he kicked off for the committee, the latter might well have proved adequate. Lack of questioners notwithstanding, the meeting went very well with some 15 to 20 members of the audience drawn up from the three questioning clubs plus the press and other interested parties. Facing them was a slightly smaller Rallies Committee than had met for its regular meeting the day before but they were now joined by no less a person than John Brown from the Motor Rally Advisory Committee that is at present trying to persuade the DoE and anyone else who will listen that rallying is really quite a good sport and should not have the law amended to make it impossible to run proper events. There too was an insurance expert from the RAC's insurers C. T. Bowring to ensure that the questions on liability and insurance were fully answered.

Opening the proceedings were the Cotswold Motor Sport Group and their first question concerned what an organiser should do when an entrant fails to produce a Trade Entrant's licence at signing on, for after all, he has had all the publicity in the programme and other matter printed before the event. Of course, there is provision for a fine in this case but that course of action will hopefully be unnecessary in the near future as the RAC is introducing cheaper Trade Entrant's licences for Closed and Restricted events. The CMSG suggested that the entrant be required to send a photocopy of the licence with the entry but as the idea seemed to be to encourage small concerns to back rally cars on minor events, merely supplying the number of the licence should be sufficient and if the licence was then not produced at signing-on, the statutory fine could be

imposed without any hesitation. Anyone not giving the number of the licence with their entry would not get the entrant's name in the programme.

The second point of worry was that organisers seemed to be increasingly taking it on themselves to check competitors' insurance certificates at the start of rallies in those cases where the competitors were running on insurance provided by themselves. This was seen as a most dangerous course by the C. T. Bowring man as there can be officials at signing on who are professional underwriters capable of saying whether a particular certificate of insurance covers the car and driver for that event. In the case where the organiser is taking the premium from the competitor on behalf of the RAC he is only acting as an agent in selling insurance and is offering no opinion as to the validity or otherwise of other insurance. It is far better to let the competitor accept full responsibility for the validity of his own insurance unless of course your club has a fully qualified broker who is prepared to examine all the certificates at the start of the rally. If he does so, the club is assuming a responsibility beyond that which it ought to do and the Rallies Committee did not recommend the practice in any way.

Item three from the Cotswolds was the problem of noise and it would seem that while road events, especially those coming under the jurisdiction of the Welsh Association, are now operating at a very low noise level, special stage events are not enforcing any noise regulations at all. One example was quoted of a stage upsetting villagers living more than two miles away on a quiet summer afternoon. It was universally agreed that the noise regulations must be applied across the

30 second interval timing at the start of stages on the RAC? Tapio Rainio has just caught Henri Greder on the '73 event.



board to all rallies, no matter what the type or the status. Those who feared that the works crews would stay away from the major internationals if a strict noise rule was enforced were quelled by observations that such rules were successfully applied to the Fiat and Lancia teams that attended the World Championship events in North America last year while it was totally unfair to start applying restrictions on noise at club level if the nationals and internationals were allowed to do as they liked. The Rallies Committee agreed that as soon as possible, a noise law had to be agreed upon and applied to all rallying in this country. While this was being discussed, it was also brought up by the Committee that they would no longer accept the statement in regulations that 'all marshals are judges of fact' as this is clearly unworkable even under the present rules. Any judge of fact must be nominated in the regulations or final instructions and it must also state whether he is a judge of fact for noise, out of bounds areas or whatever.

The CMSG wanted more publicity with regard to the new regulations for crash helmets and this was agreed upon but when they suggested that the clubs be encouraged to use more RAC appointed scrutineers there was more resistance. The legally minded pointed out that the club were only required to scrutineer for safety items and general condition of the vehicle. It was the competitor's responsibility to have it in a roadworthy condition and if the organiser went beyond what was required of him, he might be seen to be giving the car a seal of approval. In this case, following an accident to a third party, he

might find himself sued as being responsible in some way for approving a car which later turned out to be unsafe. In any case, there would hardly be enough scrutineers to go round with the number of events currently held.

It was next the turn of the CSMA who were anxious to learn about the current review situation of black spots. The committee were able to report that the police were being more co-operative in many areas and indeed the Kent Constabulary had abolished all black spots and were starting again from scratch. As a result of the activities of the Advisory Committee, it was hoped that a more specific complaints system would be set up whereby the precise nature of the complaints after a rally would have to be registered by the police so that the RAC could make sure that it was in fact the rally which had caused the trouble and not something else. Indeed, the RAC was prepared at this moment to supply to clubs and organisers information concerning any black spot - if they had it on file - so that cautious PR might discover that the bird had flown so to speak in which case, they were prepared to strike the black spot from the records. It was very strongly recommended that clubs which operate in certain areas keep a 'grey spot' list ready to supply to other clubs of areas which need very careful approach and PR work before running a rally through them.

Finally it was the turn of the Port Talbot Motor Club who started with a most eloquent plea for allowing 30 second intervals between cars at the starts of special stages. The committee was happy to be able to report that they had decided to try an experiment with this idea which seems to work well on Irish events and consequently, if Port Talbot would like to be the guinea pigs... It transpired that they would so that Tour of Eppynt competitors had better start getting used to the

idea. They also wanted to know about the multiple use of roads where, as in the case of the Tour of Eppynt, it would make the event much better to organise if the B-road over the Drover's Arms could be used say four times. The Advisory Committee is in the process of thinking about this and the rallyists on it have convinced the others that M-road and A-road mileage should not be considered competitive when measuring mileage of events; so it seems likely that they may well succeed here as well.

The final point concerned the idea of asking competitors to display red triangles at their car if they had had an accident and were not hurt. Often, other competitors, not seeing the other crew, will assume that they must be hurt and stop to offer assistance. The placing of a triangle at the car would tell them that all was well. This met with a mixed reception as it was felt that in these times of rising costs, to ask rally drivers to fork out for red triangles as well as helmets, seat belts, fire extinguishers et al, was perhaps too much. If the possession of a red triangle becomes the law of the land courtesy of Westminster, then the suggestion, which was a good one, could be adopted without asking the competitor to pay any more than he had to anyway.

The Open Day had proved a success in that the ground roots of the sport had been given the chance to lobby directly into the committee that now governs their sport and there is no doubt that the RAC see this as an important annual institution. Let's hope that next year, we do need Albert's Hall.

Happy...

Next week's issue of AUTOSPORT is, I believe, your Silver Jubilee number. I began my readership with Vol 1 No 1 and have received and kept every copy since, and it is the one thing I look forward to every week.

I should very much like to congratulate all concerned in its production, both past and present, bearing in mind, particularly, that publication has continued unbroken throughout the period of time, regardless of strikes, printing troubles etc, and I hope for many more editions, to give myself and countless others our weekly ration of pleasure.

Once again thank you all.
NUNEATON, WARWICKS.

W. D'A. TREMLETT

...birthday...

It is just 25 years since the first issue of AUTOSPORT appeared. Since that time it has gone from strength to strength and has contributed in no small way to the present day popularity of motoring sport. May your success continue for many years to come.

John Bolster's articles and road tests are greatly valued by many. How fortunate we are to have the benefit of his vast experience and knowledge, starting with his first article "Independent Suspension versus Cart Springs" which appeared in your first issue.

MACCLESFIELD, CHESHIRE.

PHILIP RAMBAUT

...to you

Having read and retained every copy of AUTOSPORT from Vol 1 No 1 to date, I send warmest congratulations to all concerned, past and present, on the attainment of your excellent magazine's Silver Jubilee. Twenty-five years of unbroken weekly publication must have posed many formidable problems and to have overcome them and maintained such a high standard has been no mean feat.

May Britain's Motor Sporting Weekly enjoy every success over the next 25 years.

BURFORD, OXON.

DAVID PHILLIPS

Two ply lethal

For how much longer are racing drivers and marshals going to be subjected to extreme danger through the continued use of the two ply racing tyres? The list of dead and injured drivers as well as the recent near misses would lead one to assume that the tyre companies have thrown caution to the wind in their never ending bid for lighter tyres.

The difference between the two ply and the safer four ply tyre in no way detracts from the standard of racing. So why the continued use of these lethal two ply tyres?

GUY EDWARDS AND DAVID PURLEY
BOGNOR REGIS, SUSSEX.

Unspectacular F1

Having just returned from holiday I read today Mr Le Grand Poulet's response to my letter in the issue of July 3. Thank you very much Mr Le Grand Poulet, you've confirmed my opinion! Why did the World Championship of Makes, the European 2-litre Championship, etc., disappear from the list of important championships? Because they became too expensive for the average private driver without a sponsor, who are no longer interested in them because of the so-called good public relations of the FICA. (Paying £10 for F1 is more interesting for a sponsor than paying £4 for the European Touring Car Championship.) I even doubt that these public relations can hush up that F1 isn't more a spectacle than these "lesser" formulae. Most people are going to Grands Prix because it is tradition in their family and not because they expect a good meeting. Otherwise I cannot see any reason for the fact that as many as,

perhaps, 45,000 people went to the Dutch F1 GP, whereas only 30,000 went to the Dutch motorcycle GP which was, without doubt, much more interesting for teeny-rockers who had the possibility of seeing their idols (Sheene, Read, Cecotto) there. Be honest, Mr Le Grand Poulet, F1 is no spectacle. It is no spectacle to see Fittipaldi and Reutemann buzzing around without any eagerness to fight, it is no spectacle to see Lauda winning races with fortune and the superior car, whereas the fastest, the fighters (Ronnie Peterson, John Watson and especially Clay Regazzoni) are handicapped by inferior cars.

MENDEN, HOLLAND

LUTZ MILZER

Cage demand

How many men will have to die before sanctioning bodies, constructors, drivers and the general public demand that roll cages be made mandatory on formula cars?

From existing evidence, it seems clear that Francois Cevert, Helmut Koinigg and Mark Donohue might well have survived their crashes if their cars had been fitted with roll cages.

Will the same letter have to be written again next year, only with more names added to the list?

NEW YORK, USA.

LOW PRIDDLE

Do your thing

I have just read Mr Lello's letter in the issue of your magazine dated 28th August, and felt that I must reply, although hundreds of others have probably already done so.

Mr Lello says that motor racing teams should refuse sponsorship from tobacco firms because "they are not interested in our sport... only how they can use it to make more and more money." How naive can you possibly get? I suppose that all non-tobacco firms sponsor cars purely for the love of the sport and are not interested in the money at all! Mr Lello goes on to say "there are many businesses and industries on this world other than the tobacco mob" who are interested in sponsoring motor sport - you try telling that to a privateer trying to get into F3 or F2!

Mr Lello does not seem to understand how similar the plights of the smoker and the motor sport enthusiast are. Both take part in pastimes that sometimes lead to death. Both are part of very large groups, but still minorities ("remember that over half of us are non-smokers now" says Mr Lello, as if to say that that immediately puts him in the right). Both are being threatened by do-gooders, who are not prepared to let other people take even the slightest risk to themselves in the search for enjoyment even when all these other people know exactly, the risks that they are taking.

Finally, I must point out that I am a non-smoker and that I have never noticed the "infinite annoyance and discomfort" Mr Lello talks about. I suppose Mr Lello would say that I "should be ashamed" of myself because I do not mind seeing other people enjoy themselves.

ALDERSHOT, HANTS.

ALAN LUCAS

Discouragement

Didn't your reputation for fairness shift a little, in the issue of August 21?

In the Editorial "Them and Us" teams who run short of cash were told it was all their fault. But no one can budget for the worst possible situation in blown engines and totalled chassis (no sponsor would pay, in advance, for that). And to say that if the "total doesn't match... find a Formula where it does" is naive and silly. If you and your sponsor want to go F2, and choose to try and do so on a £35,000 shoe-string, it's up to you: if it doesn't work, it's nobody's fault, and doing Atlantic instead would not be the answer, would it?

Now let's consider my old mate Nick Brittan, who sadly I haven't met since he was harrying us Formula Ford equips to foreign parts a few years back. *Private Ear* is often very funny (although not as funny as *De General*?) but wasn't Nick a bit hard on Tony Trimmer? I have known a great many dedicated drivers, over a lot of years, but

few with TT's single minded determination to reach F1, at no matter what cost - and I don't mean financial cost. He drove our F5000 McLaren, a year or so back, because it provided an opportunity to show that he could handle 450 bhp. Since then things have been difficult and the Maki, which is as ludicrously underfinanced as our McLaren was, provided an opportunity to race in the ultimate scene, F1.

Tony (who knows a great deal more about what makes a racing car work than Nick or I), believes that given the finance, which may materialise, the Maki would be a reasonable proposition, so he wants to go on with it. All Nick's remarks (which contain at least one factual inaccuracy), seemed to be trying to do was to discourage cheque writers from writing cheques, and thus to knock Tony's prospects on the head.

Not very kind.
PANGBOURNE, BERKS.

SHERIDAN THYNNE

Clarification

In reply to Chris Woodcock's letter in the current issue of AUTOSPORT (Aug 28) I should like to clarify the eligibility of certain helmets, particularly the Bell Star, for use in 1976. The regulations are as follows:

Snell Foundation 1970 and BS 2495 are the only two specifications at present eligible for use during 1976.

Chris Woodcock's Bell Star should be to Snell 1970 specification for the scrutineers to have passed it so far and in this case his helmet should present no problems at scrutineering until 1977.

The above can be confirmed by Mr Eason Gibson's office at the RAC and I hope that this will, once and for all, dispell any doubts helmet users may have for 1976.

LONDON, WC1.

CHRISTOPHER WILSON

(Road and Racing Accessories (Holborn) Ltd.)

Barrier offer

Following several letters and comments in recent motoring publications on types of fencing and barriers to aid the safety of competitors and spectators involved in all aspects of motor racing, we wish to offer our assistance with any information, costing and research that might be required. We are a leading company engaged over many years in the design, manufacture and erection of all types of fencing, safety and security screens, crash barriers and gates and look forward to assisting you in this vitally required area.

