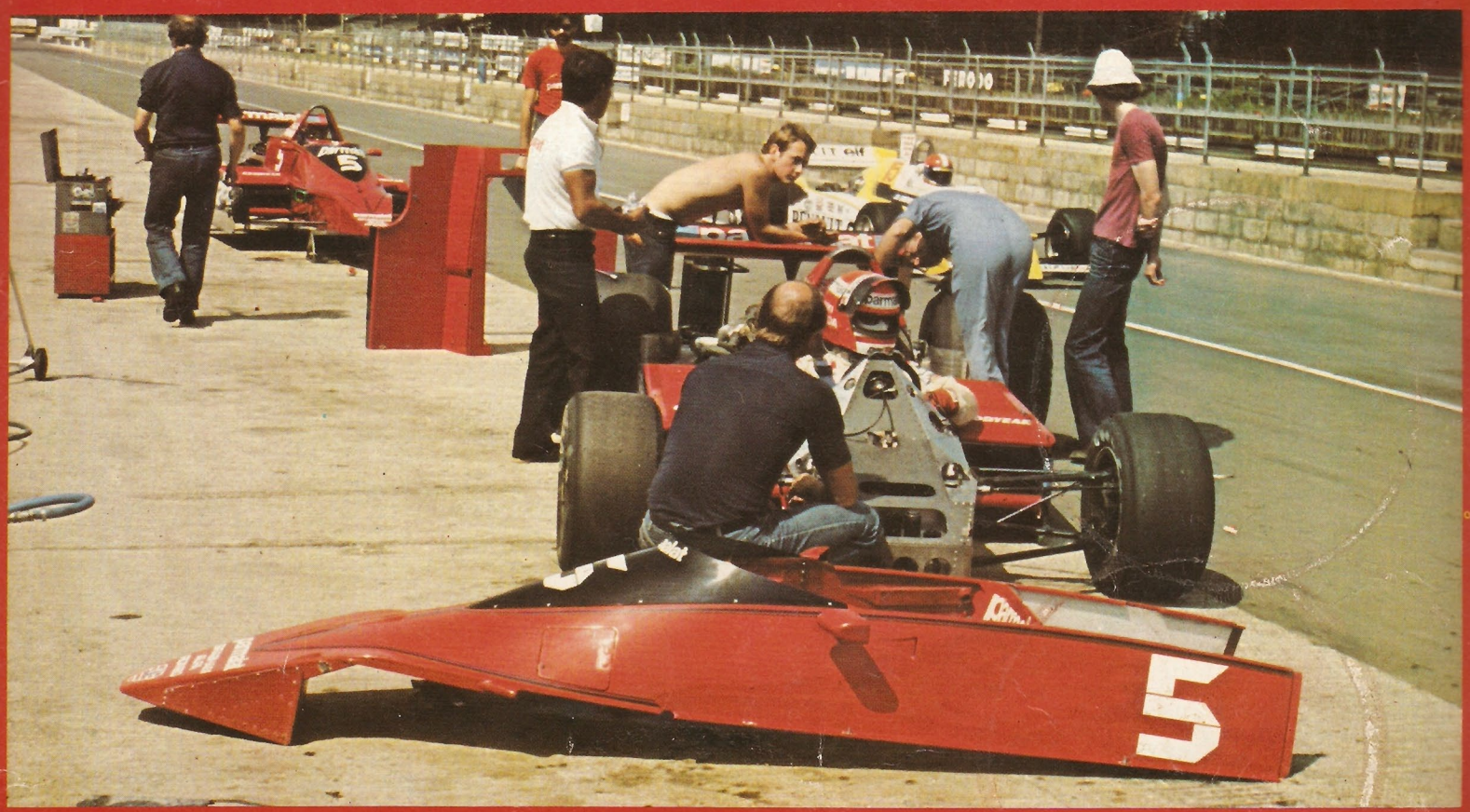
Autosport

MARLBORO BRITISH GP
Free spectator guide inside

A Haymarket publication

12th July 1979 35p



World's fastest Grand Prix?



Watson's new McLaren M29

Silverstone F1 testing news □ Jody Scheckter column □ New ... REV

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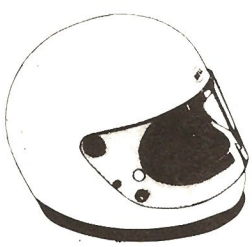
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Autosport

July 12, 1979 Vol 76 No 2

this week

2 Pit & Paddock
7 Preview: Marlboro British Grand Prix latest
11 Racecard
14 Jody — Scheckter reflects on the French GP
16 Correspondence
18 Nogaro AFX: Forza Emilio
22 Mille Pistes: La troisieme fois
24 Special Stage
27 Stagecard
28 Parc Fermé: Aspects of the Ypres 24 Hours
30 Book Reviews
32 Road Test: Janspeed Rover 3500 Turbo
37 Snetterton: Mallock on form again
38 Cadwell Park: Manners on the Mountain
39 Castle Combe: Kirkby is king
40 Sports Extra
42 Sportscard
46 Weekend Sport

INSERT: Our 36-page Marlboro British GP spectator guide

3 Introduction: The world's fastest GP?
3 Silverstone timetable
5 Our assessment team by team
5 1979 Formula 1 Form Guide and Entry List
12 Griffin Helmets AUTOSPORT Competition
14 Off-track activity
23 The new Silverstone spectator facilities
25 How to get there
27 BBC Radio and Television broadcasting times
29 Great moments from the past thirty years
29 Past winners of the British Grand Prix
29 1979 World Championship of Drivers
30 Supporting races

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The thirtieth time around . . .

Today (Thursday), tomorrow and Saturday, the high point in the British international racing season will be reached when the RAC Motor Sports Association, the BRDC and Silverstone Circuits will combine their efforts to stage the 30th British Grand Prix, sponsored for the first time this year by Marlboro.

As usual, a special supplement spectator guide accompanies this issue of AUTOSPORT, designed to provide all our readers with the facts necessary for them to enjoy this great event to the full.

Silverstone have laid on a superlative programme of events for Britain's round of the World Championship, achieving a great improvement over last year. As well as the Marlboro British Grand Prix itself, there will be two races for Formula 3 cars, featuring another confrontation between European series leader Alain Prost with the works Martini-Renault and the fastest British-based March-Toyota drivers. There will also be rounds of the BMW Procar Championship, the Tricentrol British Saloon Car Championship, and the Lloyds & Scottish Historic Car Championship, the last including Stirling Moss in a Maserati 250F. A large number of entertaining additional features will include aerobatic displays by the Marlboro Pitts Special team and the incredible Red Arrows.

There is every chance that this weekend's race will be the fastest *Grande Epreuve* since the 1971 Italian, won in a sensational finish by Peter Gethin at 150.75mph. The recent Formula 1 testing at Silverstone has produced lap times which would have been thought impossible a year ago. Alan Jones has now lapped his Saudia Williams at 145.19mph, about 15mph up on the winning average on the last occasion the British race was run at Silverstone, when James Hunt scored a popular 'home win'.

Sadly, we have only one chance that a British driver will win on Saturday. John Watson — the man who was robbed of victory by cruel luck in 1977 — will debut the latest McLaren M29 Formula 1 car at Silverstone and, hopefully, the car's performance will reach the high levels indicated by early testing.

Further British interest, of course, surrounds the British teams, which have failed to win a Grand Prix this year. So far in 1979, the races have been won only by the French Ligier and Renault teams and by the Italian Ferrari organisation. The battle between Renault and Ferrari in the most recent World Championship round, in France, reached titanic proportions and — if these cars can beat Alan Jones's mark as predicted — we are in for a rare spectacle next Saturday.

Our spectator guide went to press early, so consult page 7 for the latest Grand Prix news from Silverstone.

cover picture

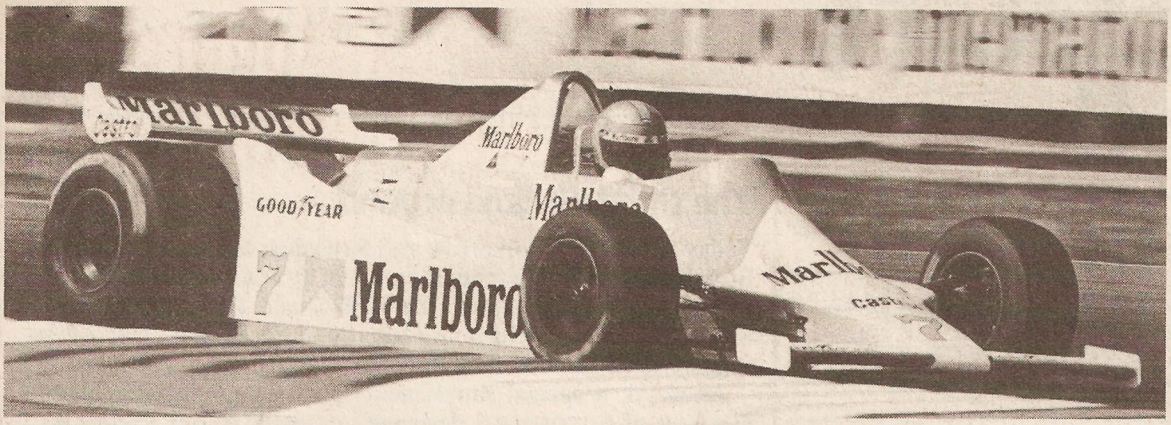
Top: The initial pace-setter until his time was eclipsed by Alan Jones (see page 7), Niki Lauda sits in the pit road as the Parmalat Brabham mechanics work on his BT48 during Silverstone F1 testing. Dijon winner Jean-Pierre Jabouille goes out to set a time with the Renault. Photo: Jeff Bloxham.

Bottom: Will the all-new Marlboro McLaren M29 put John Watson back at the front of the grid? More pictures of the latest Gordon Coppuck design, page 2. Photo: David Winter.

next week

The AUTOSPORT editorial team reports from Silverstone on the entire Marlboro British Grand Prix meeting — The Formula 1, Formula 3, saloon car, Procar and Historic car events — All the other goings-on — Formula 2 racing returns to Zandvoort — More Formula 3 action from Donington — Jody Scheckter discusses Silverstone in his own column*

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



John Watson shakes down the McLaren M29 at Silverstone last week. It was an encouraging day.

Watson debuts the McLaren M29

"I'm very encouraged by the first tests," said John Watson of the new McLaren M29 when we spoke to him on Monday. "Right out of the box, it's definitely quicker than the M28, and it feels much nicer to drive."

The new car appeared briefly at Silverstone on Thursday afternoon, but Watson was hampered by an ill-fitting seat "which sent my right leg to sleep after only a couple of laps or so". The following day, John put in a great many laps, finally getting down to 1m 14.9s, appreciably quicker than the M28 ever managed.

"It's difficult to quantify downforce in terms of what you can actually feel," said John, "but the best thing to say is that the car unquestionably has better roadholding than the old one. The balance is better, and the M29 is more responsive to alterations — we've got all the fuel behind the driver now, and that makes a hell of a difference. With side tanks, there's always a compromise. I think also that the M29 is a bit better in a straight line.

"We had a few things going against us last week," Watson concluded. "The car was never really comfortable for me, and we had a very poor engine it, which misfired quite a lot. Also, we were using the control tyres which Goodyear had at Silverstone three weeks ago, whereas Jones and Reutemann and people were using brand new 'controls', based on the earlier testing results. They were reckoned to be worth about four-fifths of a second. All in all, I reckon things are looking up."

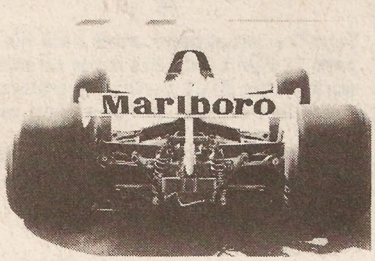
Watson added that a that a great many people had been involved in the design and drawing of the new car. Time had been very short, and Gordon Coppuck had received a great deal of assistance from John Baldwin, late of Shadow.

Teddy Mayer explained the revised design pholosophy behind the M29: "In order to correct the problems with the M28, we tried to eliminate all the major differences between our car and the other front runners. It was clear that a light, compact car would be more effective than a larger car with more area and greater ground effect. It also became obvious that our honeycomb chassis, although strong, was not only time-consuming and complicated to build, but was too heavy and did not give the necessary flexibility to make changes quickly. In addition, the three fuel cell system limited the scope for recontouring the underside of the car, so we used a single fuel cell. This moves the driver forward and puts more weight over the front wheels. These improvements should let the M29 turn into corners better, a major obstacle with the M28."

Front suspension of the M29 is by top rocker arms operating on inboard titanium coil spring/damper units (Koni) with one piece bottom wishbone. Rear suspension is by wide-based bottom wishbones, with upper rocker arms operating inboard titanium coil-springs/dampers (Koni again). Top rockers are attached directly to the cylinder heads. The car's overall length is 173in, front track 68.5ins, rear track 62.6ins, and overall weight is put at 1295lbs.

Only one M29 will run at Silverstone, but the second monocoque is already complete, and Patrick Tambay should debut his new car at Hockenheim.







Top: McLaren's new car now looks completely in step with its generation, a straightforward ground effects car in the Lotus mould. Above, left: McLaren continue with a single rear wing support. Above, right: Carlos Reutemann takes a long, close look. Like John Watson, the Argentine was much happier with his car at Silverstone. With revised rear suspension, the Lotus 79 was two seconds quicker than before.

No Super Licence for Needell

After not being allowed to drive the Formula 1 Ensign in the French Grand Prix (because of his inability in the eyes of the FISA to qualify for his RAC A-licence), Tiff Needell received a further disappointment last Friday. His latest application was turned down by the FISA, who maintain that, despite his very wide experience of racing at all levels over the last nine years, Needell still has insufficient qualification for a 'Super Licence' under the current, inflexible rules, which were detailed in AUTOSPORT last week.

Basil Tye and Robert Langford of the RAC have been working very hard on Tiff's behalf, but he has been told that his case must now wait until the next meeting of the FISA's Formula 1 Commission, due to be held at Zandvoort at the end of next month.

In the meantime, Needell is in a dilemma. Logically, for the sake of experience, he feels he would like to continue with Aurora AFX racing, which would give him a chance to learn more about driving Formula 1 cars. But this, of course, does not count for anything in terms of the Super Licence . . .

Las Vegas Grand Prix

For the last two or three years, there have been rumours of a Formula 1 race through the streets of Las Vegas. Bernie Ecclestone has been going there en route to Long Beach and so on, and now we hear the reason why.

There is to be a third American Grand Prix if all goes to plan. A date in mid-October 1980 has been applied for, the race being called the Caesar's Palace Grand Prix.

We also hear that it is virtually certain that the Mexican Grand Prix will return to the calendar, almost certainly the week after the Long Beach Grand Prix.

Laffite in Spa 24 Hrs

The Spa 24 Hours, the Group 1 touring car classic to be held on the new short circuit on July 21/22, has a magnificent entry of 40 cars in the over 2500cc class, comprising 18 Ford Capris, 11 BMW 530is, four Chevrolet Camaros, four BMW CSis, two other American Motors Spirits and one Opel Monza. A number of Grand Prix drivers are taking part, including Jacques Laffite in a Stuart Graham prepared Ford Capri, Hans Stuck (with Patrick Neve) in a Luigi BMW 530i, Bruno Giacomelli in a Joosen-prepared BMW 530i, and Henri Pescarolo and Jean-Pierre Beltoise in the Benoit BMW 530i.

Among the British drivers are 1978 winner Gordon Spice with Alain Semoulin, Chris Craft/Jeff Allam, Vince Woodman/Jonathan Buncombe, Tom Walkinshaw (Capri), Stuart Graham/Brian Muir and Gerry Marshall/Rex Greenslade. Full preview next week.



Bob Evans was delighted to be reunited with Team Lotus last week, spending a whole day testing the 80.

Bob Evans tests the Lotus 80

Bob Evans is yet another man to have been recently considered by Mo Nunn for the Ensign drive, but that, for the moment, appears to be the property of Patrick Gaillard, who was the only man to drive the car at Silverstone last week.

Nevertheless, not all of Bob's recent luck has been bad. Last week, while spectating at Silverstone, he was approached by Colin Chapman of Martini Lotus: "He just came up and asked me if I had my gear with me. As it happened, I had . . ." Soon Evans was being strapped into the Lotus 80, Carlos Reutemann concentrating on his 79, and Mario Andretti giving the tests a miss for once.

Understandably, Bob was unwilling to say very much about the car, but thoroughly enjoyed the day, and will almost certainly test the 80 again at Snetterton late this week. "I did some testing for them before," said Bob. "That was in the 78, however, which by then completely sorted, an established winning car. My job was to test the Getrag 'box which went into the early 79. Driving the 80 was a different matter. It's not right at present, as everyone knows, but the cornering speeds seemed very high for a long way — I hadn't driven a 'ground-effects' car before. And the 80 also seemed very quick in a straight line. I hope I'll get the chance to drive it again."

In the early part of 1976, of course, Evans was a member of the Lotus works team, alongside the late Gunnar Nilsson, but he lost his place when Mario Andretti arrived after the Long Beach Grand Prix. Since then, this highly-underrated driver has been without a good, regular drive, his last single-seater appearance being in a Hesketh at a Snetterton AFX round last year.

On Friday, as well as driving the 80, Evans also got some good news from the RAC: he has been granted a 'Super Licence' by the FISA, which means that if he is offered a Grand Prix drive, at least he is in a position to accept it, unlike Tiff Needell, whose application was turned down at the same time (see separate story). Although Bob previously did not hold an A-licence, he was granted a 'Super' on the strength of his previous Formula 1 experience. He and Rupert Keegan are now the only British drivers except for John Watson to be licensed to drive a Grand Prix car . . .

Nogaro problems

Problems abound for the Association Sportive Automobile Armagnac Bigorre at Nogaro last weekend, the first regarding the appalling standard of marshalling at the circuit. During practice it was evident that very few officials were in attendance although this number was boosted for raceday itself after Barry Bland of Motor Race Consultants had acted on behalf of the Aurora teams. A couple of unpleasant incidents highlighted the marshalling problem.

First, Gordon Smiley skated off the track in the raceday warm-up session on oil dropped from an F2 car and which had been on the circuit for two laps while he was in the pits. No flags were shown and, after Smiley had extricated himself, marshals asked him if there was oil on the circuit. Agostini's petrol fire in the pits was notable for a complete lack of fire marshals on the scene — Mike Wilds and a crew member putting the blaze out with the team's own extinguishers. A senior official was then seen, reportedly smoking a cigarette on the grass signalling area, while sitting on the armco with his back to the cars. After the cigarette was discarded the grass caught fire, the two happenings not being entirely unconnected.

The final straw came after the race when it came to the distribution of the start monies and prize fund. The organisers were unable to pay in full. The principal reason for this inability to fulfil a part of the regulations was said to be the glorious weather which sent locals scurrying to the coast rather than to see Jean-Pierre Jaussaud and Alain Couderc take on the regular runners. By scraping together the gate money (just over 4000 people at around £4 apiece) and the proceeds from the drink stalls, the ASA Armagnac Bigorre managed to pay the start money and outstanding bills to the Goodyear representatives were settled by cheque by the club but the rest of the cash was supposed to have been paid by Barry Bland on Tuesday.

There was a special dispensation granted by a local bank that cash could be supplied under certain circumstances on Sunday and a runner was sent to find the Manager, who just happened to be out. Exit an irate band of team managers muttering that they had put on their show and surely they deserved better treatment in future. A full investigation is therefore expected, especially as one particular party takes a small percentage of the prize fund to cover administrative charges!



Pianta: F1 debut at 50!

Pianta's AFX Williams

Causing quite an impression at Nogaro over the weekend was Fiat-Abarth test driver Giorgio Pianta who piloted Lella Lombardi's Count Zanon-owned Williams to an excellent fifth place in the Aurora AFX round. Although he tests cars almost every day for a living, and has raced Cosworth DFV-powered G6 sports cars in the past (albeit for the last time three years ago), the French meeting gave the Italian his first taste of F1 machinery.

In pre-race testing he proved rather unpopular by depositing an oil slick round the circuit but by official qualifying he was able to get down to some serious sorting. An improvement of 1.5secs later in the day put him on the fifth row of the grid and during the 50-lap race he challenged Desiré Wilson strongly before a puncture slowed him. The deal came through a mutual friend of Pianta and Lombardi and it seems likely that he will have another outing.

Castrol Segrave Trophy

The Segrave Trophy, awarded annually to the British subject who best demonstrates the possibilities of transport by land, air or water, is to be sponsored by Castrol.

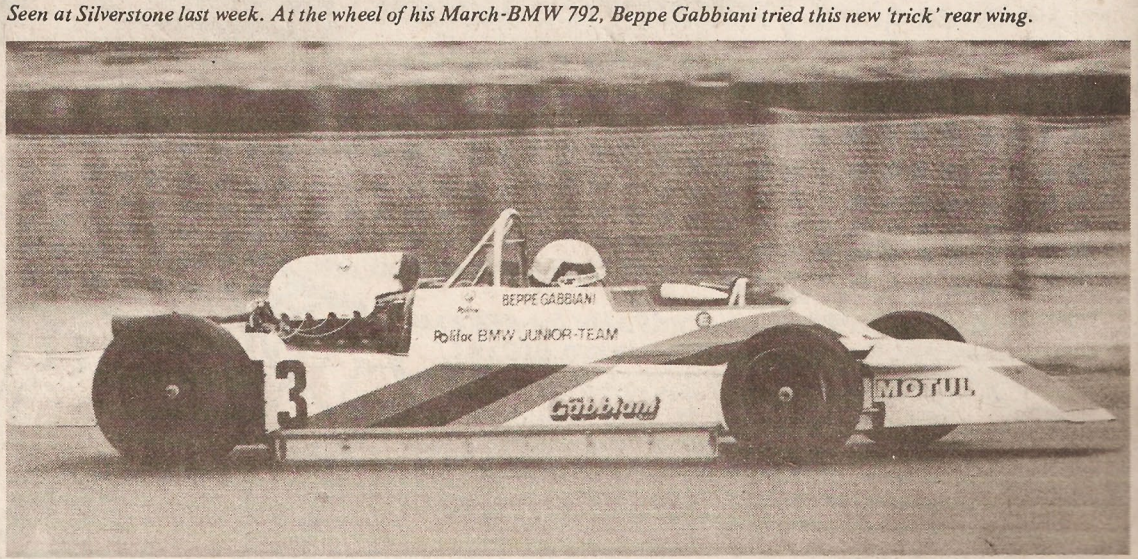
Announcing this last week, Lord Camden, Chairman of the Awarding Committee, said: "We have had numerous approaches from companies anxious to sponsor the award which is, of course, in memory of that great British Grand Prix driver and record breaker, Sir Henry Segrave. However, the Committee has always felt that in the nature of the trophy, many products could not be appropriately linked with it.

"Thus, since the original trust fund ran out, we have continued to award the Trophy through the generosity of the RAC to whom we are very grateful.

"However, Castrol has now offered us a five year agreement and we have been delighted to accept. Not only did Castrol sponsor many of the great people who have won the Trophy but they were also sponsors of Segrave himself. Castrol's position in the world of motoring, flying and powerboating is a prominent and respected one."

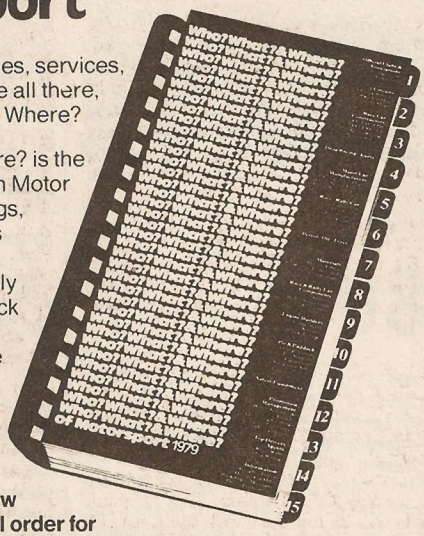
Past winners include Malcolm and Donald Campbell, Stirling Moss, Amy Johnson, John Cobb, Barry Sheene, Peter Collins and Zaire River explorer, John Blashford-Snell. An announcement concerning the winner for 1978 will be made shortly.