F. J. FOWER
(John Flower & Sons (Fencing) Ltd.)

STAVERTON AIRPORT, NR. CHELTENHAM, GLOUS.

Thanks

I would like to use your columns to express my very grateful thanks to all marshalls and officials at Brands on August 25. To sign on before 8 am and finish at 8 pm without a break must be a record of service beyond the call of duty.

I would also like to express my thanks to timekeepers, competitors and paddock marshalls for their co-operation in being messed about something 'orrid.

WALSALL, WEST MIDLANDS.

DON TRUMAN
(Clerk of the Course)

SOS

After reading AUTOSPORT (Aug 28) I felt I must put pen to paper. The circuit owners have said Superloons don't draw the crowds, but I think they do and I know most racegoers would agree that the Formula should be helped in difficult times, not kicked in the teeth.

We're all fed up with Group I, it's a bore which can be seen from any motorway flyover. To go to a race meeting these days and pay large sums of money to watch Group I is not on. With large sums of money being put into superloons it's too late to kill the Formula now, and probably with the same sponsor for 1976, things surely can't be that bad. I think the Formula must be saved. Your views please?

CIRENCESTER, GLOS.

BOB NASH



Andy McLennan three wheels his Austin A35 in front of Michael Hawes' MG Midgette.

SNETTERTON

Seven records are broken

The 750 Motor Club were in charge at Snetterton last Sunday when they offered a selection of seven events for the small budget racer. Saloon wins were recorded by Bob Meacham, Jaguar 2.4, in the Classic championship series and Phil Clarke (Continental Wine Experts and 'The Kingsway' entered 2.3 Firenza) who dominated a poorly supported Special Saloon thrash. Glenn Eagling, Circuit Travel Van Diemen RF 75i, and Ian Briggs, Low Cost Racing Ltd March 733, headed home small Formula Ford and Formula Four fields. In fact it was the club's traditional formulae, F750 and F1300, with victories for Kim Perry, Rod Hill and Bob Davis, that produced large grids and much of the day's best racing as well as creating the helpful friendly atmosphere so typical of a 750 MC meeting.

Indeed, so popular is F750 racing at present that the large entry was split into two races, each carrying points for the championship. Race allocation, by ballot, saw most of the leading contenders together in the opening bout. At the start Tim Green (Time Mk 3) led fellow front row men Lyn Evans (Centaur 2) and John Giles (JGS5) into Riches but at the completion of the lap points leader Kim Perry (DNC3) was up to third. Evans responded to the pressure of Perry by moving past Green but his moment of glory was brief, a recurrence of practice bothers with the head gasket causing him to rapidly drop back. Once in the lead Perry extended his advantage to win his second success at Snetterton in less than a week by over 3s, again setting a new lap record on the way. Behind Green, Giles was a lonely third with Bob Wright (Centaur) beating John Village (Village V2) for fourth after the latter had had a long moment on the grass opposite the pits.

Phil Clarke won the Special Saloon thrash easily, quickly establishing a large lead and although from then on he was conserving his 2.3 Firenza, his winning margin was over 40s. Tony Allies (1.3 Clubman) had overcome Mike Weston (1.6 Escort) for second before the Ford driver lost time with a spin and faded into retirement. Gordon Line (1.3 Cooper S) was the main focus of

attention, starting from the back of the grid with a 10s delay and forcefully moving up to third and closing on Allies. Tony Dickinson (1.0 Mini Ford) finished fourth and claiming the 850-100 cc award after much side by side motoring with Alan Smith (1.0 Mini) whose challenge faded on the last lap. Mike Curnow was the only other finisher, sixth.

Several of the fancied runners either did not arrive at the circuit or non-started after practice for the F4 round. This allowed Ian Briggs (March 733) to lead the seven-car field all the way and improve his championship chances but Ian had to work hard to achieve his win. Roy Lewington (Brabham BT38) shadowed him, matching Ian's every move, until the ex-Gerry Birrell car got out of shape at the Esses on the penultimate lap, but no sooner had Lewington fallen back than John Brown (Delta IRF4), who had been holding a watching brief in third, put in a lap record breaking spurt to be only 0.2s down at the flag. Lewington recovered to finish third, just ahead of Lorina Boughton (GRD 373) who had done well to hold off Jim Ward (Lotus 41C) throughout.

The winning margin of 24s for Bob Davis (Davis) in the F 1300 suggests an easy win, but for much of the race Davis was chased hard by Alan McBeath (Gopher) and Phil Lloyd (Nomad Mk 2). Lloyd who has found time in mid-season to develop the new Nomad, having only its second race, into a front runner was unlucky to have the water filler cap open, causing him to coast the last quarter lap as the engine tightened up and lost what was a certain runner-up position behind the jubilant Davis. Although McBeath was leading him on the road the Gopher was deemed to have jumped the start and was duly penalised, but more blatant jumps went unpenalised during the day. Even with these dramas, such was the pace of the leading trio that they were still well ahead of the rest led home by Adrian Lindley (Hudson).

Javelin designer/constructor John Lipman initially headed the FF race until the gear change linkage pulled out of its mounting on the JL2 model and local driver Glenn Eagling (Van Diemen RF75) went past. Eagling, twitching occasionally out of Russell, won easily setting

fastest lap, 2s off the pace of the NO contenders a few days earlier. Lipman was further handicapped by oil leaking on to the rear brakes and was also overhauled by the dicing Mike King (Lola T342) and Richard Wills (MRE 73/75F); King losing out when he was another to spin at the Esses, finally finishing sixth. Nick Orford (Merlyn Mk20) almost caught Lipman on the line as well, finishing just ahead of the competitive Brian Turner (Lotus 51C) combination. Bob Styles, who had squeezed between these two on the road, was penalised for not having switched off his Hawke DL12 on the grid.

Bob Meacham (Jaguar 2.4) won the classic saloon car qualifier, his fourth win in the series but his performance was overshadowed by the stirring drive of second place man Jeffrey Pyett. Pyett, having practised the Lancia Aurelia out of session, was on the back of the grid and departed 10s after everyone else. The Lancia looked a real handful all round the circuit but by lap 3 it was in third spot and catching the leaders. Tony Horn forfeited second on lap 8 when the Jaguar Mk VII boiled and shorted the electrics, but Horn pressed on — the car getting hotter still and with everything again dried out — including the radiator — claimed a class win. A spectacular exit from an early third spot was made by the Ford Zephyr of Bill Sykenham when the engine seized in a large burst of flame and a thick cloud of smoke. The closely following A35 of Andy McLennan never got over the shock, as it sulked and would not play with the bigger cars anymore all afternoon, finally retiring with no petrol, leaving Mod Sports driver Roger Andreason the small class win with his Morris Minor on its first outing. A superb race-long battle for fourth and the 1200-1901 cc spoils was finally resolved in favour of Miles Marshall (Borgward) from Phil Stokeley (Alfa Romeo) and Michael Hawes (MGZA).

The second F 750 race, closing the day's proceedings, was the most exciting race of the day. Of the six cars that quickly broke away at the front, first lap leader Chris Elmes (Maggot 3B) was forced to retire when things became too hot — a top hose had gone; Keith Cooper (Condor) was next out with no petrol and when Iain Sclanders (DNC Mk3) and Richard Stephens (Jerric 3B) began tripping over each other for third. So it was down to a straight fight between Chris Hague (Wessex DNC) and Rod Hill (Mystic T2). Hague held the narrowest of leads until the last lap when Hill found a way past. Hague put everything on to a fast exit from Russell but an innocent backmarker was in the way. Hague held the ensuing moment well but Hill had won. Tony Tobias (DNC) drove rapidly through the field after starting from the back of the grid to finish fifth.

ANDY LEEDER

Reliant 750 Formula Championship round (10 laps): 1. Kim Perry (DNC Mk3), 14m 15.4s, 80.68 mph; 2. Tim Green (Time Mk 3), 14m 18.8s; 3. John Giles (JGS Mk 5), 14m 41.4s; 4. Bob Wright (Centaur), 14m 59.4s; 5. John Village (Village V2), 15m 02.2s; 6. Roger Silman (RS1), 15m 02.6s. **Fastest lap:** Perry, 1m 23.6s, 82.55 mph (record).

Special Saloons (10 laps): Overall: 1. Phil Clarke (2.3 Vauxhall Firenza), 13m 13.4s, 86.98 mph; 2. Tony Allies (1.3 Mini Clubman) 13m 54.4s; 3. Gordon Line (1.3 Austin Cooper S), 14m 05.2s; 4. Tony Dickinson (1.0 Mini Ford), 14m 18.0s. **Over 1300 cc:** 1. Clarke; No other finishers. **Fastest lap:** Clarke, 1m 18.2s, 88.25 mph. **1001 to 1300 cc:** 1. Allies, 82.71 mph; 2. Line. No other finishers. **Fastest lap:** Line, 1m 22.2s, 83.96 mph. **851 to 1000 cc:** 1. Dickinson, 80.43 mph; 2. Smith; 3. Curnow. **Fastest lap:** Dickinson, 1m 23.6s, 82.55 mph (record).

Formula 4 Championship Round (10 laps): 1. Ian Briggs (March 733), 12m 18.8s, 93.41 mph; 2. John Brown (Delta IRF4), 12m 19.0s; 3. Roy Lewington (Brabham BT28), 12m 33.6s; 4. Lorina Boughton (GRD 373), 12m 34.4s; 5. Jim Ward (Lotus 41C), 12m 35.0s; 6. Jim Burrows (March Falconer), 13m 28.6s. **Fastest lap:** Brown, 1m 11.8s, 96.12 mph (record).

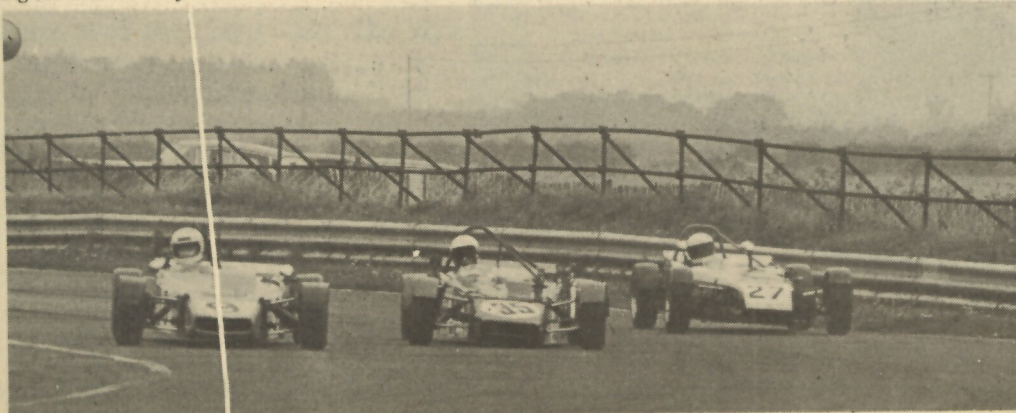
Formula 1300 Championship Round (10 laps): 1. Bob Davis (Davis Ford), 12m 52.8s, 89.30 mph; 2. Alan McBeath (Gopher), 13m 16.6s; 3. Phil Lloyd (Nomad Mk2), 13m 18.6s; 4. Adrian Lindley (Hudson), 13m 54.4s; 5. Chris Kite (Marjo), 13m 59.6s; 6. Angelo Farina (Farina Dison), 14m 01.6s. **Fastest lap:** Davis, 1m 15.8s, 91.04 mph (record).

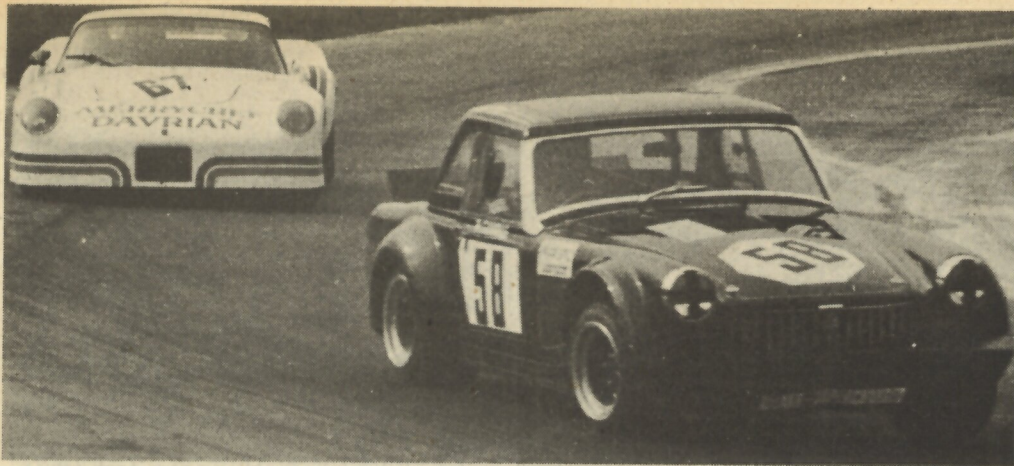
Formula Ford (10 laps): 1. Glenn Eagling (Van Diemen-Scholar RF75), 12m 46.8s, 90.00 mph; 2. Richard Wills (MRE-Oselli 73/75F), 13m 00.6s; 3. John Lipman (Javelin-Scholar JL2), 13m 05.0s; 4. Nick Orford (Merlyn-Minister Mk20a), 13m 06.0s; 5. Brian Turner (Lotus 51C-Turner), 13m 07.4s; 6. Mike King (Lola-TCE T342), 13m 10.0s. **Fastest lap:** Eagling, 1m 15.2s, 91.77 mph.