Seen at Silverstone last week. At the wheel of his March-BMW 792, Beppe Gabbiani tried this new 'trick' rear wing.



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NEWS FLASH Lone Britian Oliver Gamp driving a Catchpole Brolly landed safely in Nova Scotia at 6a.m. Thus winning the first Transatlantic Umbrella race. The Japanese brollyiator 'Itsa Niptwit' landed ahead of Gamp but was disqualified for being wet.

FOCA APPROVED

'Ring death

Last weekend's European Touring Car Championship meeting at the Nürburgring was soured because of an accident which resulted in the death of a marshal and serious injury to a TV cameraman.

The two marshals were investigating some smoke from a car which had crashed on dropped oil. Yellow flags and oil flags were being waved, and the cars were being channelled away from the oil. However, Golf GTI driver Franz-Josef Müller is reported to have attempted to overtake some of the slowing cars. He hit the oil, and slid off into the crashed car, pinning one of the marshals against it and killing him instantly. The TV cameraman was in a very serious condition at the time of writing.

Officials at the Nürburgring told us that legal action against the Golf driver is being considered.

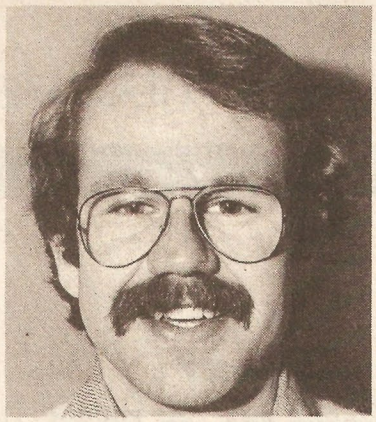
F2 March for Olofsson

At long last, Anders Olofsson will be making his Formula 2 debut at Zandvoort this weekend, when the latest round of the European series is due to take place.

The Swede, whose talents have been overshadowed by his placid nature, will be racing a works March-BMW 792 (the car used in recent races by Rupert Keegan and Hans-Joachim Stuck), with sponsorship provided by Bjorn Olsson, a Swedish doctor who has guaranteed considerable finance for the talented Swedish Formula 3 'veteran' for next year.

Olofsson — Zandvoort F2 debut.





Bright — Luyendijk's Argo.

Bright in Argo F3?

There's a distinct possibility that John Bright, one of the hardest triers in Formula 3, will finally be racing a competitive chassis at Silverstone this weekend.

The car in question is Arie Luyendijk's Racing Team Holland Argo JM3 which, when tested at Silverstone last week by works driver Roberto Guerrero, differed from the current JM3 model. The monocoque now tapers outwards towards the rear quite significantly, after the Dutchman complained of chassis flex.

Luyendijk will be away racing John Macdonald's F2 Chevron B42/48 at Zandvoort, and will therefore not be at Silverstone as stated in our spectator guide.

TransAmTR7

American Leyland racing specialists, Group 44, gave their latest project, a Triumph TR7 V8, its maiden outing last weekend in the Watkins Glen Six Hours. The car had been given only a brief shake-down test session at Summit Point the previous week but ran faultlessly throughout the race and finished a fine seventh overall and an easy winner of the TransAm class. Bob Tullius and Eric Fuerstenau spent only two and a half minutes in the pits during the race and Fuerstenau set a new class lap record within the last hour of the race despite being given 'Cool it's signs by his pit! The car apparently handles far better than did the old Jaguar XJS.

Briefly . . .

● Down in Poole, at the Penske works, they say that a new Formula 1 car is under construction. And they say that it is not a new Penske, but the first Formula 1 Rebaque . . .

● Clay Regazzoni's Formula 1 Saudia Williams suffered from a misfire during the closing laps of the French Grand Prix, which was assumed to be a fault in the spark box. But no. Believe it or not, no fewer than three valvesprings were broken, and Frank's men still cannot understand how the engine kept in one piece . . .

● Formally confirmed: there will be a CART race at Watkins Glen on August 5. The 56-lap event will be run on the short circuit, and will be called the Kent Oil 150.

● The CART race at Watkins Glen next month sounds ideal for Mario Andretti and a Penske PC7, but it seems that the World Champion will not be going. Our American Editor asked around at Watkins Glen last weekend, and was told by one leading CART driver that "I guess Mario will be too busy with the Lotus 81 to be able to make it" . . .

● Desperate rearguard action? USAC are seriously contemplating running a meeting at the Indianapolis Motor Speedway on September 2, with two 200-mile races, one for championship cars, the other for USAC stock cars.

● Local talent will be strongly in evidence at Zandvoort for the European Formula 2 series qualifier this weekend. Apart from Arie Luyendijk and Huub Rothengatter, Boy Hayje will be back in the F2 fray, driving the same Toleman Group March-BMW 782 in which Rad Dougall won the Easter Thruxton event.

● Although it is envisaged that Bernard Devaney will be competing in Formula 3 again next year under the Derek McMahon banner, the press-on Irishman may well be given the opportunity to race a works Chevron-Hart at the Donington Park Formula 2 race on August 19.

● Rumours continue to persist that Desiré Wilson may soon be leaving the Melchester Racing team to join Dave Price Racing in a second Williams FW06 to be run alongside Giacomo Agostini's in the remaining rounds of the Aurora series. Mrs Wilson's place in the Melchester Tyrrell could become the property of Philip Bullman.

● It is very easy to feel sorry for Tiff Needell at the moment, the young British driver who looked likely to drive the Formula 1 Ensign in the Marlboro British Grand Prix this weekend until the FISA refused to recognise his RAC A-licence credentials last week. Still, he could still look forward to racing in Friday's Procar race, with the Toleman Group BMW M1. Or so he thought. But now that car has been hired out to Frank Sytner, who was testing it at Silverstone last week. A cruel world . . .

● The Whittington brothers, winners of Le Mans and now the Watkins Glen Six Hours, are raising their heights still further. Next year, they say, they will run at Indianapolis, and in preparation for that, they intend to take part in this year's California 500. Both will drive highly competitive cars, and a deal has already been done for one of them to run a works McLaren M24B, alongside Johnny Rutherford.

● Eliseo Salazar and Silverstone obviously don't mix. The Chilean, who has begun to show the new Ralt RT3 'ground-effects' chassis to good effect, crashed it at Silverstone during testing last week. It was the car's second major accident in the space of three days, and its last four outings there!

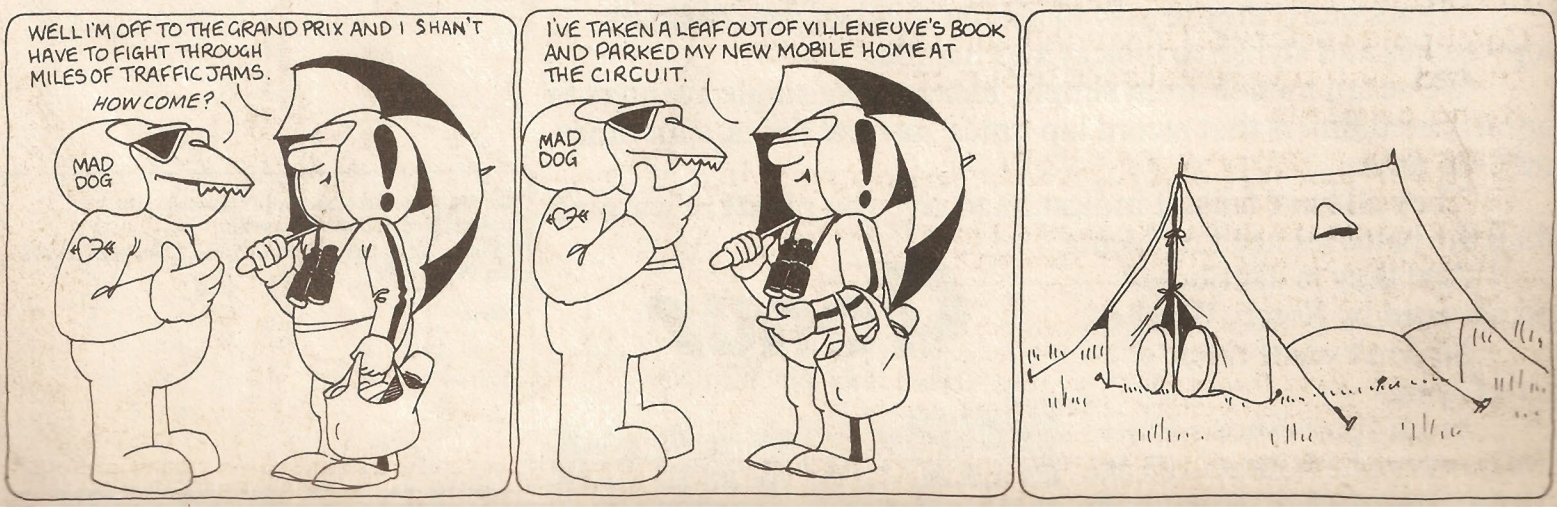
● Contrary to the FIA race calendar, there was no round of the European Formula 3 Championship supporting the Aurora AFX race at Nogaro last weekend.

● After the amazing feats of Bjorn Borg on the Wimbledon tennis courts, we hear that another mercurial Swede, namely Ingemar Stenmark (the World and Olympic slalom ski champion), has recently shown his talents on four wheels. At a local motoring festival in Sweden a fortnight ago, Stenmark drove a 100cc kart for the first time, getting to within a second of the lap record. Previous to that, he had driven one of the local 'Group 2' Chevrolet Camaros and, once again, showed his competitive prowess by lapping faster than the car's owner!

● Sadly, the motorcycling world were unable to see Mike Hailwood take part in his final bike race at Donington Park last Sunday, the 'living legend' having incurred a broken collar-bone following a practice fall through the Craner Curves the previous day. As far as the motor racing faternity are concerned, we all may breathe a sigh of relief that one of the sport's greatest personalities, at 39 years of age, has finally got racing out of his system.

catchpole

by Barry Foley



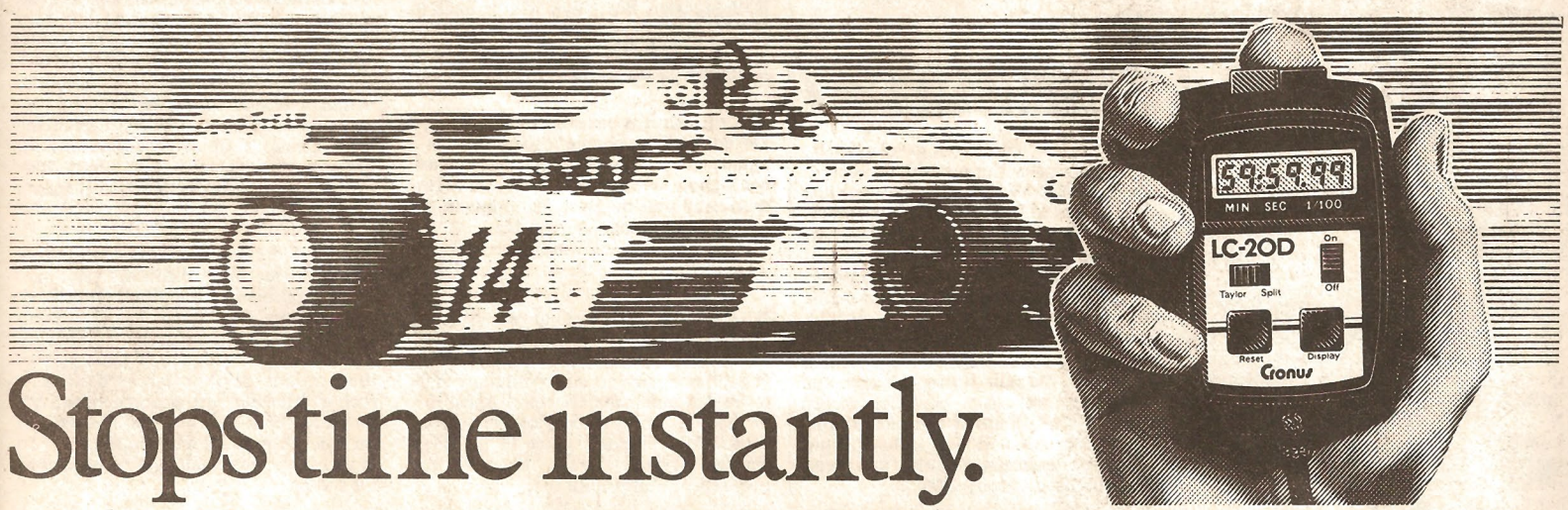
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AS3

Latest details of Marlboro British GP

The Marlboro British Grand Prix has shaped up to be one of the most exciting races ever seen in Britain. Our spectator guide, included free with this issue of AUTOSPORT, closed for press last week, since which time various new developments have taken place.