Classic Saloon cars Championship Round (10 laps): Overall: 1. R. K. Meacham (2.4 Jaguar), 16m 21.2s, 70.33 mph; 2. Jeffrey Pyett (2.4 Lancia Aurelia), 16m 27.2s; 3. Tony Horn (3.4 Jaguar Mk VII), 17m 02.4s; 4. Miles Marshall (1.5 Borgward Isabella), 17m 06.6s. **Over 2700 cc:** 1. Horn, 67.50 mph; 2. Michael Sherwin (Jaguar Mk 8); No other finishers. **Fastest lap:** Horn, 1m 36.8s, 71.29 mph (record). **1902 to 2700 cc:** 1. Meacham; 2. Pyett; 3. Colin Lane (Lancia B20). **Fastest lap:** Pyett, 1m 35.2s, 72.49 mph (record). **1200 to 1901 cc:** 1. Marshall, 67.22 mph; 2. Stokeley; 3. Hawes. **Fastest lap:** Marshall, 1m 39.6s, 69.29 mph (record). **Up to 1200 cc:** 1. Roger Andreason (Morris Minor), 65.99 mph; 2. P. N. Amey (Morris Minor); 3. Keith Reynish (Ford 100E). **Fastest lap:** Andreason, 1m 41.6s, 67.93 mph (record).

Reliant 750 Formula Championship round (10 laps): 1. Rod Hill (Mystic T2), 14m 42.8s, 78.17 mph; 2. Chris Hague (Wessex DNC Special), 14m 44.0s; 3. Iain Sclanders (DNC Mk3), 15m 03.6s; 4. Richard Stephens (Jerric 3B), 15m 18.0s; 5. Tony Tobias (DNC Mk5), 15m 33.4s; 6. Roland Nix (Wessex Special), 16m 01.2s. **Fastest lap:** Hill, 1m 26.0s, 80.25 mph.

Big 750 dice initially was between Kim Perry (9), Tim Green (35) and Lyn Evans (27).





Simon Packford's Davrian stalks Richard Gamble's Midget. The Davrian pounced on the last lap.

LYDDEN

Silent entertainment day

Last Sunday's meeting was a classic example of how not to attract spectators back to our sport. The BARC ran off seven races in near silence, the circuit not having provided a commentator, and the organisers, for reasons best known to themselves, not filling the gap from their ranks. Communication to the public was particularly important as the race order bore only scant resemblance to the programme as a paucity of entries in some categories led to reorganisation, and three Formula Ford races with identical runners, John Poxon winning two and Paul Sleeman one. The Modsports provided excellent entertainment, Simon Packford just winning, while saloon victories went to Paddy Loughnane and Phil Winter.

The first Formula Ford ten-lapper provided a flag-to-flag win for John Poxon's Crossle 25F, poleman Paul Sleeman (Merlyn 11A) coming in six seconds adrift. Once Geoff Illes had slid his Merlyn off at Pitts Bend Stuart Veitch's Royale RP16 edged clear of Charlie Wills' Hawke DL11, which was, in turn, being caught by David Wigdor's Merlyn. A racelong dice for the next places went the way of Len Marchant (Branham BT12/28) from John Stewart's March 718 and Tony Howard's Merlyn. The general impression from this race, however, was that the competitors were driving in such a manner as to conserve their cars for the following events.

A one-litre saloon event provided the first interlude between the Fords. The one-litre Cooper S of Paddy Loughnane led the first four laps narrowly from the 850 Minis of Gerry Glass and John Oxborrow. Glass hit the front on lap five, but the Visual Techniques car, after just two laps ahead, pulled off to retire with suspected valve trouble. Oxborrow hounded Loughnane to the flag but ccs told and Oxborrow had to be content with second. Mike Scott drove an excellent race from a push start to a safe third ahead of a close duel in which the smaller Mini of Pete Harding defeated Malcolm Prior's 1.0 Chrysler Californian, despite a spin at the hairpin.

Sleeman and Poxon reversed positions in the second Formula Ford thrash for six laps, at which juncture the Crossle nosed ahead, only to gyrate at the hairpin on the next tour. This elevated a close dice between Illes, Wills and Veitch to second, but Illes dropped to the tail of this trio at the same time as Poxon had his moment. Just one second separated the three at the flag with Veitch ahead of Wills and Illes. Wigdor moved up from a late start to demote Marchant from fifth.

The Modified Sports cars provided some compulsive viewing with close battles for the leading half dozen places. Richard Gamble's supercharged Midget was hard-pressed by Ed Reeve's Midget until the end of lap two when they got a bit close and both cars took to the grass. Gamble recovered first still in the lead but Reeve dropped several places. This allowed the Merry-chef Davrian of Simon Packford to close on Gamble and for the last five laps was looking for an opening, which eventually came on the final tour when Gamble locked up under braking for Devil's Elbow and the rapid white Davrian was through. Tony Claydon held third for most of the race with his W. L. Simms Elan, under pressure initially from David Strange's Midget, then Reeve, before he had a second moment, and finally Tony Dunderdale, whose Turner had been at the rear of

the grid. Reeve eventually took fifth from Strange, with Martin Crowther's Jaguar XK120 having an impressive race on such a twisty circuit into seventh.

The Formula Ford final, or maybe it should be finale, saw Veitch first into Chessons, but Poxon soon took his place at the head of the field and stayed there for another ten laps. Veitch, Sleeman and Wigdor contested second for three laps, but Veitch had his sump empty itself around the track, causing firstly his own retirement and secondly a considerable number of spins and near spins by the remaining drivers. Sleeman and Illes were two to go off permanently, so it was Wigdor who claimed second, as the field became well strung out. Charlie Wills had another good race into third from Stewart and Marchant.

The races for 1300 special saloons and Mini Miglia/Seven were thankfully merged but there were still only nine starters. The three 1300 Minis of Ian Bax, Phil Winter and Bob Kirk provided a

LLANDOW

Watered-down vintage appeal

The VSCC presented its second meeting at Llandow on Sunday, unfortunately suffering from bad weather and the lowest turn out of spectators by far this year. The highlight was a win by the oldest car, the 1921 GN and two wins by the CoGNac special of G. Footitt.

The first even, a scratch race for vintage and PVT cars was won by D. Ellison in a 1926 Riley followed home by the Austin 7 of R. Nice. The combined John Holland, Melville, Geoghan trophies race was won by G. Footitt in the CoGNac Special which was most suited to the track and conditions taking in the process that John Holland Trophy. H. Conway, in a 1926 1.5 Bugatti took the Melville trophy and J. Smith, in a 1930 Riley, the Geoghan trophy.

With rain causing problems for many, M. Vincent in the 1935 1.5 Riley did just what was required to win taking full advantage of his credit lap in the PVT handicap, the Frazer Nash of R. McPherson following him home.

Another combined race, including a handicap, was won by D. Fletcher-Jones in the 1.1 Lagonda who took the Spero trophy for the third year running and Mike Eyre in his 1929 Austin 7 won the Voiturette trophy for the third time in five years. The handicap was taken by I. Maxwell in a 1926 Salmson.

The Allcomers 25 lap scratch race was the best of the meeting despite the atrocious conditions. The 1925 CoGNac special of G. Footitt, although being dwarfed by its other competitors, won in fine style. Looking more like a modern single seater, this car was years ahead of its time. Filling the next three places were the 1938 BMW of Simon Phillips, the 1932 Alfa Romeo of W. Black and the 1939 BMW of P. Selwyn Smith.

The second handicap race for vintage and PVT cars was won by D. White in the meeting's oldest car, a 1921 1.1 GN receiving three laps and 55s, lapping at 41 mph. And with the pouring rain there was no one brave enough to catch him.

For the next race, a 10 lap handicap for vintage, PVT and historic racing cars, the track finally

race for a few laps but the Vickers Mini of Bax soon retired and Winter's Longman S was too much for Kirk to contend with and he settled back in second spot well clear of Kevin Johnston's leading Miglia and Graham Wenham's Mini 7 which had to resort to some weaving on the final lap to keep out Derek May's Miglia.

The meeting closed with a Libre affair in which three Formula Fords took on two Formula 1300s (only four of these entered for their event) and Julian Dussek's one-litre Terrier. In a big bore, Wigdor won from Alex Caldwell's Dulon and Tony Howard's Merlyn, there being no dicing after Len Marchant retired from second on lap two.

JOHN ASQUITH

Formula Ford (10 laps): 1 John Poxon (Crossle-Minister 25F) 7m49.2s, 76.73mph; 2, Paul Sleeman (Merlyn-Minister Mk 11A) 7m55.8s; 3, Stuart Veitch (Royale-Minister RP16A) 8m1.25s; 4, Charlie Wills (Hawke-Scholar DL11). **Fastest lap:** Poxon 46.0s 78.26mph.

Special saloons, up to 1000cc (10 laps): 1, Paddy Loughnane (1.0 Mini Cooper S) 8m34.8s, 69.93mph; 2, John Oxborrow (850 Mini) 8m35.0s; 3, Mike Scott (1.0 Ford Anglia) 8m47.8s; 4, Pete Harding (850 Mini) 8m59.0s. **851-1000cc:** 1, Loughnane; 2, Scott; 3, Malcolm Prior (1.0 Chrysler Californian). **Fastest lap:** Scott, 50.0s, 72.00mph. **Up to 850cc:** 1, Oxborrow, 69.90mph; 2, Harding; 3, Alan Humberstone (850 Mini). **Fastest lap:** Gerry Glass (850 Mini), 50.2s, 71.71mph.

Formula Ford (10 laps): 1, Sleeman, 7m57.0s, 75.47mph; 2, Veitch, 8m00.8s; 3, Willis, 8m1.0s; 4, Geoff Illes (Merlyn-Minister Mk20A) 8m1.8s. **Fastest lap:** Poxon, 46.2, 77.92mph.

Modified Sports Cars (10 laps): 1, Simon Packford (1.0 Davrian Mk7), 8m8.8s, 73.65mph; 2, Richard Gamble (1.3 MG Midget), 8m12.4s; 3, Tony Claydon (1.9 Lotus Elan), 8m24.0s; 4, Tony Dunderdale (1.7 Turner Mk3), 8m24.6s. **Over 3000 cc:** 1, Martin Crowther (3.8 Jaguar XK120), 8m43.0s, 68.83mph; no other starters. **Fastest lap:** Crowther, 51.2s, 70.31mph. **1151-2000cc:** 1, Gamble, 73.11mph; 2, Claydon; 3, Dunderdale. **Fastest lap:** Gamble, 47.6s, 75.63mph. **Up to 1150cc:** 1, Packford; 2, D. Mercer (1.1 MG Midget); 3, Jonathan Palmer (1.1 AH Sprite Mk1). **Fastest lap:** Packford, 48.0s, 75.00mph.

Formula Ford (10 laps): 1, Poxon, 8m7.2s, 73.89mph; 2, David Wigdor (Merlyn-Wood Mk20A), 8m10.2s; 3, Willis, 8m14.0s; 4, John Stewart (March-Scholar 718). **Fastest lap:** Poxon 46.4s, 77.59mph.

Special Saloons Mini Miglia and Mini 7 (10 laps): 1, Phil Winter (1.3 Longman Cooper S), 8m16.2s, 72.55mph; 2, Bob Kirk (1.3 Mini Clubman), 8m31.2s; 3, Kevin Johnston (1.0 Mini Miglia), 8m58.2s; 4, Graham Wenham (850 Mini 7), 9m1.0s. **Special saloons 1001-1300cc:** 1, Winter; 2, Kirk; no other finishers. **Fastest lap:** Winter, 48.4s, 74.38mph. **Mini Miglias:** 1, Johnston, 66.89mph; 2, Derek May (1.0 Mini); no other starters. **Fastest lap:** Johnston, 52.4s, 68.70mph. **Mini 7s:** 1, Wenham, 66.54mph; 2, Norman Finn (850 Mini); 3, Lawrence Cutler (850 Mini). **Fastest lap:** Wenham, 53.0s, 67.92mph.

Formula Libre and F1300 (10 laps): Overall and Formula Libre: 1, Wigdor, 8m4.0s, 74.38mph; 2, Alex Caldwell (1.6 Dulon-Minister MP15), 8m13.8s; 3, Tony Howard (1.6 Merlyn-Minister Mk17/25), 8m27.4s; 4, Julian Dussek (1.0 Terrier Mk2), 8m52.0s. **Fastest lap:** Wigdor, 47.4s, 75.95mph. **Formula 1300:** 1, Graham Payne (Milmor), 58.94mph; 2, Aub Jones (Aubits), no other starters. **Fastest lap:** Payne, 58.4s, 61.64mph.

started to dry out. The race was dominated by Bernard Kain in a 1929 Bugatti but the first three places were taken by credit lappers in the form of D. Fletcher-Jones (1934 Lagonda), D. Barbet (1936 Riley) and R. McPherson (1930 Frazer Nash).

The final race, run in now almost dry conditions, was won by Simon Phillips in the 1938 2.0 BMW taking the Bill Phillips trophy followed by the 4.3 Alvis, H. Collis and the 1939 BMW of P. Selwyn-Smith.

This was definitely a meeting for competitors and enthusiasts, the racing not providing much appeal to the spectators and understandably so in the conditions. One rolled Austin 7 was the main casualty of the day, the driver suffering various cuts and a suspected broken arm. One local organiser was heard to comment "If I ran modern events like this with cars like these, the RAC would throw the book at me attached to a blower Bentley."

ANDREW THOMAS

Vintage and PVT Scratch (10 laps): 1, D. Ellison (1.5 Riley), 66.25 mph, 2, S. Bond (Austin 7); 3, D. Taylor (1.5 Aston Martin) 4, P. Baker (1.1 Riley). **Fastest lap:** Ellison, 52.4s, 69.23 mph.

Holland/Melville/Geoghan Trophy (20 laps): 1, G. Footitt (2.0 Gognac Special), 75.24 mph; 2, B. Kain (2.3 Bugatti); 3, H. Conway (1.5 Bugatti). **Fastest lap:** Footitt, 45.2s, 79.3 mph.

Handicap Vintage and PVT (10 laps): 1, B. Gillies (1.5 Riley), 52.84 mph; 2, R. McPherson (1.5 Frazer Nash); 3, M. Daniel (1.5 BMW); 4, A. Jones (1.5 Frazer Nash). **Fastest lap:** D. Ellison (1.5 Riley), 58.8s, 61.23 mph.