The new Marlboro McLaren M29 has now been formally announced, and we carry photographs of the new car, together with a technical description and John Watson's comments on initial testing, in *Pit & Paddock*. The M29 is also featured on our front cover.

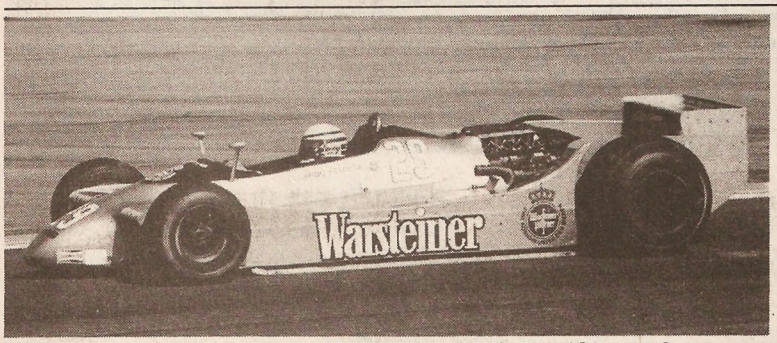
Morris Nunn's Ensign will definitely be driven by Frenchman Patrick Gaillard, who impressed the team with his approach at Dijon. Tiff Needell's efforts to secure the necessary FISA 'Super Licence' have failed for the time being, although he has been granted special consideration at the next full meeting of the Formula 1 Commission (see *P & P*).

Martini Racing Team Lotus has made successful modifications to the Lotus 79 design and, in difficulty with the new 80, it is likely that team leader and World Champion Mario Andretti will also drive one of the revised 79s.

More information about the meeting which was not available to us at the time of going to press with our supplement is provided on this page and overleaf.

BRITISH GRAND PRIX FORM

Driver	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978
Mario Andretti	—	—	R	—	—	—	—	12	R	R	R
Carlos Reutemann	—	—	—	—	8	6	6	R	R	14	1
Didier Pironi	—	—	—	—	—	—	—	—	—	—	R
Jean-Pierre Jarier	—	—	—	—	—	—	R	14	9	9	—
Niki Lauda	—	—	—	—	9	12	5	8	1	2	2
Nelson Piquet	—	—	—	—	—	—	—	—	—	—	—
John Watson	—	—	—	—	—	R	11	11	3	R	3
Patrick Tambay	—	—	—	—	—	—	—	—	—	R	6
Hans-Joachim Stuck	—	—	—	—	—	—	R	R	R	5	5
Jody Scheckter	—	—	—	—	—	R	1	3	2	R	R
Gilles Villeneuve	—	—	—	—	—	—	—	—	—	11	R
Emerson Fittipaldi	—	—	8	3	1	R	2	1	6	R	R
Jean-Pierre Jabouille	—	—	—	—	—	—	—	—	—	R	R
René Arnoux	—	—	—	—	—	—	—	—	—	—	—
Jan Lammers	—	—	—	—	—	—	—	—	—	—	—
Elio de Angelis	—	—	—	—	—	—	—	—	—	—	—
Keijo Rosberg	—	—	—	—	—	—	—	—	—	—	R
Patrick Gaillard	—	—	—	—	—	—	—	—	—	—	—
Arturo Merzario	—	—	—	6	—	R	—	R	R	R	R
Jacky Ickx	3	2	R	R	R	8	3	—	—	—	—
Jacques Laffite	—	—	—	—	—	—	—	R	R	6	10
Alan Jones	—	—	—	—	—	—	—	10	5	7	R
Gianclaudio Regazzoni	—	—	4	R	—	7	4	13	R	NQ	R
Riccardo Patrese	—	—	—	—	—	—	—	—	—	R	R
Jochen Mass	—	—	—	—	—	R	14	7	R	4	NC
Hector Rebaque	—	—	—	—	—	—	—	—	—	—	R



Riccardo Patrese tried a conventional rear wing on his Arrows A2 last week.

Now Jones laps at 145mph in F1 tests!

"It was unbelievable. Fantastic! On his third lap of the day, he went round in 1m 13.4s! I used a second stopwatch after that, just to check that mine was working properly . . ." Frank Williams's enthusiasm was bubbling even more than usual when we spoke to him on Monday.

During the Silverstone Formula 1 tests last week, Alan Jones and the Saudia Williams FW07 were comfortably quicker than any of their rivals, and, indeed, eclipsed Niki Lauda's sensational time of three weeks ago. After four flying laps, Alan came in to have a few minor adjustments made, then went back out to record 1m 13.5s, 1:13.3, 1:13.1, 1:12.9 and, finally, a shattering 1m 12.7s! Even more remarkable is that the time was set on 'control' race tyres, new ones based on the results of testing at Silverstone three weeks ago.

That being the case, then, what sort of times would we see when Alan got loose on qualifiers later this week? "We just can't imagine," replied Frank. "I think we're really happy with the car now, but our biggest worry is engines. At present, we're terribly short of them, but I have great faith in our engine suppliers, and we should be all right by the weekend."

Jones's time tended inevitably to put the rest in the shade, but Dijon winner Jean-Pierre Jabouille worked his Renault RS11 round in 1:13.36, and that was in the course of comparatively few flying laps. It is thought that the Renault was on Michelin qualifiers at the time, however . . .

Thanks to rear suspension changes, Carlos Reutemann's Lotus 79 was markedly quicker than three weeks ago, the Argentine getting round in 1:13.90, considerably faster than he managed with the cranky Lotus 80. Now that the 79 has been so much improved, it is believed that Mario Andretti will almost certainly race a 79 this weekend, rather than waste another weekend with the 80 in its current form (see *Pit & Paddock*).

The Brabhams of Nelson Piquet and Niki Lauda (strange how natural it has become to refer to them in that order) were next up, on 1:14.25 and 1:14.50 respectively, both men being slower than in the last Silverstone tests. It was not a happy time for the team: in the course of the two days, it is said that three of the V12 Alfa Romeo engines expired in a big way.

Jacques Laffite worked his way down to 1:14.98s, half a second quicker than he managed before, but it seems that the Ligier JS11 is not at its happiest on very quick circuits. Laffite was only fractionally quicker than the brand-new McLaren M29 (see *P&P*).

Other recorded times were by Jean-Pierre Jarier's Tyrrell (1:15.30), Didier Pironi's Tyrrell and Riccardo Patrese's Arrows (1:16.50). The Arrows A2, after its overheating problems at Dijon, was running without engine cover, and the team also tried a new rear wing arrangement.

Jones again at Zeltweg

There's just no holding that man. During Austrian Grand Prix testing at the Osterreichring last week, Alan Jones was conclusively quickest, lapping his Williams in 1m 34.7s, compared with Ronnie Peterson's 1978 pole time of 1m 37.7s. Only three cars turned up, the others being Jacques Laffite's Ligier (1m 35.9s) and Keke Rosberg's Wolf (1m 37.2s).

Marches set F3 pace

Recent lap times by the Formula 1 cars at Silverstone point towards an exciting Grand Prix this weekend, and there is every chance that the supporting Formula 3 race (the 13th round of the British Vandervell series) will be the ideal appetiser for the main feature, certainly if the testing times from last week are anything to go by.

Under ideal weather conditions, virtually all the leading Vandervell runners took the opportunity of having their own mini-F1 test day last Wednesday. The end result served to underline the apparent superiority of the March chassis and left us wondering, particularly at this ultra-fast ex-airfield circuit, why the Bicester product enjoys such a seemingly large advantage.

Just 0.2sec covered the leading seven cars, all bar one being of the current 793 design, and all of them were comfortably inside Derek Warwick's lap record of 1m 27.56s (120.55mph) set up in his Ralt RT1 last September.

Setting the pace in the morning was Chico Serra who achieved an unofficial 1:27.17 in his Sadia March before the Project Four team loaded it up and went home, the Brazilian happy at having achieved the required 'balance' a new, reprofiled March nosecone (with less downforce) now gives. Also trying this new type of nose section were an impressive Mike Thackwell (1:27.27) and series leader Andrea de Cesaris, who ended up mere hundredths slower than Serra.

Underlining his recent rise to form was Kenneth Acheson who, in the distinctive orange RMC 793, also found himself right on the pace of the others (1:27.22), as did Brett Riley and Stefan Johansson, the young Swede in his Derek McMahon-run Marlboro March actually bettering Serra's time according to his pit by two-hundredths and thus ending up fastest. Interestingly enough, Johansson's car was fitted with a different type of sliding skirt system not seen on the other leading March runners.

Riley's time was all the more remarkable in that it was achieved within a dozen laps before his Dolomite engine blew a head gasket. He switched over to Nigel Mansell's similar long-wheelbase car but, like his team-mate, found the engine to be slower. Therefore neither were able to break the 1m 28s barrier. Fluctuating power outputs between these individual Dolomite Sprint units has been the Achilles' heel of the Unipart team for some time now.

The only non-March driver to get on terms was Brazilian Fernando Jorge in his ex-Piquet Ralt RT1 (1:27.3). Then came a gap of almost a second to Eddie Jordan in the second McMahon/Marlboro March (1:28.1) who may have gone quicker had he not run into gearbox problems.

It was noticeable that everyone else was struggling, particularly Chevron drivers Michael Roe and Bernard Devaney. Although they were able to knock 0.8sec off Johansson's best in the standard B47 set-up during practice for the F2 meeting back in April, both drivers had to work hard for their times in these heavily modified cars, Devaney's works B47 now appearing in 'C' trim. The driver sits some 3ins further forward than in Roe's Riva car which, as it happened, ended up 0.1sec faster on 1:28.3.

Surprisingly though it may seem, neither Michael Bleekemolen nor Thierry Boutsen in their Roger Heavens Racing March 793s running on Goodyear's softer G65 European series rubber which is not allowed this weekend), were able to approach the competitive lap times set by the Goodyear G54-shod Marches.

Looking at the lap times of the leading March runners, we wonder how European F3 champion-elect Alain Prost will fare against them in his works Martini-Renault? For full preview of the F3 race, see our spectator guide (page 30).

Certain to be among the F3 leaders on Saturday is Andrea de Cesaris.



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Incredibly, only two readers believed that Jean-Pierre Jabouille and Renault would win the French Grand Prix, and one of them, Kevin Magee, of Orpington, wins himself a magnum of Moët et Chandon *champagne. Mr Magee forecast a winning average of 119.35mph for Jean-Pierre, whereas his true average was 118.878mph.* Felicitations!

Now we swiftly need your predictions for the British Grand Prix at Silverstone. Two years ago, the race was won by James Hunt's McLaren M26 at 130.36mph, but bear in mind that the pole at that time was a little over 133mph. It is very possible, bearing in mind recent testing speeds, that this year's pole will be around 145mph! Will the Renaults triumph again, or can Lauda score his first win of the year? Or will it be that man Villeneuve? Whatever your opinion, let us have your postcards, please, at AUTOSPORT Editorial, Haymarket Publishing Ltd, 190-204 Kensington Church Street, London W8 4EJ.

F1 odds

Qouted on Monday by Ladbrokes, their odds for the Marlboro British Grand Prix this weekend:

Scheckter	4:1
Villeneuve	4:1
Jones	6:1
Jabouille	7:1
Laffite	8:1
Lauda	9:1
Arnoux	14:1
Piquet	16:1
Reutemann	16:1
Andretti	20:1
Regazzoni	20:1
Ickx	33:1
Jarier	33:1
Pironi	33:1
Watson	33:1
Rosberg	50:1
Bar these 16	100:1

At the same time, William Hill was offering the following:

Jones	4:1
Scheckter	9:2
Jabouille	6:1
Villeneuve	6:1
Laffite	7:1
Lauda	8:1
Bar these 6	12:1

Readers are advised that prices are liable to alter once practice commences on Thursday.

● The official Bookmakers at the track for the duration of the Grand Prix are Corals. They will be issuing odds for the Formula 1 race and two other events, probably the Formula 3 race and the saloon car race. Here are their odds:

Jabouille	7:2
Villeneuve	9:2
Jones	6:1
Arnoux	7:1
Scheckter	7:1
Piquet	10:1
Lauda	10:1
Laffite	12:1
Bar these 8	16:1



Holmes — F3 March.

Holmes in new F3 March?

A possible last-minute entry for the Silverstone Formula 3 race this Saturday is American Formula Atlantic champion Howdy Holmes.

The car the diminutive American will be racing, providing testing went according to plan at Goodwood yesterday (Wednesday), is the March 79C 'ground-effects' model which has been tested, but never actually raced, by Chico Serra. Running the car will be Alan McCall.

● Arie Luyendijk will not be driving the Racing Team Holland Argo JM3 in the Vandervell event, as he has accepted an invitation to compete in the European Formula 2 Championship race at Zandvoort the following day. His place could be taken by Britain's John Bright (see *P&P*).

● Fastest laps in the French Grand Prix at Dijon were as follows:

Arnoux, 1m 9.16s; Jabouille, 1:10.23; Jones, 1:10.44; Villeneuve, 1:10.46; Regazzoni, 1:10.83; Scheckter, 1:10.84; Jarier, 1:10.88; Piquet, 1:11.13; Reutemann, 1:11.38; Watson, 1:11.52; Laffite, 1:11.71; Rosberg, 1:12.12; Tambay, 1:12.33; Fittipaldi, 1:12.39; Lauda, 1:12.58; Rebaque, 1:12.65; Andretti, 1:12.68; Pironi, 1:12.77; Giacomelli, 1:12.94; De Angelis, 1:13.01; Patrese, 1:13.22; Lammers, 1:13.30; Ickx, 1:13.33; Mass, 1:14.55.

● The BBC1 television commentary of the Marlboro British Grand Prix will be by Murray Walker, Jackie Stewart and James Hunt. BBC Radio 2 commentators will be Simon Taylor, Norman Greenway, Richard Hudson-Evans and Stirling Moss. All broadcasting times are published in our spectator guide.

● Race day commentators at Silverstone will include Ian Titchmarsh, Peter Scott-Russell and Neville Hay.

● Readers in the vicinity of Milton Keynes during the next few days may wish to know that Community Radio Milton Keynes are running a half-hour preview to the Marlboro British Grand Prix on Friday evening, starting at 8pm. Interviews with John Watson, Alan Jones and Jack Oliver are to be included, and the broadcast can be heard, we are informed, by tuning your television into the local TV station Channel 40.

● Radio Victory will carry extensive coverage of this weekend's Marlboro British Grand Prix. On Thursday and Friday, there will be practice reports at 13.15, 15.00 and 17.30, with a further, longer, spot on Friday at 19.20. During the race, there will be a report every 20 minutes.

● Silverstone Circuits have been in contact with all the major fuel companies, and have received an assurance that petrol will be fully available on all main routes to the circuit.

● There will be 24 starters for the Formula 1 race, from an entry of 26.

● Saturday's aerobatic demonstration by the RAF Red Arrows team will almost certainly be the very last public appearance of its Hawker-Siddeley Gnat jet trainers, which are about to be replaced by newer Hawk trainers.

● Having persuaded Patrick Depailler to try out his 250cc Hermetite Zipkart in France recently, the redoubtable Martin Hines will be once again demonstrating his amazing 140mph machine to the Grand Prix fraternity at Silverstone on Saturday, as a preview to the forthcoming Hermetite/*Daily Express* Kart Grand Prix which will be held at the Northamptonshire track on August 5.

● An additional contender in the RAC Tricentrol British Saloon Car Championship race at Silverstone this weekend will be prodsaloon racer Peter Buxtorf. Having driven an Alfasud with notable success last season, the Swiss has suffered ill fortune this season with his ex-Derrick Brunt BMW 3.0 Si, including a couple of expensive accidents. For Silverstone, though, Peter has gained some backing from Three Counties Motor Factors of Camberley, and will run John Tait's Toyota Celica GT in the 1600cc class.

Post Office race data

The Post Office is once again providing an information service for the Grand Prix, using material from Silverstone updated four times daily on thursday, Friday and Saturday. the telephone number to ring is 021 611 1212.



The fastest ever tour of Silverstone was set by Alan Jones, who is one of the top favourites to win the Grand Prix.

● After five rounds of the Tricentrol British Saloon Car Championship, the points positions are as follows:

Overall: 1, Tom Walkinshaw (2.3 Mazda RX7), 50pts; 2, Richard Longman (1.3 BL Mini 1275GT) and Gordon Spice (3.0 Ford Capri), 44; 4, Richard Lloyd (1.6 Volkswagen Golf GTI), 32; 5, Win Percy (1.6 Toyota Celica GT), 31; 6, Alan Curnow (1.3 BL Mini 1275GT), 24; 7, Jeff Allam (3.0 Ford Capri),23; 8, Rex Greenslade (2.0 Triumph Dolomite Sprint), 22; 9, Jon Mowatt (1.3 BL Mini 1275GT), 19; 10, John Morris (1.6 Volkswagen Scirocco) and Chris Craft (3.0 Ford Capri), 18.

2301-3000cc: 1, Spice, 44; 2, Allam, 23; 3, Craft, 18; 4, Vince Woodman (3.0 Ford Capri), 17.

1601-2300cc: 1, Walkinshaw, 50; 2, Greenslade, 22; 3, Barrie Williams (2.3 Vauxhall Magnum) and Gerry Marshall (2.0 Triumph Dolomite Sprint), 15.

1301-1600cc: 1, Lloyd, 32; 2, Percy, 31; 3, Morris, 18; 4, Louis Parsons (1.6 Volkswagen Golf GTI), 16,

Up to 1300cc: 1, Longman, 44; 2, Curnow, 24; 3, Mowatt, 19; 4, Tom Pitcher (1.3 BL Mini 1275GT), 16.

Manufacturers championship: 1, Mazda, Ford and Austin morris, 45; 4, Volkswagen (Golf GTI), 36; Triumph (Dolomite) and Toyota (Celica), 28.

● The fourth round of the Lloyds & Scottish Historic Car Championship will take place at Silverstone on Saturday. The current championship positions are as follows:

¡, Roderick MacPherson (2.0 Cooper Bristol), Willie Green (2.4 Ferrari 246 Dino) and Richard Pilkington (4.5 Talbot Lago T26), 27pts; 4, Bobbie Bell (3.8 Lister Jaguar), 24; 5, Chris Drake (3.8 Jaguar D Type), 17; 6, Martin Hilton (3.0 Aston Martin DB3S), 16; 7, Martin Morris (3.8 Jaguar D Typr), 15; 8, David Ham (3.8 Lister Jaguar), 13; 9, Ken Rogers (3.8 Cooper Jaguar Mk1), and Peter Mann (1.5 ERA'B' Type), 12.

Single-seaters 1931-53: 1, MacPherson, 27; 2, Mann, 12; 3, David Vine (2.0 Cooper Bristol Mk2), Simon Phillips (2.0 Cooper Bristol) and Gerry Walton (2.0 Connaught 'A' Typr), 6.

Single-seaters 1954-60: 1, Green, 27; 2, Robert Lamplough (2.5 Maserati 250F), 8.

Sports Racing 1950-54: 1, Pilkington, 27; 2, Hilton, 16; 3, Philippe Renault (3.4 Jaguar C Type), 6.

sports Racing 1954-57: 1, Drake, 17; 2, Morris, 15; 3, Rogers, 12.

Sports Racing 1957-60: 1, Bell,24; 2, Ham,13; 3, Michael Bowler (3.8 Lister Jaguar Costin) and Syd Hoole (2.5 Cooper Monaco), 10.

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	Nat	Mar 04 Silverstone	Mar 11 Thruxton	Mar 25 Silverstone	Apr 01 Snetterton	Apr 08 Donington Park	Apr 16 Thruxton	May 07 Brands Hatch	May 20 Donington Park	May 28 Silverstone	Jun 10 Brands Hatch	Jun 17 Cadwell Park	Jul 01 Silverstone	Jul 14 Silverstone	Aug 05 Snetterton	Aug 12 Mallory Park	Aug 27 Silverstone	Sep 15 Oulton Park	Sep 30 Thruxton	Oct 07 Silverstone	Oct 28 Thruxton	Points
1 Andrea de Cesaris	I	4	10	5	7	—	9	9	—	—	7	10	10									71
2 Francisco Serra	BR	10	4	3	9	9	6	7	7	—	—	6	4									65
3 Brett Riley	NZ	1	2	6	—	3	5	3	9	—	2	4	—									35
4 Mike Thackwell	NZ	—	3	—	—	—	2	4	—	4	9	—	2									24
Stefan Johansson	S	—	1	—	4	5	1	—	—	3	4	—	6									24
6 Bernard Devaney	IRL	—	—	—	3	6	—	—	—	10	1	3	—									23
7 Nigel Mansell	GB	—	6	9	—	—	3	1	—	—	3	—	—									22
8 Michael Roe	IRL	6	—	—	—	—	—	—	3	6	—	—	—									15
9 Roberto Guerrero	CO	2	—	—	—	—	—	—	2	2	—	—	1									7
10 Kenneth Acheson	GB	—	—	1	—	1	—	2	—	1	—	—	—									5
etc																						

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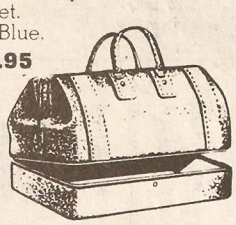
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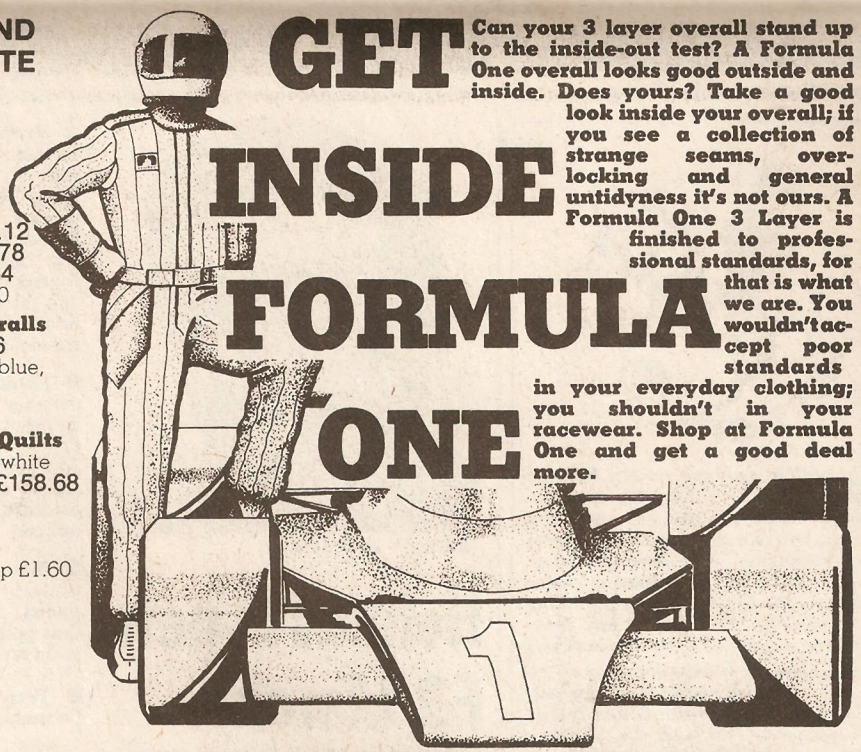
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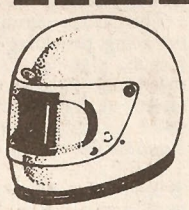
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In the early stages of Sunday's ETC race, there was a great duel between the BMWs of Xhenceval (left) and Giacomelli.