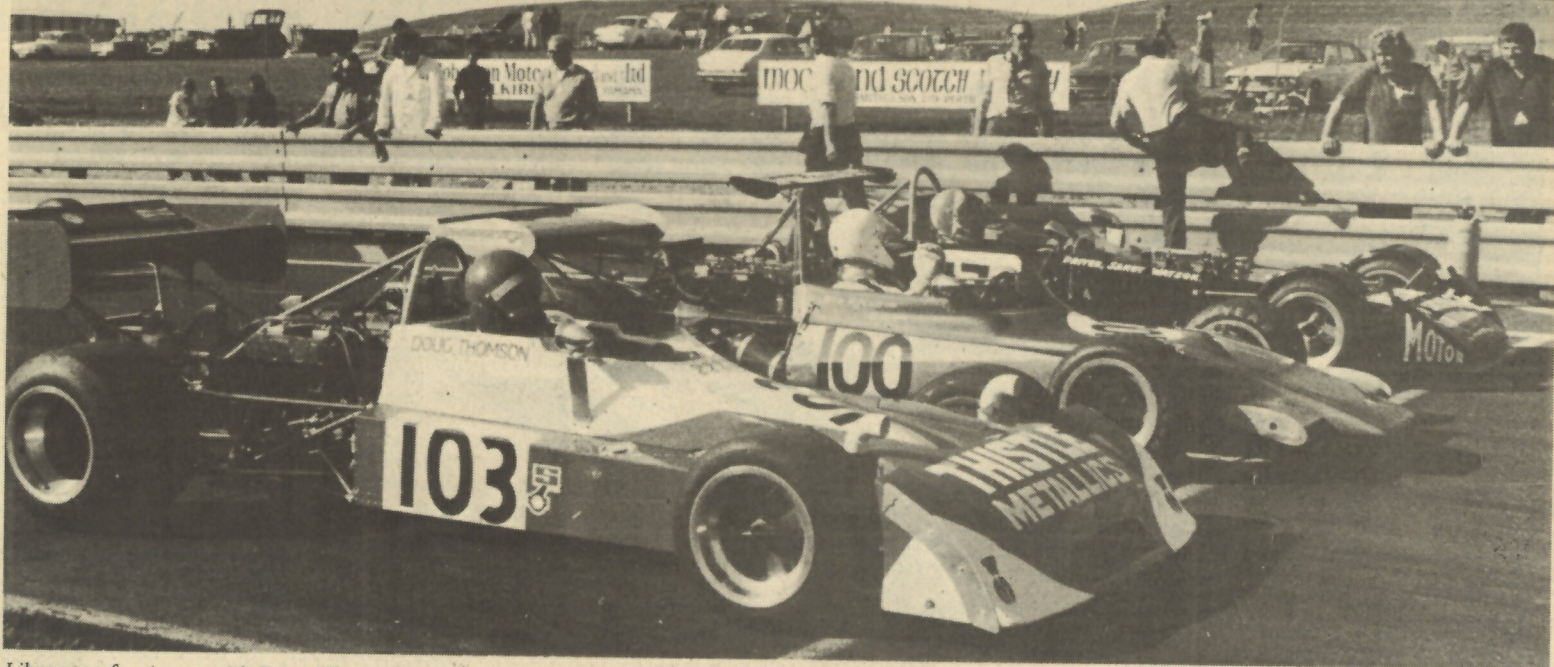
Trophy race for Spero and Voiturettes (20 laps): 1, D. Fletcher-Jones (1.1 Lagonda), 67.56 mph; 2, C. Tische (MG); 3, B. Barbet (1.1 Riley). **Fastest lap:** Fletcher-Jones, 60.2s, 59.8 mph.

Allcomers (25 laps): 1, F. Giles (2.0 Gognac Special), 61.28 mph; 2, S. Phillips (2.0 BMW); 3, W. Black (2.3 Alfa Romeo); 4, P. Selwyn Smith (2.0 BMW). **Fastest lap:** Black, 56.6s, 63.38 mph.

Handicap Vintage and PVT (10 laps): 1, D. White (1.1 GN), 40.54 mpp; 2, F. Adams (1.1 Riley); 3, N. Musselwhite (MG); 4, M. Joseland (1.5 Frazer Nash). **Fastest lap:** Musselwhite, 57.4s, 62.72 mph.

Handicap vintage PVT and Historic racing cars (10 laps): 1, D. Fletcher-Jones (1.1 Lagonda), 70.87 mph; 2, D. Barbet (1.1 Riley); 3, R. McPherson (1.5 Frazer Nash); 4, S. Phillips (2.0 BMW). **Fastest lap:** B. Kain (2.3 Bugatti), 45.6s, 77.92 mph.

Scratch for vintage PVT (10 laps): 1, S. Phillips (2.0 BMW), 73.95mph; 2, H. Collis (4.3 Alvis); 3, P. Selwyn Smith (2.0 BMW); 4, B. Chance (3.6 Alvis). **Fastest lap:** Phillips, 47.6s, 75.63 mph.



Libre race front row with Doug Thompson's winning Chevron on pole from Bob Rollo's Lotus 69 and Jim Mathewson in Sandy Watson's Gryphon.

KNOCKHILL

Mundell's new FF record

The meeting at Knockhill on Sunday last, organised by the Lothian CC was graced with superb weather. A seven race programme was run off most expeditiously, but unfortunately fielded small grids and produced professional and uninspiring racing in most instances. The Special Saloon and Formula Ford events provided good entertainment for the smallish crowd; in the latter event George Mundell in his Royale being credited with a new record lap in his chase of the battle for the lead between Stu Lawson and Duncan Hall in their Hawkes. Norman Hodgson ran away with the heat and final for Special Saloons in his Escort while Eric Smith, on his initiation to the circuit, pulverised the class record in both events as Eddie Labinjoh in the Fishers Garage Alfa chiselled a bit more off his own class record in winning the Production Saloon event.

With the usual opener, a ten lapper for Production Saloons, the usual winner Eddie Labinjoh (Alfa Romeo 2000 GTV) romped away from the field, led by the inevitable Mazda, on this occasion driven by Ian Smith, with the Escort Mexico of Tom Meldrum in third place. A little behind, Andrew Small hauled his Capri away from Vic Covey (Mazda RX3 Coupe) who found himself being hustled by the similar car of Chris Jones into taking the outside line at Hairpin to let Jones through to set about the Capri which, however managed to hold him off, displaying massive wheel tramp under braking. Poor Bill Montgomery retired his Fireza, but Tom Irvine pushed the Avon Tour Honda Civic past the ill-handling Dicksons of Perth Datsun 160B, driven by Ian McKenzie, who got the first corner all wrong on the last lap, fought the car all the way, but then had it slowly roll out of the race.

The Formula Ford 12 lap race had a healthy sounding field led off by the Hawkes of Stu Lawson and Duncan Hall who fought a close race long battle, watched by George Mundell in third place with the Royale RP 16A, the trio pulling away from the rest led by Peter Morrison who edged his Crossle 25F away from the dice won by Clive Reeves in his Mallock U2 Mk 9B from Alan Wilson (Elden Mk 8), who was in any case penalised for jumping the start.

The next event, for up to 1-litre Special Saloons, had their numbers augmented by the inclusion of some Production Saloons, but despite Bill Donald leading off from an all-Imp front rank, Ian Forrest in his coupe bodied model soon took command, as Jim McGaughey came round at the tail of the field in his ex-Fraser car. Angus Young was leading Mini in third place with his Agra car, followed at some distance by Jim Philip (Saltyres Mini) who trailed along behind Jacobsen's neat Imp, with

McGaughey rushing through to hold fifth place when Philip's Mini went sick. The Production boys could not catch Montgomery in his Fireza despite Meldrum (Escort) reeling in Covey's Mazda, the pair using the grass at the Dip, on either side of the track, Andrew Small (Capri) refused to be hustled by the close presence of Chris Jones' Mazda, this lot pulling ahead of Cooper (Lamart Mini) and the rough sounding Mini of Laing.

An extremely sparse grid of only five cars made up the Modsports and Clubmen's and GT car event, initially led by John Kirk in his Davrian, who had to give best to the fleet Gryphon C73/74 driven by Sandy Watson while the over 1301 cc class was the province of Donald Hall (Lotus Elan) in third place.

A slightly more numerically healthy grid of over 1-litre Special Saloons thundered off, Norman Hodgson taking command from the Escort of Frank Gunn, who had to work hard as the Mini of Eric Smith was Harassing him at the corners. Behind this trio, fourth place was in contention between Paterson, Stupple and D'Almeida, all driving Minis, until Stupple surprised Paterson taking the outside at the first corner as D'Almeida retired at MacIntyre Corner. Next lap saw Paterson retake fourth place and hold it until

Frank Gunn's Escort chased by Eric Smith's Mini.



Hodgson took the flag. Some interest was lost to this event as Jim Pinkerton and Jim Patrick got involved at the Dip on the opening lap, retiring forthwith as did Tony Castle Miller, his Lotus engined Fiat bearing signs of contact.

A seven car field started the Libre event which was led throughout the fifteen laps by Doug Thomson in his Chevron B27, Bob Rollo holding a healthy second place with the Lotus 69 while Jim Mathewson (Gryphon C73/74) pulled away from the ailing McLaren Mk 4A of J. Mackie who retired, the engine covered in oil, his place being taken by the rough sounding Lotus 69 of Bob Brown, who kept enough steam to stay safely ahead of the Formula Ford Crossles of John McGilvray and Peter Morrison.

The Special Saloons final was virtually a repeat of the earlier heat, with Hodgson again flying away from Gunn who had an even more determined Eric Smith to contend with, his Mini further battering the class record he established earlier. The Mini closed on the swerves but lost on the long straights, until Gunn, whose Escort's tail was light at the hairpin with the pressure from the Mini, had the car almost broadside on lap five and Smith was through and away. A long way behind Ian Forrest (Imp) took third place when Eric Paterson retired his smoking Mini, but had the measure of the pushing Graham Stupple (Mini) while Bill Donald (Imp) in sixth place was comfortably ahead of Rodger's Colvend Mini.

BILL HENDERSON

Production Saloons (10 laps): 1. Eddie Labinjoh (Alfa Romeo 2000 GTV), 12m 16.8s, 62.98 mph; 2. Ian Smith (Mazda RX3 Coupe), 12m 22.4s; 3. Tom Meldrum (Escort Mexico), 12m 37.4s; 4. Andrew Small (Ford Capri), 12m 40.8s. **Up to £1,699:** 1. Smith; 2. Chris Jones (Mazda RX3 Coupe); 3. Vic Covey (Mazda RX3 Coupe). **Fastest lap:** Smith, 73.0s, 63.57 mph. **£1,700 and over:** 1. Labinjoh; 2. Meldrum; 3. Small. **Fastest lap:** Labinjoh 72.4s, 64.09mph (record).

Formula Ford (12 laps): 1. Stu Lawson (Hawke DJ 12), 12m 21.2s, 75.13 mph; 2. Duncan Hall (Hawke DL 11/12), 12m 21.4s; 3. George Mundell (Royale RP 16A), 12m 28.0s; 4. Peter Morrison (Crossle 25F), 12m 33.4s. **Fastest lap:** Mundell, 60.0s, 77.34 mph (record).

Special Saloons, up to 1000 cc (12 laps): 1. Ian Forrest (Forrest Imp), 13m 29.4s, 68.80 mph; 2. Bill Donald (Hillman Imp), 13m 35.0s; 3. Angus Young (Agra Mini), 13m 41.8s; 4. L. F. Jacobsen (Imp), 14m 11.2s. **Fastest lap:** 1. Donald, 66.0s, 70.31mph.

Modsports & GT's (10 laps): 1. Sandy Watson (Gryphon C73/74), 10m 01.1s, 77.21 mph; 2. John Kirk (Davrian), 10m 41.6s; 3. Donald Hall (Lotus Elan), 11m 02.4s; 4. G. R. Wilson (M. G. Midget), 10m 34.4s (9 laps). **Gastest lap:** Watson, 58.4s, 79.46 mph.

Special Saloons (12 laps): 1. Norman Hodgson (Escort), 12m 22.5s, 74.99 mph; 2. Frank Gunn (Escort), 12m 41.4s; 3. Eric Smith (Mini), 12m 52.4s; 4. Eric Paterson (Mini), 12m 25.6s (11 laps).

1301 cc: 1. Hodgson; 2. Gunn; 3. David Farrer (Escort). **Fastest lap:** Hodgson, 60.6s, 76.57 mph (record). **1001-1300 cc:** 1. Smith; 2. Paterson; 3. Graham Stupple (Mini). **Fastest lap:** Smith, 62.0s, 74.85 mph (record).

Formula Libre (15 laps): 1. Doug Thomson (Chevron B27), 13m 53.0s, 83.56 mph; 2. Bob Rollo (Lotus 69), 14m 13.4s; 3. Jim Mathewson (Gryphon C73/74), 14m 46.6s; 4. Bob Brown (Lotus 69), 14m 52.0s (14 laps). **Fastest lap:** Thomson, 54.6s, 84.99 mph.

Special Saloons, Final (12 laps): 1. Norman Hodgson (Escort) 12m 33.0s, 73.95 mph; 2. Eric Smith (Mini), 12m 36.0s; 3. Frank Gunn (Escort), 12m 38.6s; 4. Ian Forrest (Forrest Imp), 13m 19.6s. **Over 1300 cc:** 1. Hodgson; 2. Gunn; 3. Farrer. **Fastest lap:** Hodgson, 60.8s, 76.32 mph. **1001-1300 cc:** 1. Smith; 2. Stupple; 3. G. R. Rodger (Colvend Mini). **Fastest lap:** Smith, 61.8s, 75.09 mph (record). **Up to 1000 cc:** 1. Forrest; 2. Bill Donald (Imp); 3. Angus Young (Mini). **Fastest lap:** Forrest, 65.4s, 70.95 mph.