Facetti wins at the Nürburgring

Martino Finotto/Carlo Facetti won the Nürburgring 4 Hours last Sunday after an exceptionally interesting race. The early stage featured a tremendous duel between Jean Xhenceval and Bruno Giacomelli, in which they fought tooth and nail over every inch of nine laps of the Nürburgring, for over an hour. A slow pitstop cost Giacomelli's BMW Italian BMW CSL some time, and Finotto got ahead. But then Pierre Dieudonné, the second BMW Luigi driver, caught Finotto. Then the Italians took the lead back in the final hour when Raijmond van Hove took over the Luigi car, while the Grano/Giacomelli/Joosen car suffered suspension trouble which dropped it to sixth overall. However, clutch trouble in the last few laps nearly cost Facetti the race, and in the end he beat the Luigi car by just under half a minute.

There was three hours of practice over Friday and Saturday. The times generally disappointed everyone, but Martino Finotto's BMW CSL was put on pole by Carlo Facetti in 8m 34.0s, just 0.9sec quicker than his pole time last year. Alongside was the second Italian CSL, that of Bruno Giacomelli/Umberto Grano/Eddy Joosen. Bruno's time of 8:34.8 would have been better, but for the engine turning sour. Championship leaders Jean Xhenceval/Raijmond van Hove/Pierre Dieudonné were third quickest (8:40.1) in their Luigi Racing CSL, which was going well until Xhenceval hit a slow Opel Kadett and broke the rear suspension towards the end of practice.

Fourth quickest was the first of the three Zakspeed Escorts entered, this one for Klaus Niedzwiedz/Sigi Müller Junior, which crashed in the first session when the steering arm broke, but was repaired to set a time of 8:49.4. Jurg Denzel/Helmut Doring/Hans Soldeck were ninth quickest, despite another crash in first practice, while the last of three cars was the potentially fastest team of Hans Heyer/Harald Ertl, tenth quickest despite two blown engines.

The fourth CSL on the grid was the local driven example of Heinz Becker/Michael Martini on 8:54.2. Harald Grohs/Armin Hahne put Harge's BMW 320i onto the grid with a 8:54.6, although Hahne reckoned the engine was a little down on power. Helin Eggenberger's similar car despite a broken engine in the first session, and yet another 320i was eighth fastest, that of Markus Hötz/Wilfried Vogt. Behind the two Escorts came the first 3000cc car, the Austrian BMW 530i of Heribert Werginz/Harald Neger/Roman Loibnegger, one place in front of the fastest 1600cc car, the Audi 80 of Manfred Trint/Fred Rosterg. Willi Bergmeister/Hans Nowak were right behind in the second Audi 80 after engine trouble in practice, and next up came the Ronnie Scott's/Withers of Winsford/Valprint Escort of Pete King/David da Costa/David MacPherson, despite clutch trouble and vaporisation in the fuel system which stopped their first practice altogether.

Richard Lloyd/Tom Walkinshaw were 16th fastest in Lloyd's smart Akai Golf GTI which Walkinshaw was having to learn, having never raced a front-wheel drive car. However, it was Lloyd who had a small 'off' with the car in practice. Down in the nether regions of the huge 100-strong entry was the Mazda RX5 of John Markey/David Palmer, which qualified despite doing only one practice session (their bus broke down, inevitably) and a massive oil leak.

RACE

Eighty cars lined up for the start of the 4 Hours and, as they went out into the country, it was Xhenceval who led Giacomelli. At the end of lap 1, Bruno was back in the lead, and he led lap 2, but this was the start of well over an hour of intensive battling which kept the crowd on edge. All around the circuit, the yellow and green BMWs battled it out in tremendous style, neither driver giving an inch as they weaved through the backmarkers. Behind them, Facetti dropped back to over 15secs behind, but slowly he caught it back up again. Indeed, after eight laps Facetti was narrowly leading Bruno and Jean, now in a three-car battle.

It lasted just one more lap before the two Italian-based BMWs headed for their neighbouring pits. Facetti overshot, hindering the BMW Italian car from entering its pit, and that held them up 30secs.

Xhenceval's stop an hour later was not quick, either, so Finotto still led Dieu-

changes. Dieudonné slowly worked away at whittling down Finotto's lead, and caught him. The Belgian drew away and, after Facetti had taken over again, the Luigi BMW had a 35.2sec lead going into the final hour. But Van Hove had taken over the Luigi car, and slowly but surely the gap narrowed until Facetti nipped by into the lead again. In the final laps, Facetti had trouble with a broken clutch, which narrowed his winning margin.

Behind the BMWs, Vogt in his 320i who gave chase initially, chased by Kelleners, Hahne, Becker and the first Zakspeed Escort. Niedwiedz's engine blew up early on, while Heyer had to have a misfire cured on the first lap, which dropped him to 45th place! Vogt dropped out with gearbox trouble after five laps, Hahne's engine blew after nine laps and Becker stopped early on, all of which helped the hard-charging Heyer back up to sixth place after nine laps. However, before Heyer could lead the Ford challenge to BMW, the back axle blew and he was out.

Kelleners/Muller continued to a fine third place overall, leading home the sole surviving Zakspeed Escort which Heyer helped to put into fourth place ahead of the Austrians in their BMW 530i. The BMW Italian car finished sixth, with the first of the 1600cc Audis seventh. Due to fuel injection drive trouble on the Bergmeister/Nowak car, this should have been Trint/Rosterg, but just a few laps from home they retired, leaving Bergmeister/Nowak with the class win.

For the English, it was a sad day. Walkinshaw slotted the Akai Golf between the two Audis at the start, but a touch from Rosterg sent him off the track in a big way, to the detriment of the pretty Golf. The British Escort was going well in da Costa's hands until fuel vaporisation stopped him on the circuit, but he got the car back to the pits, only to retire it after just over an hour with engine trouble. Markey/Palmer had gearbox difficulties and also fuel pressure trouble, but they were going well enough when the differential started to break up in the final hour, and they retired the Mazda.

ROB CONSTANDUROS

Firecracker: 173mph!

The Firecracker 400, run on July 4, was the fastest ever race at the Daytona International Speedway. Neil Bonnett took the honours at this annual event, winning the 160-lap race by just over one second from Benny Parsons at an *average* speed of 172.890mph! By finishing fourth, however, Darrell Waltrip extended his lead in the Winston NASCAR Grand National series to 133 points over his nearest rival Bobby Allison, who failed to finish last Wednesday.

From pole position, Buddy Baker shot away into the lead and, for the first 125 miles, battled hard for it with Darrell Waltrip, these two drawing away from the rest of the field. Baker, however, then ran into ignition problems and retired, while Waltrip lost time with a cut tyre. Bonnett was left in the lead, and held on for most of the later stages of the race despite a strong challenge from Parsons, especially over the final few laps. The Woods Brothers Mercury driver had to resort to weaving and blocking tactics during the last lap, but triumphed by a second.

Dale Earnhardt (Buick) finished third, almost a lap down on the leaders, with Waltrip third after his stop for new rubber. The race was run with only two yellow flag periods, covering a mere eleven laps, hence the high average speed. One of these was when Terry Labonte spun at the back of the circuit and Bobby Allison also hit the wall when trying to avoid him. Both cars retired on the spot.

Richard Petty therefore took fifth place with his STP Oldsmobile, completing 158 laps, which was one more than the Oldsmobiles of Chuck Bown and Harry Gant. Joe Millikan ran 156 laps for eighth place ahead of the smaller Oldsmobiles of Dick Brooks and, off the pace for no apparent reason, A. J. Foyt.

With Bobby Allison out of the race and Cale Yarborough finishing a lowly 20th with a broken pushrod (he decided not to stop for a replacement engine!), Waltrip increased his GN lead with 2720 points to the 2587 of Bobby Allison with Petty (2522), Yarborough (2500) and top rookie Earnhardt (2342) not very far behind.

IMSA: Gregg fails to win

The day before the Firecracker 400 saw the running of the annual Paul Revere 250 IMSA race at Daytona. As was only to be expected, Peter Gregg qualified his Brumos Porsche 935 on pole position but, unexpectedly, he did not win. The IMSA Champion lost time limping back to the pits after a wheel fell off and ultimately finished third.

David Hobbs spent some time in the lead with the McLaren BMW but later went out with a blown engine when running second to the Whittington brothers' Kremer Porsche 935, which also retired when Bill inexplicably crashed eight laps from the end. So it was left for Charles Mendez and Hurley Haywood to reel off the laps and win by a lap and one minute from the Interscope 935 of Ted Field and Danny Ongais.

Gregg still holds a comfortable lead in the Winston IMSA GT Championship with 121 points to the 77 of both Don Whittington and Charles Mendez. Field lies fourth with 75, Hobbs has 73 and

Replica Le Mans result in Watkins Glen WCM

At the end of a not very exciting Group 5 World Championship of Makes Six Hour race at Watkins Glen last Saturday, the result was exactly the same as at Le Mans last month! The Whittington brothers, together with Klaus Ludwig, finished four laps clear of the Dick Barbour/Rolf Stommelen/Paul Newman Porsche 935, whose sister car, driven by Roy Woods/Bob Akin/Rob McFarlin finished a lap further back in third place.

Rolf Stommelen qualified the Barbour car on pole position with a time of 1m 50.354s compared with Klaus Ludwig's best of 1m 50.763s with the Whittington's Kremer Porsche 935. Nearly two seconds slower came Peter Gregg's Brumos 935 which he shared with Hurley Haywood and Bruce Leven with Elliot Forbes-Robinson/Randy Townsend and Brett Lunger fourth fastest with Townsend's 935. Yet more Porsches filled the top ten places on the grid in the hands of Rick Mears, Preston Henn and Gregg again in the latter's second 935, who were fifth fastest, Danny Ongais/Ted Field (Interscope Racing 935), John Paul/Al Holbert, Brian Redman/Johnny Rutherford/Don Whittington in the latter's second Kremer 935, Barbour's second car driven by Woods/Akin/McFarlin and Charles Mendez/Paul Miller in the car with which Mendez won the IMSA qualifier at Daytona during the previous week.

Stommelen took the lead from the start, followed by Forbes-Robinson and Gregg but the IMSA Champion swiftly moved up to challenge the leader, having already barged past the Whittington 935 and forced it into the pits for minor bodywork repair.

Once into second place, Gregg challenged Stommelen hard for the lead and those two quickly pulled away from their pursuers. At the end of the first hour came the first round of pit-stops, with Barbour taking over from Stommelen and immediately dropping back before pitting again and complaining of poor handling. The car was checked over but nothing amiss was found and the team patron returned to the race.

Gregg was also in trouble, the car smoking slightly before running out of fuel on the circuit. Haywood ran out with a can of fuel but his hard work came to naught when the engine finally expired. So the pair of Whittington 935s moved up into the leading two positions with, at around the two-hour mark, Ongais charging along in third place having taken over from Ted Field. Danny O unlapped himself from the Redman/Rutherford car and caught Ludwig, but when he tried to pass the German shut the door and forced Ongais to spin off into the barriers and out of the race. The Hawaiian was not happy about his enforced retirement!

The Redman/Rutherford car was delayed with a sticking waste-gate and then an electrical short-circuit in the master switch, so the sister car was left with a clear lead and completed 175 laps at an average speed of 98.45mph. Dick Barbour, in second place, had trouble lapping a Chevrolet Camaro late in the race and spent several minutes in the pits taping up some body damage but Stommelen took over the car for the last few laps and was still a lap clear of Barbour's second car at the end.

EFR/Townsend/Lunger finished fourth, a further lap down, with Mendez/Miller and Paul/Holbert completing the top six. Into seventh place and after a very impressive maiden outing came Bob Tullius/Eric Fuerstenau with Group 44's latest Triumph TR7 V8. (See *Pit and Paddock*). Redman/Rutherford/Don Whittington finished eighth, Brian commenting that he felt that he had driven his best race since his accident, while a third Barbour Porsche 935, driven by Skeeter McKitteric/Bob Garrettson/Buzz Marcus, finished ninth ahead of Kenper Miller/Dave Cowart in a BMW 3.5 CSL.

Of other interest, the 935 of Indy winner Rick Mears blew up in the first hour, while the first BMW M1 to appear in North America was handled by Manfred Winkelhock/Jim Busby/David Hobbs and qualified well in 13th place, but suffered a cracked exhaust and then also retired with a broken engine.



Jeff Wood scored a comfortable win at Halifax in his March 79B.