Donnelly and Daly prevail

The Co Kildare MC's Mondello Meeting on Sunday, August 24, saw the smallest entry and crowd of the year at the Irish venue, obviously due to the Phoenix Park road races on the following weekend commanding the bigger interest. But with points at stake in the various championship classes, the proximity of the Park road races did not deter the leading championship contenders from entering. In the poorly supported Formula Atlantic race Des Donnelly in his March 73B scored his third win of the season over Patsy McGarrity (Chevron B29); Derek Shortall's Super Sports win assures him of the Shellsport Championship and the Sexton Trophy for the '75 season of races, hillclimbs and sprints, the Vista-Gryphon driver just cannot be caught in either series. Once again the best supported class was Formula Ford, run in two heats and a final, with Derek Daly in his Crossle 30F dominating the final after the took the lead from the similar Crossle of David Kennedy.

Ed Mahon led the Midget-dominated Modsports for seven laps, until Arnie Black came through to win by 0.2s. Initially held up by Denis McCarthy, John Gale, in third place, was too far back to challenge the leaders; the gyrating McCarthy took fourth place, Liam Plower was penalised a minute for jumping the start and fifth place was inherited by Triumph Spitfire driver Mick Fitzsimons.

In the first FF heat, Crawford Harkness in a Van Diemen and Harry Acheson in a Crossle 30F gave hard but vain chase to David Kennedy's somewhat sinister looking black 30F, the first three covered by 0.8s. Mike Phillips and John Megaw tangled at Shell, which dropped both back, letting John Ledlie into fourth with his 20F from Phil Mooney in a Merlyn. Derek Daly set the pace in the second heat, beating Garry Gibson in another 30F by no less than 6.6s, with Trevor Templeton in a new Van Diemen, in place of his familiar Lotus 69F, running Gibson to within 0.6s. George Russell in another Van Diemen held off Michael Roe's 25F for fourth.

Rosemary Smith had the big saloon class all to

herself with her 2-litre Ford Escort-FVC, George Frayne failing to challenge Rosebud with his 2.3 Vauxhall Viva. Stee Griffin easily won the up to 1350 cc class in his Rolo-Mini from David Hall in the 998 Gulf-Imp. Brenden O'Mahony spun his Mini at Shell and was rammed by Seamus O'Connor who had nowhere to go with his Mini.

Only four Atlantics and three Super Sports made up the next race, and the field was further reduced when the Chevron B25/7 of Pat Woods seized its gearbox on the line and delayed the start. Des Donnelly led off the line in the little March 73B and Patsy McGarrity never looked like taking over with his Chevron B29, eventually finishing 1.4s down. Don Murray had a huge moment with his Crossle 22F on the first lap, causing some panic among the closely following Gryphon trio of Eddie Regan, Derek Shortall, and Richie Conroy. Lap six saw Regan limping into the paddock, his Mondello comeback, after over a year's absence, spoiled by a down on poke engine, and Shortall passed Murray to finish third overall.

Joe Fitzgibbon was the star performer in the Group 1 race, "Fitzippaldi" laying a huge smoke screen of burning rubber as he threw the Dingsos Jeans 3-litre Ford Capri around at impossible

FF tangle at Shell, with Mike Phillips in his Crossle 30F almost flipping-over John Megaw's 25F.



angles to lead from flag to flag. Behind the leader, and almost invisible in the Capri's smoke screen, there was a classic carve-up resolved in the order, Plum Tyndall (2.3 Magnum Coupe), Larry Mooney (1.6 Audi 80GT), John Hynes (3.0 Capri) and Frank O'Rourke (1.9 Opel Ascona).

David Kennedy led the Formula Ford final for three laps, but Derek Daly asserted himself as the leader on lap four, and a nonsense by Kennedy saw him down in fifth place, behind Daly, Harkness, Gibson and Templeton, on lap six. By lap 10, Kennedy was back up to third, having taken Templeton at Shell and then Gibson. There were no further changes, and 'unusually' no accidents, and Daly was the winner by 1.4s from Harkness, with a gap of 10.2s back to Kennedy. Templeton ran Gibson to within 0.4s, Harry Acheson was an equally close sixth in his 30F; and George Russell in his Van Diemen held off Michael Roe for seventh spot, with David Lambe in a 20F just 1.8 seconds behind Roe's 25F. Mike Phillips retired his battered 30F with a wheel askew.

BRIAN FOLEY

Modsports (10 laps): 1, Arnie Black (MG Midget), 11m 20s, 65.65 mph; 2, Ed Mahon (MG Midget), 11m 20.2s; 3, John Gale (MG Midget), 11m 27.2s; 4, Denis McCarthy (MG Midget), 11m 54.2s; 5, Mick Fitzsimons (Triumph Spitfire), 11m 58s; 6, Joe Magee (MG Midget), 11m 58.6s. **Fastest lap:** Gale, 1m 6.6s, 67.03 mph. (record).

Formula Ford, Heat 1 (10 laps): 1, David Kennedy (Crossle 30F), 10m 48.6s, 68.83 mph; 2, Crawford Harkness (Van Diemen), 10m 49s; 3, Harry Acheson (Crossle 30F), 10m 49.4s. **Fastest lap:** Acheson, 1m 3.2s, 70.63 mph.

Heat 2 (10 laps): 1, Derek Daly (Crossle 30F), 10m 47s, 69 mph; 2, Garry Gibson (Crossle 30F), 10m 53.6s; 3, Trevor Templeton (Van Diemen), 10m 54.2s. **Fastest lap:** Daly, 1m 3.6s, 70.19 mph.

Mod Saloons (10 laps): 1, Rosemary Smith (2.0 Ford Escort-FVC), 11m 15.8s, 66.06 mph; 2, Stee Griffin (1.3 Mini), 11m 23.2s; 3, David Hall (1.0 Imp), 11m 29.8s; 4, Gerald Mooney (1.3 Mini), 12m 15.4s; 5, E. Russell-Connell (3.0 Ford Capri), 9 laps; 6, George Frayne (2.3 Vauxhall Viva), 6 laps. **Fastest lap:** Smith, 1m 6s, 67.64 mph. **Class winners:** Smith and Griffin.

Formula Atlantic Supersports (15 laps): 1, Des Donnelly (March 73B), 14m 11.8s, 78.61 mph; 2, Patsy McGarrity (Chevron B29), 14m 13.2s; 3, Derek Shortall (Gryphon 04A), 14m 56.8s; 4, Don Murray (Crossle 22F), 14m 58.8s; 5, Richie Conroy (Gryphon C73/4), 14 laps. **Fastest lap:** McGarrity, 55.6s, 80.29 mph. **Class winners:** Donnelly and Shortall.

G1 Saloons (10 laps): 1, Joe Fitzgibbon (3.0 Capri), 13m 10.8s, 56.45 mph; 2, Alan Tyndall (2.3 Vauxhall Magnum Coupe), 13m 16.2s; 3, Larry Mooney (1.6 Audi 80GT), 13m 18s; 4, John Hynes (3.0 Ford Capri), 13m 18.8s; 5, Frank O'Rourke (1.9 Opel Ascona SR), 13m 24.2s; 6, Brian McNicholl (3.0 Ford Capri), 13m 36s. **Fastest lap:** Fitzgibbon, 1m 17.8s, 57.38 mph.

Formula Ford final, (15 laps): 1, Derek Daly (Crossle 30F), 16m 5.2s, 69.37 mph; 2, Crawford Harkness (Van Diemen), 16m 6.6s; 3, David Kennedy (Crossle 30F), 16m 16.8s; 4, Garry Gibson (Crossle 30F), 16m 20s; 5, Trevor Templeton (Van Diemen), 16m 20.4s; 6, Harry Acheson (Crossle 30F), 16m 21.2s. **Fastest lap:** Daly, 1m 3.4s, 70.41 mph.

KIRKISTOWN

Harold McGarrity's Atlantic

Harold McGarrity's first ever Formula Atlantic win was the highlight of the Thompson-Reid MG Jubilee Meeting at Kirkistown on August 23. Making the best of a good start and the early retirement of brother Patsy, Harold led throughout in his Chevron B25 despite losing oil continuously from a leaking crankshaft seal.

Unfortunately a lot of interest left the race on the warming-up lap when Jay Pollock spun his works Crossle 32F at Colonial One and never made it to the grid, thus robbing the crowd of the anticipated duel with Patsy McGarrity. At the fall of the flag it was Harold McGarrity well away in the lead in what poleman John Pollock jokingly referred to as "an ex-Tommy Reid two litre" with Pollock second in his B25, John Smith third in his March 722 and Patsy a bad fourth in his B29. Right from the second lap the leader's car trailed a thin cloud of oil smoke but nevertheless he increased his lead while Patsy tried to get round Pollock and Smith — two of the widest men in the business. On lap four Smith disposed of his shadow in a rather effective way by hurling a tyre marker into the path of the Chevron which retired in a cloud of tyre smoke at the Hairpin with the front spoiler trailing on the road. At the same time Pollock dropped back when he spun on the oil deposited by Harold McGarrity. This left only two competitive runners — McGarrity and Smith and the two-fold question now posed itself. Would McGarrity's hard pressed and now very smoky engine last the distance and would the sometimes uncautious Smith stay on the road in his efforts to make up the ground? The answer to both was "yes" and Harold won his first FA race by two seconds while John Pollock finished third and "Cat" Kinnear held off his old rival Billy Gowdy to finish fourth with an engine which has done nearly two seasons racing and has never been

touched.

The meeting opened almost on time — and had it not been for tiresome demonstrations of various BL products and aeroplanes landing and taking off it would have finished very promptly — with the well supported FF event and anyone who anticipated first lap mayhem on a soaking wet track would have been disappointed as the field, led by Derek Daly (Crossle 30F), Brian Edgar (Van Diemen) and Harry Acheson (30F) circulated in very mannerly fashion. From here on it was Daly, driving very smoothly, who led all the way to the finish although a wayward Richard Parsons almost distracted him at the Hairpin on the last lap — a very mature performance from a man who claims to have remembered Moss and Fangio in BRMs at Dundrod! Second place eventually went to Acheson as Edgar gradually slowed but all eyes were on the battle between the Ballymena duo of Crawford and Harkness and Trevor Templeton — the latter now in a new Van Diemen and obviously finding it much more competitive than his previous very old ex-Harkness Lotus 69. In the heat of battle the pair engulfed poor Edgar and at the finish it was Templeton — showing a degree of coolness inherited from his father — who had half a length lead. Edgar was fifth and sixth was Michael Phillips — another son of a famous father who was having only his second race.

Local BL distributors Thompson-Reid must have been bitterly disappointed at the turn out for their sponsored Modsports race. It was simply the usual sparse and motley field which Mike Nugent's Elan led from start to finish from Peter Baker's Ginetta. Arnie Black was third in the first MG to finish. Surely there must be better conceived ideas than this?

Likewise the Special Saloon race was but a shadow of its former self and the nine car field was

led from start to finish by Jim Tanner's 1293 Mini. The similar cars of Tony Forsyth and John Toye were second and third. Some excitement was provided by the battle for fourth place and the small class between the Imps of Mike Shakespeare and Raymond Piggott with the former getting the place.

After the wet start the afternoon dried up completely but by dint of the various hold-ups the rains came down again for real as the excellent Group One field came on to the grid. George Windrum's Capri was on pole from Scots visitor Ian Smith's Mazda RX3 and championship leader Plum Tyndall's Onsala Firenza. But at the start it was the unrated Laurence Davidson (Capri) who took the lead from Windrum, Smith and Tyndall. And despite the best efforts of Windrum he held on to this position for half the race while a hapless Plum saw his championship chances evaporate as he lost place after place in a car which would neither stop nor corner in the wet. After five of the ten laps Windrum and Smith both got past Davidson and immediately engaged in a close scrap for first place. Smith slipped by on the penultimate lap and when he gained 20 yards by dealing nicely with some lapped cars at the Hairpin, he was well on his own at the chequered flag to take his first Kirkistown win.

ESLER CRAWFORD

Formula Ford (15 laps): 1, Derek Daly (Crossle 30F), 17m 34.00s, 78.25mph; 2, Harry Acheson (Crossle 30F), 17m 38.2s; 3, Trevor Templeton (Van Diemen), 17m 46.4s; 4, Crawford Harkness (Van Diemen), 17m 46.6s. **Fastest lap:** Harkness, 1m 08.6s, 80.15mph.

Modsports (10 laps): 1, Mike Nugent (Lotus Elan), 12m 07.2s, 75.61mph; 2, Peter Baker (Ginetta), 12m 09.8s; 3, Arnie Black (MG Midget), 12m 28.6s; 4, Robert Dorman (Ginetta), 12m 50.6s. **Fastest lap:** Baker, 1m 09.8s, 78.77mph.

Modified Saloons (10 laps): 1, Jim Tanner (1293 Mini), 12m 00.8s, 76.29mph; 2, Tony Forsyth (1293 Mini), 12m 05.6s; 3, John Toye (1293 Mini), 12m 39.6s; 4, Mike Shakespeare (999 Imp), 12m 57.8s. **Fastest lap:** Tanner, 1m 09.6s, 79.00mph.

Formula Atlantic (15 laps): 1, Harold McGarrity (Chevron B25), 9m 47.0s, 93.67mph; 2, John Smith (March 73B), 9m 49.0s; 3, John Pollock (Chevron B25), 9m 53.4s; 4, Walter Kinnear (Lotus 69), 10m 04.6s. **Fastest lap:** McGarrity, 56.9s.

Group One Saloons (10 laps): 1, Ian Smith (Mazda RX3), 13m 59.4s, 65.51mph; 2, George Windrum (Capri 3000), 14m 01.2s; 3, Laurence Davidson (Capri 3000), 14m 02.4s; 4, Brian McNicholl (Capri 3000), 14m 16.6s. **Class winner:** John Wilson, (Honda Civic). **Fastest lap:** Smith, 1m 21.4s, 67.56mph.

Successful meeting

Mick Briant and David Kirkham deserved to win last Saturday night's championship Stocktonian Rally run by Stockton MC for they had no time to plot any of the route having met up a quarter of an hour before they started the event.

The unusual tale of events began when John McKerrell, Briant's regular map man, was taken ill and Briant then tried to get someone else. Eventually he contacted Dave Kirkham late in the afternoon and he flew up to Teesside and was whipped smartly away to the start.

He arrived in time for Briant to be given No 31 and away they went into the night, chasing several of the top club crews on an event which, as always, was tight and demanding. Rain early on made conditions a little tricky, particularly after the recent dry spell, but later in the night the weather cleared.

Using the South Durham and North Yorkshire Dales the rally attracted large crowds and the 16th running of the event saw Briant and Kirkham chalk up victory by a mere 26 seconds over those experienced campaigners Kevin Videan and Peter Valentine in the Old Woking Datsun 240Z.

Third, almost two minutes down, were Ron Beecroft and John Millington in their RS 2000 on 15m 42s while a local crew Steve Smith and Adrian Dixon brought their Cortina Mk 1 into an extremely creditable fourth spot on 16m 27s. Last year's winners Neil Metcalfe and Steve Slater (Escort), were fifth on 16m 54s and Peter Ellerby and John Parkes brought their Cooper S into sixth on 16m 57s.

Best novice crew — they were 16th overall — were George and Keith Young in an Escort on 21m 34s.

Fletcher back

Among the entries for the AUTOSPORT Silver Jubilee meeting at Silverstone this weekend is Jon Fletcher in the Modsports event in his Lotus Elan. The amiable northerner has mainly restricted his activities to his Camaro in the RAC/Southern Organs national touring car championship this year, but the Elan has been waiting in the wings. Now it is to be given its chance, and just as Jon threatened at the beginning of the year he'll "come out and wreck the championship" with a sortie at the Miller Organs modsports round. He may be able to stir up the Porsche/Pearson battles.

● The Scholar engine used by Rad Dougall at Mallory Park recently was sealed after the meeting, checked and found to be legal.

Harrington dominates

Mike Harrington and John Dixon were convincing winners of last weekend's Uniflow Madhatters Rally run by Green Belt MC over a 200 mile route in East Anglia. Starting at Diss and finishing at Norwich, the rally ran into some fog during Saturday night.

Harrington and Dixon (Escort RS), put in best time on each of the two selectives — one in each half — with second crew Geoff Lobb and Ray Crowther second quickest on both in their Ascona.

Harrington/Dixon finished the rally on 23m 1s with Lobb/Crowther on 23m 50s. The rest were comprehensively blown off, many crews probably opting to take things easy in several places where the rock hard road surfaces were in a potentially very damaging condition.

Graham Love/John Porter (RS 2000), were third on 37m 58s, 13 seconds ahead of Chris Blyth/Chris Parsons, also in an RS2000. Roland Shepherd/Mike Wise finished fifth in their RS 2000 on 39m 31s and John Parson/Barry Cooper (Avenger GT), were sixth on 43m 24s.

The experts class was won by Dennis Gregory/Mike Bartram (Mexico), on 61m 41s and the novice winners were Steve Neighbour/Jerry Shapley (Cortina GT) on 4F 92m 48s.

SILVERSTONE Sunday, September 7th



Autosport Silver Jubilee Meeting

Lec Clubmans Sports Championship.
British Air Ferries Formula Ford Championship.
Forward Trust Special Saloon Championship.
Miller Organs Modified Sports Championship.
National Formula 4 Championship.

1st Race 3 p.m. Practice 11.50 a.m.

Admission to Trackside Enclosures, including free Grandstand seat: Adult £1, Child 20p. Paddock Transfer, Adult 50p, Child 20p.

Organised by British Automobile Club (North Thames Centre).

Camaro series?

Most Camaro pilots are pretty depressed at the moment with the banning of the big cars in the National G1 Touring car championship. But comments at Silverstone last Sunday suggested that there may be plans in the wind for a special Camaro championship along the lines of Sweden's Westwood Cup.

Even if the Camaro owners sell their very raceworthy cars, they'd only get around £1,600 for them and

this seems a poor return for the investment. If the Camaros are also excluded from the club G1 championship — and it looks possible — then there'll be some 17 vehicles doing nothing but gather dust in the country. Seventeen isn't a full grid, but there may be more, and the racing would certainly be closer than it is at the moment. What price an TROC style Formula Camaro in this country?

Silverstone dices

A remarkable feature at Silverstone last Sunday were some of the dices in the "club" formulae. Despite the 10 lappers on the GP circuit, dices in both Britax Production Saloons and Classic Car championship rounds were amazingly close. Phil Dowsett just pipped Jock Robertson by 0.16s, Tony Lanfranchi had Barrie Williams 0.53s behind; Bill Sydenham, Stuart Patterson, Jeff Allam and Rob Birley were covered by 1.23s and Wendy Markey and Andrew Major were split by a mere 0.5s. But in the smaller class, it was even closer.

Danny Alderton, Neville Knight and Tony Stubbs were covered by a mere 0.8s in their tremendous small class battle.

Even in the Classic Car round, things were close. Richard Thwaites and Brian Classic were split by a mere 0.95s, Brian Baker and Allan Brownlee were split by 0.12s, Michael Ostroumoff failed to catch John Webb by 0.04s and Bill Nicholson got second in class by 0.46s from Hugh Clifford. It was all close stuff at Silverstone. You shouldn't have missed it.

It was close, exciting, spectacular racing at Silverstone on Sunday. Below, in the Britax round, Gerry Marshall gets on the grass, Rod Birley takes the conventional line while John Dooley watches behind.



Easy win

Competing together for the second time, Roland Young and Brian Goff scored outright victory last Saturday night when they won the North Wales CC Automotive Palace Rally by more than six minutes in their Allitts of Rhyl Escort TC. Run entirely on Anglesey, the event attracted 90 crews for the 160 mile route which included selectives over the Paris mountains and a second one of three miles along a beach road.

Young and Goff won the event on 38m 18s with Ian Hughes and Arthur Davies second and collecting the semi-expert class in their Escort TC. They dropped 44m 54s to have a comfortable margin over Colin Mack and Ron Jones in their Avenger GT who drooped 48m 56s. Another Avenger GT driven by Roy McBurnie and Ray Carlisle was fourth in 53m 8s with Gareth and Gwyn Mawby fifth in their Escort RS. Sixth place went to Mike Edwards and Richard Yates (Escort TC), on 56m 54.

Peter Dalby and Brian Garton (Ascona) had fifth lowest time but were excluded for too many lights in a quiet zone. The novice award went to Ken Lockett and Eric Mayne-Flower (Escort RS) on 76m 48s.

AP Stages to Wall

Buckingham & District MC's AP Stages Rally, over 13 stages embracing a road route of 160 miles, was won last Sunday by Ricky Wall and Dave Bullen of the Farnborough club in an Escort. From a field of 114 starters of which 81 completed the daylight event, they dropped 3172s to collect victory by 35 seconds.

Based in and around the Banbury-Buckingham area, the well organised event attracted large numbers of spectators at both official and unofficial spectating points and Escorts collected every award.

Callum Barney and Brian Woodward were second on 3213s, Stan and Eileen Dukes were third on 3225s and Richard Watts and Len Larkin were fourth with a total of 324.1s. Fifth place went to Geoff Bartrum and Ian Adams on 3259s and Dave Frattaroli and R Etor completed the leaderboard on 3315s. The ladies award was won by Janet Dale and Peter Maxwell.

● Regs are now available for the Huddersfield MC's National Break-down Recovery Club's hillclimb at Scammonden on September 14. This is the penultimate round of the Longton sprint and hillclimb championship, and the Yorkshire Shell Motor Sport League. Details from Mrs S. Clarke, 23 Wentworth Court, Carr Green Lane, Rastrick, Brighouse, West Yorks.



Bruce Rushton took another class win in his 1.3 Mini.

Male deserves it

The only driver to put in two runs under 1m 39s Bruce Male deservedly collected BTD at the 432 MC autocross near Solihull last Sunday. In his 999 Mini, he clocked 1m 37.3s to beat off a determined challenge from John Lancaster who finished six tenths adrift.

On a very twisting course which favoured the nippy Minis, Philip Wilson, returning after a lay off, finished second to Nick Garner in the 870cc class while Bruce Rushton won the big capacity class in his 1275 but was a tenth slower.

With awards down to fifth in every class irrespective of starters and an entry fee of £2.50, the club proved that hard work beforehand in getting sponsorship was the answer to providing at least some people with a profit at the end of the day.

BTD: B. Male (Mini), 1m 37.3s.
Class winners: G. Harper (Honda Civic), 1m 44.4s; N. Garner (Mini), 1m 38.7s; D. Keen (Escort), 1m 41.4s; R. Dowson (Triumph GT 6), 1m 39.4s; T. Westley (VW), 1m 41.6s; J. Lancaster (Mini), 1m 37.9s; T. Eaton (Anglia), 1m 44.7s; B. Rushton (Mini), 1m 38.8s; D. Ridgway (MJH Special), 1m 40.8s; T. Wilson (Mini), 1m 42.8s.

Thompson surprised

Driving an 850 Mini, Winchester driver Mick Thompson was a surprised but delighted winner of the BTD award last Sunday at the Dudsbury CC's autocross at Knitson Farm, Swanage. He was first out on the course and his first run time of 2m 13.7s gave him victory by more than two seconds on a course which was about 800 yards long and which became very dusty as the afternoon wore on.

Best of the class battles was between big Mini men Dave Harris and Dave Baskerville. Harris did 2m 20.0s in his 1430 Mini and Baskerville then equalled it in his 1293 — but he had clobbered a penalty marker. Jim Tyler (Mini) finished up second quickest just three tenths ahead of rally class winner Bill Riddle in his Escort RS.

BTD: M. Thompson (Mini), 2m 13.7s.
Class winners: P. Fidler (Mini), 2m 22.3s; B. Mack (Anglia), 2m 19.4s; D. Morgan (Datsun 240Z), 2m 17.5s; A. Wallis (Imp), 2m 30.7s; J. Tyler (Mini), 2m 16.0s; G. Allen (Anglia), 2m 28.0s; D. Harris (Mini), 2m 20.0s; B. Light (Scorpio), 2m 21.0s; B. Riddle (Escort), 2m 16.3s.
Best Dudsbury: D. Devine (Mini), 2m 34.2s.

Bell's F4 GRD

Lorina Boughton's fourth place in the Formula 4 championship round at Snetterton on Sunday was partially due to some midweek sorting by sports car ace Derek Bell. Bell was at Goodwood when the Surrey secretary tested Jeremy Gamb's GRD and worked hard on the car. Although it needed new shock absorbers, these hadn't arrived for Sunday's race, but Lorina is now much encouraged by the overweight GRD.

Dubious record

Frank Sytner's new Clubman's record at Aintree is a little strange in that he was running, contrary to regulations, without front wings on his car. This was agreed with the organisers before the race on the understanding that any protest would immediately be upheld. However, there was no protest at this August 23 meeting so the record — and Sytner's race win — apparently stand. Clubmans racing is like that.

● With Dave Millington's demise in Aintree's Special Saloon race on August 23, David Harbour the F. Ford victor took the Aintree Trophy, which was open to competitors entered at all four Aintree CC meetings of the season. Others in contention were Modsports drivers Brian Murphy and Ronnie Grice and 850 Mini Driver Harold Nuttall.

● Although Wendy Markey virtually wrote off her Mazda in the Britax round at Silverstone, she still got a drive in the race. Mick Leary has his Grand Prix Models with Marshall Wingfield version there, but doesn't have an International licence so the car was available. Wendy drove a quiet race to 19th place, having been kindly lent the car by Leary.

● Regs are available for Shenstone and District Car Club's sprint at Curborough on September 14. They may be obtained from Mike Davies, 46 Chapelon, Glascote, Tamworth, Staffs.

● John Taylor was a busy man over the August Bank holiday. As well as competing in the Burmah Rally on Saturday, and clinching the Lydden rallycross series on Monday, he did a rallycross at Buxtehuda, Germany, on Sunday, where he was second to Caes Teurlings.

Douche spins in showers

Very slippery conditions caused by almost continual rain caught out a lot of competitors down in Wales last Saturday night and only 10 crews finished without collecting a fail on the Vale of Cothi MC Nock Rally. Two selectives, 12½ and 15 miles respectively, were included in a fairly tight route which used much of the famed country around Llandovery, Carmarthen, and included Abergwesyn.

At petrol Des Douche and Alan Johns were leading by three minutes in their RS 1600 from Eric Davies and Mike Coburn (RS 2000). On their first selective immediately following the Teifi Valley, the crew pulled back 36s and then found themselves easy winners when Douche spun close to the end of the second selective and spent a long time getting back onto the road. Novice winners Delme Williams and Hugh Rees excelled themselves in their Cortina by finishing 10th.

1. E. Davies/M. Coburn (RS 2000), 36m 11s; 2. D. Douche/A. John (RS 1600), 39m 41s; 3. G. James/L. Jenkins (Escort TC), 39m 54s; 4. G. Hathaway/P. Robinson (Ascona), 44m 26s; 5. A. Evans/B. Hill (Mexico), 44m 42s; 6. G. Evans/M. Thomas (Mexico), 46m 49s. **Semi-expert:** A. Morgan/K. Bevan (Avenger Tiger), 1f 58m 19s. **Novices:** D. Williams/H. Rees (Cortina), 69m 32s.

Rochas for Classics?

Rumour at Silverstone suggested that next year's Classic Car championship, currently administered by Speed Merchants, will be sponsored by Monsieur Rochas After Shave. They currently sponsor John Webb's successful Elan in the series and their style of promotion would be appropriate and welcome as championship sponsors.