Halifax win for Wood

The latest round of the Canadian Formula Atlantic Championship, run at Halifax on Sunday, was easily won by Jeff Wood and his March 79B from Jacques (brother of Gilles) Villeneuve in a 78B and Bob Earl's Ralt RT1.

On the pole was Howdy Holmes, whose March 79B led comfortably for the first 45 of the 62 laps before retiring with a blown oil pump gasket. Before Holmes made it back to the pits, the circuit was liberally coated with oil, which led to a great many off-course excursions by a great many drivers.

Tom Gloy, who took over the lead when Holmes went out, twice went off the road, handing the lead to Wood, who himself went off late in the race but kept first place. Championship leader, Kevin Cogan, believes that he went off about 10 times, but still managed to finish fourth with his Ralt RT1, ahead of Ricky Bell's similar car and John David Briggs's March 79B.

Cogan still leads the championship with 122 points, from Gloy (106), Wood (58) and Holmes (57).

Nogaro's imaginative interpretation on the pace car theme seen at last weekend's Aurora AFX round. The modified Renault 30 is again predominantly yellow and orange.



Rosberg rules in Watkins Glen CanAm

At Watkins Glen last weekend, Keke Rosberg finally did what he's been threatening to do for a while now: he utterly dominated a CanAm race. In the Newman-Foreman Budweiser Spyder, Keke took a comfortable pole, snatched the lead at the start and moved away from the field at around a second and a half a lap.

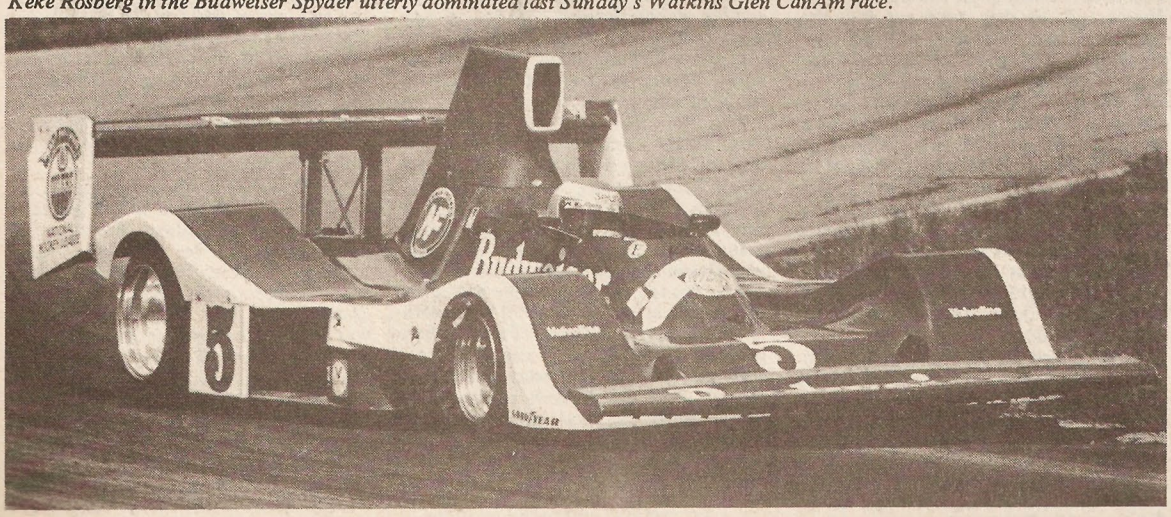
Next to the Finn on the grid was Bobby Rahal, having his first drive in the Prophet, lately vacated by George Follmer, whose leg injuries are still giving him a great deal of pain. In the race, Rahal had a variety of problems, including a troublesome gearshift, but his performance bodes well for his future chances.

Elliot Forbes-Robinson, Rosberg's team-mate, qualified third, and diced with Rahal in the early laps for second spot, but eventually he accidentally snagged the ignition switch, which cut the engine, the luckless EFR being unable to restart it.

Off the pace last weekend was Jacky Ickx, who qualified fourth, and battled for much of the way with Geoff Lees's new Lola-based, VDS ground effects car, and the Busch Special of Al Holbert. The Belgian had a bad day with the Haas/Hall Lola, the fuel pressure gauge springing a leak, and two tyres puncturing. Eventually, he finished a distant eighth.

Towards the end of the race, Rosberg eased back from his 45-second lead, but Geoff Lees was still 26secs behind at the finish. Third was Vern Schuppan in his rebodied Elfin, with Bill Tampero (Lola T333 CS) fourth, Horst Kroll (Lola T330) fifth and Bobby Brown (Lola T333 CS) sixth. Rosberg now leads the Citicorp CanAm Championship with 28 points, followed by Ickx (24), Forbes-Robinson (20), Lees (15), Alan Jones (9) and Rocky Moran and Al Holbert (5).

Keke Rosberg in the Budweiser Spyder utterly dominated last Sunday's Watkins Glen CanAm race.



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"... scenes of Gilles and Arnoux banging wheels with each other and coming back each time for more ... I think they were both extremely lucky to get away with it."

DIJON, France: The French certainly got their act together, and where better to do it than at the French GP in front of a home crowd? They put their two new Renaults on the front row and finished first and third. When you think that two years ago at Dijon Renault weren't even in Grand Prix racing, what they did today is something of an achievement.

But their feat here was more than just to win the race in the name of France. They have pointed the way to go for the future. And the way to go is turbo.

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The thing about ground effect is that even the teams without great technical resources have been able to produce the end result by the simple expedient of copying what they saw the successful teams doing. The turbo route won't be so easy.

The advantage of the Renaults was obvious. With their twin turbos they were generating power to spare. They cranked on so much wing that their down force and handling was very effective. With that sort of power you can almost afford to drag a sea anchor around behind you.

When I used to drive Cosworth V8-powered cars I always used to measure my straight line speed against the Ferraris and Alfas. On a good circuit they would just get up and disappear down the straights. Now that I've got a Ferrari I find the Renaults are doing to the Ferrari what the Ferrari used to do to the Ford V8s. That's called progress, I guess.

Ferrari have been working on a V6 turbo for over a year now and I think the general plan is to put it to the test in a car towards the end of the year. I imagine that the decision to use it would be a very difficult one for Ferrari to make. Ferrari's whole tradition has been based around 12-cylinder engines. Sending a Ferrari Grand Prix car out onto the tracks with a turbo V6 engine would be like asking Bjorn Borg to give up Wimbledon in favour of table tennis.

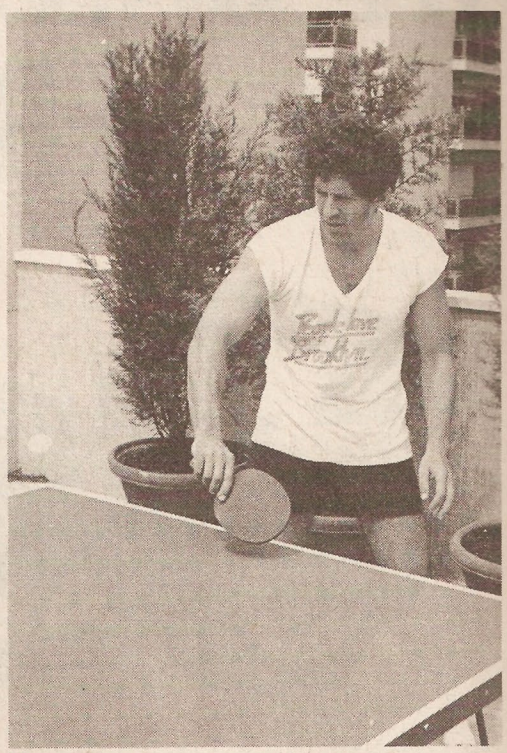
The French GP wasn't a good weekend for me. For reasons that we could not fathom I just couldn't get the car to handle as I wanted it during the whole weekend. It wanted to attack the corner instead of smoothing its way through. That, coupled with an engine that should have pulled 12,500rpm but would only show 11,900 on the dial, combined to leave me scratching for a place on the third row of the grid.

I made a good start and ran third for a good while until the handling deteriorated more and more, until I slid back to sixth place. A pit stop for new tyres dropped me to seventh and out of the points.

So, I start the second half of the season still leading the world championship but not scoring any points. The Ligier team were in the same trouble as me so Laffite didn't improve his score either. And that leaves Gilles in a challenging second place with 26 points against my 30. Nice for the Ferrari team to be in such a dominant position but always something of a dilemma when you have two men in the same team going for the title.

I watched the video replay of the last few laps of the race and saw the scenes of Gilles and Arnoux banging wheels with each other and coming back each time for more. Running wheel in wheel like that is a very dangerous past-time. If either of them happens to be 6ins further forward or further back, then either or both of them will be doing a loop in the air. I think they were both extremely lucky to get away with it.

Situations like that are odd. Because they did get away with it they are both heroes. Had there been an accident they would both have been branded as fools and lunatics. In South America Watson got fined and pilloried for a wheel banging incident. Today the two wheel bangers were applauded. Funny world.



Keeping his eye on the ball, Jody relaxes before the French Grand Prix.

But, there again, I don't suppose any of us expected any action to be taken against a Frenchman, particularly a Frenchman on a winning streak.

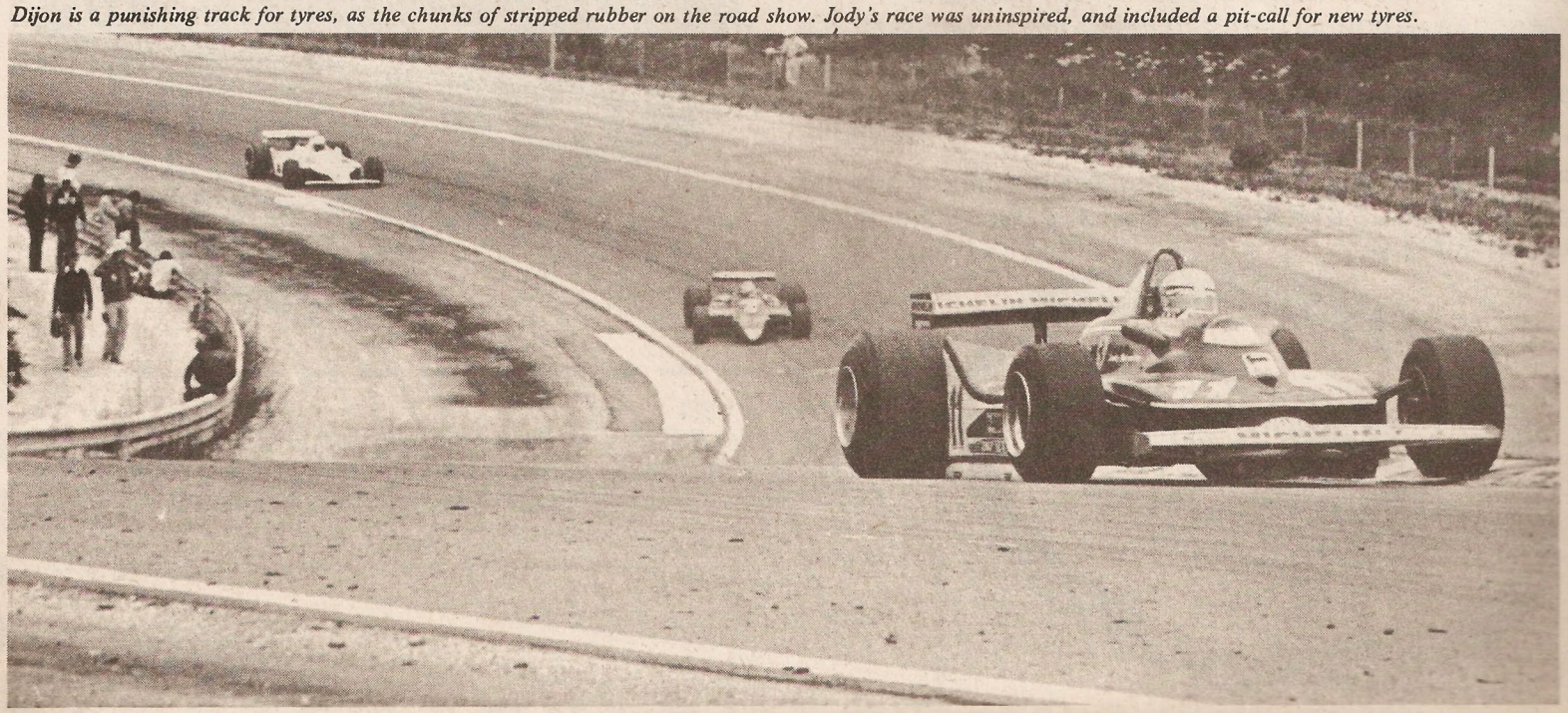
Jean-Marie Balestre had enough troubles over the weekend, having suffered an enormous loss of face over the ProCar fiasco. Having sworn blind to the world that there would not be a ProCar race at Dijon he was told by Bernie Ecclestone: "no ProCars, no Grand Prix." Bernie doesn't use two words where one will do.