Webb in fact had a bit of a problem after his race. Having changed his all-steel engine to the Novamotor that he bought from Bob Howlings after dropping a valve, he ran well but conservatively in the race, his engine was protested as not have been built when the car was constructed. Half the competitors felt that he should keep his points, some that he shouldn't score and in the end, Webb was declared ineligible to score. This despite some of the objectors having helped fit and arrange the engine and Webb using less revs than normal. It also dispelled some of the sweet smell surrounding his Monsieur Rochas sponsored car.

FSV mills

Although John Morrison was running a Daghorn engine in his Super Vee on Sunday, it wasn't as good as the engines that the former F3 driver expects to be building. It was very much a bitza engine, built with secondhand parts, but Daghorn's future engines, of course, will all be new. It is very refreshing that at last Britain has its own Max Heidegger who can build the engines to the required standard, and thus lessen costs.

● Despite his meeting with the Russell Bank ten days ago, John Bright hopes to have his Royale out again for the next National Organs Formula Ford round at Thruxton. He's selling the Merlyn which he used at the beginning of the season, and hopes to use the funds to repair the Royale.

Lightweight E damaged

While Frank Sytner's JCB Lightweight Jaguar E looked resplendent in the Silverstone paddock, the other ex-Cunningham E entered, that of Mike Fisher, was sadly the opposite. Fisher was testing his ex-Cunningham Lightweight E on Friday when he put a wheel over the kerb at Copse and the car was pulled into the bank by the catch fencing. It was badly damaged both front and rear, and was a definite non-starter although the exterior damage made it look worse than it was. The car is to be repaired by Bill Nicholson.

ADO takes BTD battle

A first class struggle for BTD between Lane, Cramer and ADO, and six new class records provided ample entertainment for a fair crowd at the Loton Park hill climb venue near Shrewsbury last Sunday when Hagley & District LCC ran their second round of the Guyson/BARC Hill Climb Championship.

Eventually Alister Douglas-Osborn claimed BTD in his Pilbeam with a time of 53.64s on his only class run and he dropped a second in the top eight run off and was hauled in by Messrs Cramer and Lane.

Cramer ended the day on 53.74s in his Grunhale Lager March while Lane, in the overnight repaired Fenny Marine GM 1 returned 53.98s. Lane was not expected to appear at all after a first corner nonsense on Saturday when he wiped off the nose section and damaged the suspension.

Of the six new records, the biggest slice came off the clubmans sports where Bob Prest (Mallock U2) clipped three seconds off while Robert Speak's Lotus Europa knocked a couple of seconds off the mod sports previous best and a highly delighted John Stuart (Mallock U2) reeled in Phil Scragg's long standing previous best in Class 14.

BTD: A. Douglas-Osborn (Pilbeam), 53.64s.
Class winners: N. Porter (Cooper S), 64.78s; B. Walker (Escort), 64.54s (record); G. Farmer (Adelphi Imp), 63.04s (record); R. Yeomans (Mini), 62.49s; Mrs C. Lloyd (Midget), 70.67s; S. Watts (Elan), 62.39s (record); N. Galbraith (Ginetta G15), 62.90s; R. Speak (Lotus Europa), 61.53s (record); B. Prest (Mallock U2), 58.99s (record); S. Made (Mallock U2), 58.46s; J. Stuart (Mallock U2), 56.86s (record); R. White (Cooper Mk 8), 64.93s; C. Dowson (Brabham BT15), 59.07s; D. Franklin (Ensign), 55.29s; C. Cramer (March), 54.12s.
Top eight run off: 1. Cramer, 53.74s; 2. Lane, 53.98s; 3. Douglas-Osborn, 54.69s; 4. Franklin, 55.14s; 5. R. Jones (Surtees TS 10), 55.73s; 6. D. Morris (Ensign), 56.03s; 7. M. Griffiths (McLaren M10B), 57.15s; 8. P. Kaye (Brabham BT 35X), 57.36s.

Brooker takes his turn

Guy Brooker from Barnet is the new leader in the Guyson/BARC Hill-climb championship following Bank Holiday's round at Cadwell Park when he was one of several drivers to set new class records. Driving his Elan Brooker broke his own class record in the biggest 1301/2600 cc class for sports cars with a time of 55.42s and overtook the East London driver Colin Rogers at the head of the championship table.

With many of the leading big racing car contenders absent Malcolm Dungworth took BTD in John Cussins' Chevron B32. His time of 45.34s was well ahead of John Lambert in the Leda-Chevrolet. In the championship run off Dungworth went even quicker to record 45.27s but he was still some way off the course record.

First of the record breakers was Mike Merrill in his 1300 Midget. Both he and Mick Gleave (Sprite) got under Brian Kenyon's record with Merrills getting down to 58.50s, 0.4s quicker than Gleave. Paul Wilson (Elan), chased Brooker hard and also got under Brooker's old record in finishing 0.4s behind.

Former champion Chris Seaman set a new record in the modified sports car class with his Midget in the championship run-off. He broke his own record with 55.83s, a slight improvement on his class winning time.

Next to alter the record book was Joe Ward in his Ward WD6. Although only second in the clubmans class to Mervyn Bartram (JEB Special) in the last runs, Ward clipped a fraction off his own record in the run-off which Bartram did not contest. Peter Kaye took his Brabham BT35 to a new record in the up to 1600cc single seater class with 46.62s.

BTD: M. Dungworth (Chevron B32-Chevrolet), 45.27s.

Class winners: B. Kitching (Imp), 72.03s; N. Porter (Cooper), 57.48s; B. Walker (Escort), 58.13s; C. Rogers (Carlow Mini), 56.06s; J. Thomson (Firenze), 54.03s; M. Merrills (Midget), 58.50s. **(record):** G. Brooker (Elan), 55.42s; **(record):** D. Styring (Morgan Plus), 60.08s; C. Seaman (Midget), 55.83s. **(record):** M. Bartram (JEB Special), 51.23s; C. Stross (Chevron B19), 50.66s; T. Bailey (JW4 Mk2 Vincent), 53.68s; P. Kaye (Brabham BT35), 46.62s. **(record):**

Guyson/BARC Hillclimb championship: 1. Brooker, 51.26 marks; 2. Rogers, 50.97; 3. J. Meredith 50.26; 4. Porter, 48.99; 5. R. White, 48.73; R. Lane, 48.11.

Chris Seaman was the class winner at Cadwell Park but also lowered the modsports car class record in the run-off.



At the recent opening of the new Mondello clubhouse: (left to right) MRC's Stuart Cosgrave, Monkey Brown, Carlos Pace and MRC director Bosco O'Brien.

Mondello club opened

Latest venture of Mondello directors Stuart Cosgrave and Bosco O'Brien is the Mondello Club House, located at Baldonnell, Co Dublin, approximately eight miles from the City, off the Dublin-Nass dual carriageway. The fine building includes luxurious lounge bars, restaurant and disco, with vast car parking facilities, and further amenities promise to make

this a real centre for Irish enthusiasts.

The official opening ceremony was performed recently by F1 driver Carlos Pace, and motor racing entrepreneur Monkey Brown made the opening speech — appropriately winding up the first night's free booze by declaring that "the place is now open for the bees to make the honey!"

Brands' disco

Brands is the name of the latest MCD venture at the Kent circuit opening this weekend. It's a discotheque in the clubhouse with the adjoining club bar and it opens this Saturday, prior to Radio One day. Noel Edmonds will be officiating on the music side and helping out behind the bar will be Divina Galica. It'll be open every Saturday night, and the opening takes place this Saturday at eight o'clock. It will be for those aged over 21 only.

Dust delays

Tony Gover scored a class win with his 1400cc Mini and showed his versatility by beating Bob Mack in the latter's Anglia to take second place in the up to 1300cc front engined rear wheel drive class at the Bank Holiday autocross put on by Surrey Sporting AC at Burstow Lodge Farm Horley. Very dusty conditions eventually produced single cars on the course which delayed proceedings accordingly. Bob Light brought along his Scorpion Special to take BTD comfortably in 1m 40.0s while Ian White took the Special's class in his Scorpion 1.6s adrift of Light.

John Dale (Anglia) conquered Gover in the Escort/Anglia class but by only 0.2s and Jim Tyler had a similar margin in hand over Tony Mason in the 1-litre Mini class.

BTD: B. Light (Scorpio), 1m 40.0s.
Class winners: A. Hall (Mini), 1m 50.4s; J. Gale (Anglia), 1m 49.6s; M. Denning (MGC), 1m 51.8s; A. Smith (Imp), 1m 53.6s; J. Tyler (Mini), 1m 42.8s; M. Musson (Escort) 1m 43.0s; T. Gover (Mini), 1m 42.8s; I. White (Scorpion), 1m 41.6s. **Ladies:** Mrs A. Wagstaff (Mini), 1m 53.6s.

Rally date changed

The date of the final round of the Embassy European rallycross championship has been changed from September 13 to Saturday, September 20. The event is being sponsored by Embassy and will be shown on BBC TV.

Llandow help?

A number of new bungalows were in existence at Llandow for their August Bank Holiday meeting. They belonged to one of the race sponsors, Bernell Frame Homes who manufacture the bungalow units and were knocked down a few days later. Bernell brought 100 guests to the meeting and rumour has it that the firm could be further involved with Llandow next year.

● Mallock Racing are now on the phone at Roade 863504.

● It seems that other ladies have been "Marshall lifting." Not only Divina Galica at Mallory Park but special saloon car driver "Big Sue" Tucker-Peake, as she's known in the BWRDC. However, both ladies declined the yard of ale drinking contest, although Sue is said to be in training for a future confrontation.

● Alan Putt of the Monoposto club has taken over the bulk of Formula Junior work that the club are currently policing.

BRIEFLY...

● Mike Wrigley has severed his connections with Cheshire Engine components and in future will be using a Tim Close engine in his Merlyn.

● Longton and District MC have sealed a neat six event deal for next year with the brewery company which runs the Park Hall Leisure Centre near Ecclestone. They are to hold six autocrosses throughout the season and plan to make the series into a championship with substantial prize money.

● There are still eight rounds to go in the ANECC/Journal Trophy autocross championship and regulations are still available from Mrs P. Olds at 12A Hedgley Road, West Denton, Newcastle-on-Tyne NE5 2AX, for an entry fee of £1. Dates remaining are:

Sept 7. Cramlington MC; Sept 14. Tynemouth and D MC; Sept 21. Ryton MC; Sept 28. Newcastle MC; Oct 5. Benwick and D MC; Oct 12. Hexham and D MC; Oct 19. Hadrian MC; Oct 26. Tynemouth and D MC (final).

● Because sponsors aren't allowed in Formula 750, an embarrassed "Captain Tobias Wilcox" (alias Tony Tobias) was apparently asked by some of his fellow competitors at Snetterton over Bank Holiday just who are Coconut Airways? "Woh! We're going to Barbados..." sang he.

● On the same night as the Cilwendeg rally (September 6/7), Forresters CC will be running their Autopian rally over a 140 miles route through the South Wales valleys. Regs can be obtained from John Curzon, 36 Windsor Road, Griffithstown, Pontypool.

● Among the competitors at the final round of the Lydden Rallycross Championship over Bank Holiday was the new British hot rod champion Mick Collard, who acquitted himself quite well in an Escort.

● Currently competing in both the Radio One and Britax production saloon car championships is Paddy Loughnane in a Vauxhall Magnum. Loughnane is the London agent for the North American car hire firm of Thrifty Cars, his Team Cars recently having taken on the franchise in Hammersmith. The Magnum is in Thrifty Car Rentals colours.

● We like the Bentley Drivers Club central London nogg and natter title. It is now known as The Official Excuse. What's more, the first was held at a pub called Bishop's Finger.

● We failed to mention that Pat Mannion broke the up to 1000cc special saloon car record at Castle Combe over the Bank Holiday by 1.4s.

● Despite recent correspondence in our columns, at the Lydden rallycross, Nick Jesty, who wasn't competing as his Imp was in pieces, collected over £50 from his fellow competitors. This he donated to TEAC's clerk of the course, Geoff Webb, in order that the club's marshals can attend, and provide petrol, for a fire fighting training day.

● Over the Bank Holiday weekend, Mike Green, P. Groome and their Endrust Lotus 23B broke the 1300cc sports racing class record for the second time this year at Curborough, leaving it at 35.3s. The car is powered by a very bitza 1300 cc pushrod Ford.



Setting BTD at Rumster over Bank Holiday was Barrowgill Angus in his Davrian

Localised BTD

The Caithness Car Club's popular hill climb at Rumster was in use on August 24 for the seventh round of the Scottish Hill Climb Championship and local driver, Barrowgill Angus, gained a well deserved BTD with a time of 30.31s in his Northern Motors Shannon-tuned Davrian.

In second place was "near local" Graham Gray from Invergordon in his Vixen who made the ascent in 31.65s to record his best placing yet, and Bill Smith finished third in his Ginetta G17 with 31.70s, obviously with all thought of his previous Rumster tree-felling escapade eradicated from his mind.

In the Cooper's section Jim Dickson surprisingly went off near the top of the hill. Unfortunately the BVRT Minisprint suffered steering damage and Jim dented his pride because it must be such a long time since he last had an excursion of such magnitude.

Robin Gray's yellow Lotus Elan returned to its winning ways after its

lapse of form at Fintray and finished up comfortably ahead of Fred Damosar in his 5700cc Cadillac Allard JZX.

Half of the single seater entry did not start their second runs as the rain was just pouring down, and since driving a racing car in weather like this is similar to having a cold bath on the move it was not really surprising. One who did not get the chance of a second run was Jim Sword who tried too hard and spun his home-built Jasag Special into submission with nose cone and rear suspension damage. This left Mike Bonar in charge and he ended up as the class winner in his Lotus 51.

1. Barrowgill Angus* (Davrian), 30.31s; 2. Graham Gray* (Vixen), 31.65s; 3. Bill Smith (Ginetta G17), 31.70s; 4. Ricky Gauld* (Shannon Imp), 32.22s; 5. Peter Chamberlain (Shannon Imp), 32.79s; 6. Norman Insch* (Cooper S), 32.82s; 7. Bill Donald (Hillman Imp) 32.87s; 8. Robin Gray* (Lotus Elan), 33.18s; 9. Jimmy Jack (Vixen), 33.26s; 10. Charles Munro (Hillman Imp), 33.87s. * Denotes class winner.

Other Class winners: Alasdair Mackay (Imp), 36.56; Duncan Laing (Cooper S), 35.42; Bill Lord (Escort RS2000), 35.49; Mike Bonar (Lotus 51), 34.87.

Cuff's Nike supreme

Truro & Dist. MC had one of their most successful hill climbs at Tregrehan, near St Austell on August 24 when a good crowd watched some very close class competition from the 70 odd competitors. S. Cuff, in a Nike fitted with a five litre engine, took BTD in 21.21s on his second run and thus crowned a fine day for he clipped almost a second off the previous best for the 600 yds climb. Two other Nike drivers, Eddie Simpson and Tony Hart, tied with 22.03s for the battle in Class 15, with Simpson getting the verdict on aggregate and the incredible Imp Van of Jack and Christine Peat collected a class win for Mr and a ladies' award for madam.

The battle of the small Minis was won by Dennis Julian by a mere six hundredths from Mike Cannon, who was a tenth quicker than Ron Datson, and in the over 1100cc class

John Symonds was a comparatively long way ahead of Jeff Hosking, the margin being 0.07s! David Harris and Mark Nixon had the first of the rwd classes sewn up in their Anglias and Tony Prigg and Melvyn Trayburn were four tenths of a second apart in their 3-litre Capris to head their class.

The up to 1150 sports car class had 10 entries and Don Statton's Clan edged home in front of Dennis Beam's Ginetta G15, while the up to 1600cc class went to John Waters' Sprite, who was a long way ahead of Ian Doble's Elan.

BTD: S. Cuff (Nike), 21.2s.

Class winners: P. Gilbert (Mini), 24.54s; D. Julian (Mini), 23.61s; J. Symonds (Mini), 22.17s; J. Peat (Imp Van), 23.22s; D. Harris (Anglia Est), 25.40s; T. Prigg (Capri), 23.18s; D. Statton (Clan Crusader), 22.34s; J. Waters (Sprite), 24.15s; T. Chipp (Fred 1275), 25.08s; G. Myers (Ginetta G12), 21.84s; E. Simpson (Nike), 22.03s; W. Uglow (HRG), 27.41s. **Ladies:** Mrs C. Peat (Imp Van), 24.17s.

also expected from the BBC.

The club's committee have not yet discussed the idea but sources suggest they will accept.

Plans for the series require it to start in October and for rounds to be held at Knockhill, Kirkistown and Long Marston. The final would be at Llandow on November 29.

A possible course at Llandow has been drawn up and a rally car lapped it at more than 100 mph a few weeks ago.

RallyX planned

The South Wales AC have been approached by an un-named national company to organise a British Rallycross Championship at three circuits with a final at Llandow, Cowbridge.

The championships is rumoured to be worth £10,000, with start money being paid to attract top international drivers. Television coverage is

Taylor takes title

John Taylor has won the Lydden Hill rallycross championship. He clinched the title at the fourth and final round on Bank Holiday Monday in his Haynes of Maidstone Escort Mk2 and picked up £200 in prize money.

About 60 competitors tackled the qualifying round but such was the dust problem that the course had to be altered. The organisers cut out part of the chalk section by the Pits Bend and also part of the run up to the hairpin. This had the effect of

John Taylor - champion again



favouring the bigger capacity machines and this was reflected when only one of the 18 qualifiers was a British made Mini.

Taylor set his mark on the meeting by leading the qualifiers with a time of 2m 59.4s, more than 2s quicker than John Smith in the earlier Escort model and he in turn was 1s up on Rod Chapman in a similar machine.

The 18 qualifiers then battled through their three runs and the six finalists who emerged comprised five Escorts for Taylor, Smith, Chapman, George Warren, Trevor Hopkins, while Hugh Wheldon qualified his VW. The 5½ lap final was led initially by Warren and Taylor down in third place behind Wheldon. On the third lap Taylor charged past Wheldon and it only took him a lap to inherit the lead. Thereafter he pulled out an approximate 2s lead and he went on to win from a four-car duel with Warren second, Wheldon third and Chapman and Hopkins very close behind.

Taylor's final championship tally was 42 points and runner-up Tom Airey who had failed to qualify won a consolation race in his Mini from Mick Bird (Mini). Warren the Welshman finished third in the championship with 29 points and Wheldon was fourth with 24 points.

More 2 CVs

Yes, it's coming back. After the overwhelming success of the first British 2CV Cross last June at Blackbushe, Citroen are to present a second 2CV Cross in Clitheroe, Lancashire, on September 20/21.

Organised by the Lancashire AC, it will be a national status race and for the first time, due to popular demand, it will feature a ladies race.

To throw light on its popularity throughout Europe, it is interesting to note that two other 2CV Cross events correspond with the British event, one at Le Creusot, Burgundy, and the other in Madrid, Spain.

Last drive

Dave Millington was having probably his last drive at Aintree in the Brook Hire (Liverpool) Fireza on August 23 as he is emigrating to Canada in October. Would he be doing any racing over there? Probably not, he said, adding that he had been very impressed with ice hockey he had seen on a previous visit to that country. Well, it's a change anyway!

● Two International/National rallycrosses have been included in the RAC's provisional 1976 calendar, both at Lydden towards the end of the year.

Championship positions

Varley Batteries/Monoposto championship: 1. Trevor Scarratt, 117; 2. Alan Baillie, 116; 3. Jim Yardley, 95; 4. Paul Maxwell, 89; 5. Nigel Howard-Jones, 75; 6. John Lancaster, 69.

BWRDC Shellport Escort Ladies challenge series (final positions): 1. Sue Tucker-Peake; 2. Divina Galica; 27; 3. Wendy Markey. Lorina Boughton, 24; 5. Georgie Shaw, 16; 6. Alison Davis, 15.

LEC Refrigeration Clubman's sports championship, full race 1600 cc engines: 1. Geoff Friswell, 52; 2. Caldwell Smythe, 28; 3. Peter Deal, 25; 4. Peter Cooke, 21. **Formula Ford 1600:** 1. Nick Adams, 65; 2. Chris Greville-Smith, 62; 3. Peter Clark, Alex Ferrada, 32.

Simoniz special saloon car championship: over 1300 cc: 1. Nick Whiting, 96; 2. Tony Sugden, 60; 3. Gerry Marshall, 22; 4. Martin Birrane, Divina Galica, 12. **1001 to 1300 cc:** 1. Tony Westbrook, 53; 2. Terry Harmer, 46; 3. Peter Baldwin, 45; 4. Susan Tucker-Peake, 28. **851 to 1000 cc:** 1. Jeff Ward, 51; 2. Richard Long, 27; 3. Derek Walker, 23; 4. Peter Cartledge, 15. **Up to 850 cc:** 1. David Enderby, 97; 2. Roger Gill, 27; 3. Bernard Tester, 22; 4. Clifford Watts, 15.

Radio One Production saloon car championship: over £2,300: 1. John Brindley, 35; 2. Brian Rice, 26; 3. Bob Ridgard, 25; 4. Derrick Brunt, 20. **£1,700 to £2,300:** 1. Ivan Dutton, 28; 2. Gerry Marshall, 24; 3. Phil Dowsett, 20; 4. Marc Smith, 17. **£1,300 to £1,699:** 1. Jock Robertson, 42; 2. Tony Lanfranchi, 20; 3. Jean-Pierre Aux, 10; 4. Wendy Markey, 6. **Up to £1,200:** 1. Simon Watson, 35; 2. Tony Stubbs, 24; 3. Simon Kirby, 23; 4. Danny Alderton, 14.

Brush Fusegear Formula Ford championship: 1. Geoff Lees, Matthew Argenti, 53; 3. Jim Walsh,

33; 4. Richard Eyre, 15; 5. Richard Wills, 12; 6. Eddie Jordan, Chris Skellern, Tiff Needell, Mike King, 9.

Easo Uniflo special saloon car championship, over 1300 cc: 1. Tony Strawton, 12; 2. Alan Minshaw, 7; 3. Barry Barnes, 5; 4. Colin Hawker, Nick Whiting, David Howes, 4. **1001 to 1300 cc:** 1. Peter Baldwin, 27; 2. Gerry Gough, 12; 3. Graham Goode, 7; 4. Bob Fox, 5. **851 to 1000cc:** 1. Jeff Ward, 20; 2. Ray Payne, 11; 3. Richard Long, 10; 4. Basil Dagge, Richard Oliver, 5. **Up to 850 cc:** 1. Mike Kirby, 20; 2. Geoff Gilkes, 18; 3. Roger Springett, 8; 4. Charles Bernstein, 6.

Tricentrol Car Group Clubman sports car championship; up to 1600 cc fully modified: 1. Frank Sytner, 16; 2. Vernon Davies, Peter Cooke, 6; 4. Creighton Brown, Malcolm Jackson, 5. **Formula Ford 1600 cc:** 1. Nick Adams, 16; 2. Alex Ferrada, 14; 3. Alan Webb, 13; 4. Chris Greville-Smith, 5.

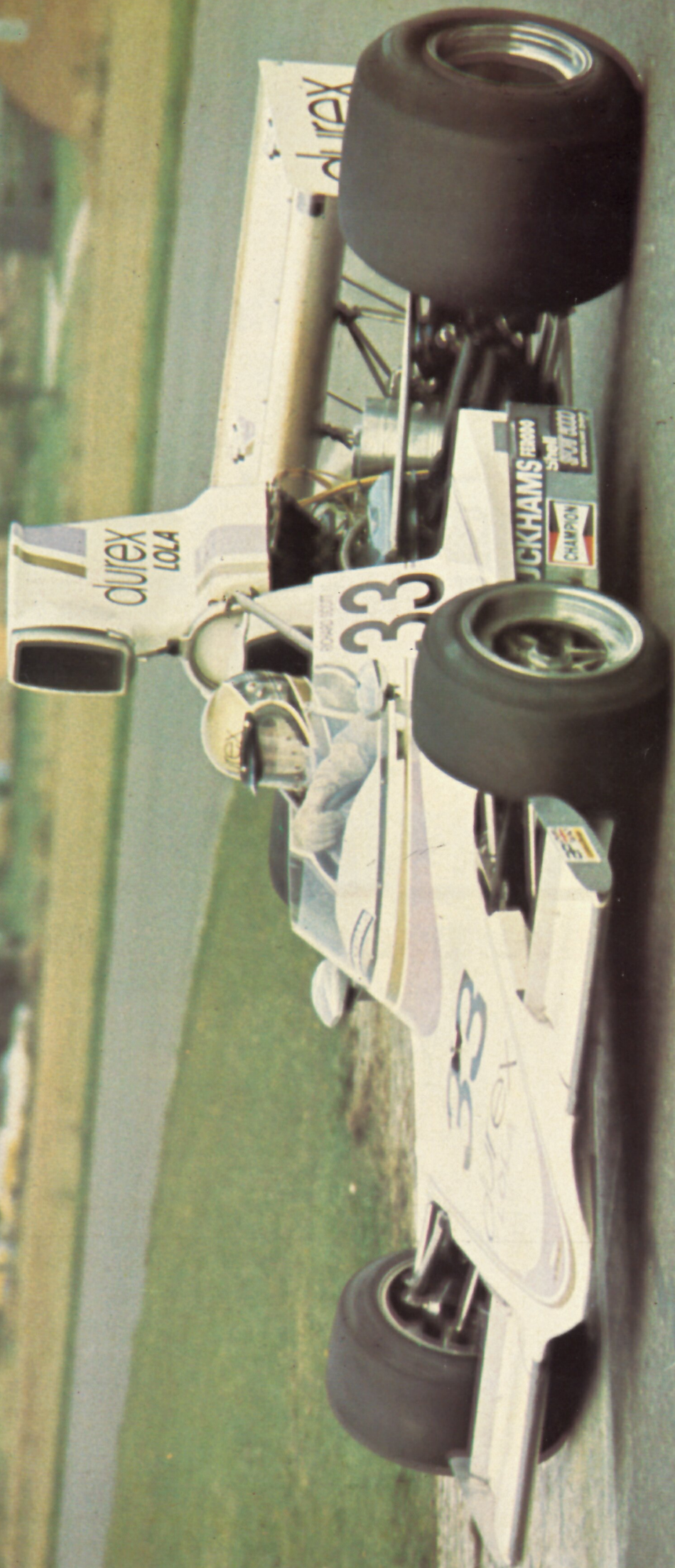
Jaybrand Racewear Formula Libre championship: 1. John Wingfield, 42; 2. Michael Edean, 17; 3. John Jordan, 14; 4. Nick May, 9; 5. Frank Sytner, 8; 6. Chris Barnett, John Hardesty, Chris Choot, Bobby Bell, Ray Mallock, 4.

National Organs Formula Ford championship: 1. Kenny Gray, 84; 2. Geoff Lees, 79; 3. Rad Dougall, 40; 4. Mike Blanchet, 29; 5. Matthew Argenti, Phil Dowsett, 23.

Allied Polymer Group FF2000 championship: 1. Derek Lawrence, 79; 2. Bernard Vermilio, 61; 3. Ian Taylor, 46; 4. Jeremy Rossiter, 37; 5. Damien Magee, 26; 6. Syd Fox, 24.

McKechnie Wine challenge: 1. Derek Lawrence, 52; 2. Syd Fox, 46; 3. Bernard Vermilio, 43; 4. Jeremy Rossiter, 34; 5. Damien Magee, Frank Hopper, 25.

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