It was another of those muscle-flexing exercises in order to demonstrate who controls Grand Prix racing. Advantage Ecclestone.

Balestre made a further tactical blunder by trying to convince the press that it wasn't a race but a show demonstration. He even instructed the French timekeepers not to time the practice. Even the French press were laughing at the FFSA's ham-fisted antics by the end of the weekend.

Next stop is Silverstone, which has become the fastest circuit in the world championship series now, with lap speeds close to 146mph. The Renaults should work well there and no doubt the BRDC are keeping their record of the French anthem polished and handy for the occasion. We shall see.

Dijon is a punishing track for tyres, as the chunks of stripped rubber on the road show. Jody's race was uninspired, and included a pit-call for new tyres.



ROBERT MAYO-BIGNELL
WOULD LIKE TO THANK

The B.R.S.C.C. Marshals, the Chief Medical Officer, the Saint John's Ambulance Brigade and all unobserved helpers involved in his accident at Castle Coombe on Saturday 7th July.

Thanks must also go out to the staff on Ward 17 of Frenchay Hospital for their care and attention afterwards, Dan Tyson and Melvin Johnson for retrieving and delivering the car, family for their support, and all parties concerned.

Also thanks are owed to Aley Bars, which saved the driver's life.

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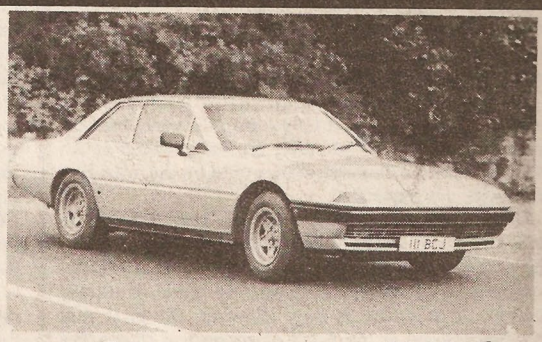
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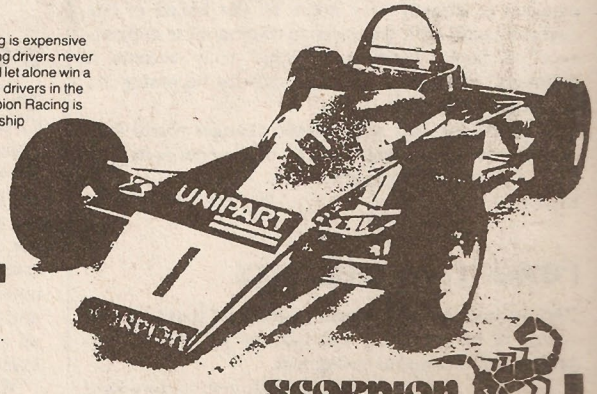
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Engine development

It now seems clear that the fuel shortage and consequent price increases, unlike the 'politically created' crisis in 1973/4, is in fact genuine and long term. There is no readily available alternative liquid fuel just around the corner, and if Libya or another oil producer (even a small one for whatever reason) reduced or cut off its present oil exports, there would be the most dire worldwide consequences.

Under these circumstances, motor racing would be among the first things to be banned. We all know that the amount of fuel used in motor sport in a season, compared with that used in say, air travel or weekly football attendances, is tiny. However, the facts that this fuel is used at the point of action and that a few people can be viewed as apparently needlessly wasting petrol in fuel-greedy cars for pure pleasure.

It is likely over the next few years that the situation will become worse than it is today. Demand cannot be cut overnight and equally rule changes in motor racing can take years rather than weeks.

In order to preserve motor racing, public opinion must be headed off by demonstrating real and large fuel economies loudly, and at the same time the sport must be put forward as a research and development medium for greater engine efficiency to produce real benefit for the average motorist.

Over the last decade or so, all international single-seater class capacities have increased. Should not motor racing's rule-makers give urgent attention, as a political move as much as anything, to reducing engine capacities by as much as a half, in addition to other measures such as Keith Duckworth's fuel flow limiter and reduced practice? At a national level, championships could be organised on a regional basis run at two or three circuits so that competitors do not have to do so much costly and wasteful travelling.

Reducing power outputs would have another benefit. Currently at each Grand Prix lap times are being reduced by several seconds each year, cornering speeds are going up, and the risk of serious accidents increased. Other than to enlarge the run-off areas at all the circuits and push spectators further back, the only way of maintaining safety levels is to reduce car performance.

But surely the most important asset motor racing can put forward is that of producing more efficient engines through competition development. That will simply not come without rule changes and while the cars have single-figure fuel consumptions.

WARE, HERTS. RICHARD HINTON

Not a fuel formula

With the current fuel shortage, there have been many suggestions as to how motor sport can improve its present "rather wasteful" image. One such suggestion has been to have a World Championship run to a formula which limits the amount of fuel available for each car for each race.

That might make for a better image (although I feel that is unlikely), but unfortunately the World Championship is already very much in the hands of the engineers and, with the addition of even more dependence on them, Formula 1 would truly become a designers' championship, with drivers becoming no more than passengers.

I also believe that such drastic changes would only cause more wasted fuel, because of the energy needed for re-tooling, testing and research.

REIGATE, SURREY WAYNE J. TURRELL

Fewer race meetings

Recent comment would seem to indicate that those involved in motor racing will soon be pressurised into taking action aimed at saving fuel.

Last time this happened, in 1973, competitors were obliged to endure shorter practice sessions and shorter races. Since then the recovery in the fuel situation has not led to practice and races being lengthened but to race meetings having a larger number of shorter races, ten-race meetings now being relatively common. Thus, for a given entry fee competitors get less racing, and practice sessions are so ridiculously short that even a small problem can prevent a driver from getting a decent time.

Many drivers are deeply concerned that the current fuel situation will lead to further practice and race length reductions. It would be far preferable for the RAC to impose a restriction on the number of race meeting permits issued so as to reduce the total number meetings held during the season. A 5% cut in race meetings would have little effect on the state of the sport, but would save a considerable amount of fuel used by competitors and spectators in travelling to meetings, in addition to fuel used in competing cars. Cutting practice and race distances by 5% would still involve competitors and spectators in travelling to the meetings, and this is where the majority of fuel is used.

If we are going to improve the public image of motor racing, then action must be taken which will really save fuel rather than making just a token gesture. If this is done pressure may be brought to bear on other sports to cut their activities and make further savings. In this way the burden of the current situation will be shared more equally without singling out one particular activity.

NOTTINGHAM J. E. FOX

Lowest form . . .

I have just finished watching the last lap of the French GP on television, and feel I must protest most strongly. Chris Nixon is right. When you have one marque as overwhelmingly superior as Renault, then the outcome of any race is obvious. The wide tyres they have these days make overtaking impossible. And, as for the drivers, huh! Everyone knows they are gutless compared with previous generations. I haven't seen such a boring race since South Africa last year!

E. MOLESEY, SURREY. ANDREW BARTLETT.

Backing Britain

Silverstone is nearly with us again and for the first time since 1973, Hesketh Racing won't be there. I don't know how many people will miss them but, with the prospect of seeing a load of 'frogs' driving around in 'our' cars, I certainly will. I hope, in a way, that French drivers fill the first six places. Then Lord Hesketh's estate will cast a shadow over the whole place.

Now that Guy Ligier is getting state help, it really means that John Watson is racing against the whole of France. The Tory government must get our greatest foreign ambassador moving again. Why is it that Britain never backs Britain?

The BBC is back with its best ever coverage, now that we have the most foreign-orientated World Championship ever. Where were they in Holland 1975, or on lap 35 of the 1975 British Grand Prix?

When Hesketh pleaded for help at Thruxton that year, one got the feeling he only wanted a British firm to sponsor him. Now that this is motor racing history, what the British public left to cheer now? Just British teams backing foreign drivers . . .

BICESTER, OXON A. WOODWARD

Well done

As a team contesting the RAC British Hillclimb Championship, we would not like to let the first ever round to be held at Fintray pass without applauding the efforts of the Aberdeen & DMC.

The amount of work carried out on the hill before the event was a credit to all members involved and on the day the officials went out of their way to make everybody at home even down to a free pint of milk left outside our transporter on Sunday morning. The club and its longtime friend and sponsor Ted Patterson set an example to all and were justly rewarded with an excellent meeting.

We are members of East Ayrshire CC and have therefore no connection with the Aberdeen club apart from being fellow Scots who appreciated an excellent weekend of speed hillclimbing. Well done!

GLENROTHES, FIFE. JIM CAMPBELL,
ScotSpeed Racing. NORRIE GALBRAITH,
TOM MACMILLAN.

Last word

While not wishing to prolong the correspondence over the standard of commentary at the Barbon hillclimb last month, I feel that I must reply to Mr Cookson's letter (AUTOSPORT June 21) — if only to set the record straight.

First, I was fully aware of the circumstances surrounding Mr Cookson having to take over the PA commentary at short notice. However, I would point out that circumstances do not alter facts! Also, that there were present at the meeting a number of experienced organisers and commentators (including myself) who, if asked, would have been only too pleased to assist Mr Cookson and the Westmorland MC in their difficulties.

Second, I cannot accept that competitors do not enter correctly on their forms such basic details as their own Christian names and information about the car they drive. Nor do I agree that anyone other than the commentator can be held responsible for incorrect results being given out over the PA.

BIRMINGHAM BOB COOPER.

Life support systems

I read with interest your excellent feature article (July 5) on Bill Simpson and his products, and can only congratulate him on the part he plays in drivers' safety. However, I feel I must take issue with his comments on the possible hazards of life support systems.

In order to balance the picture, may I offer the following comments on the function and purpose of life supports?

A life support system as manufactured by this company, and used in Formula 1 and Formula 2 in accordance with the safety regulations, is in fact a miniature breathing apparatus supplying medical air (not oxygen as some suggest) to the driver's helmet in order to clear it of fumes and products of combustion, and to give the driver air to breathe in order to effect his escape. The helmet then acts as a kind of positive pressure breathing set. If the argument that it feeds the fire were to be carried to its logical conclusion, one would have to make the same suggestion to firemen wearing breathing apparatus, that they too were feeding the fire they were fighting.

Rather, the fire has all the oxygen it needs from the surrounding atmosphere and, indeed is robbing the driver of his much-needed oxygen. So the life support system does what it is designed to do, namely to supply enough air for the driver to breathe in order to escape, a function which we and others consider vitally necessary.

In conclusion, may we congratulate Bill on his role in protecting, as we do, the lives of our sportsmen.

WYMONDHAM, GRAEME LEE,
NORFOLK. *Competitions Manager,*
Dreadnought Fire Extinguisher Co Ltd.

Then as now?

AUTOSPORT appeared 25 years ago this week (July 9, 1954) with one of its unusual green covers, to recognise Jaguar's victory in the Rheims 12 Hours Race. Peter Whitehead and Ken Wharton were the winners, from the Tony Rolt/Duncan Hamilton Jaguar which had been forced to stop in the final half hour while leading to replenish oil in a damaged rear axle casing. The race was most notable for Stirling Moss's wonderful drive during the night, but his Jaguar broke a half-shaft. To complete a splendid day for Britain, Bristols registered another 100 per cent performance in the 2-litre class.

In this same week we also carried a report on the French Grand Prix, again at Rheims. A sensational return to Grand Prix racing by Mercedes-Benz shattered the Italian supremacy in one fell swoop. Juan Manual Fangio and Karl Kling led all the way, and the third driver, Hans Herrmann, set a lap record for the revised circuit in one of the new streamlined, silver single-seaters.

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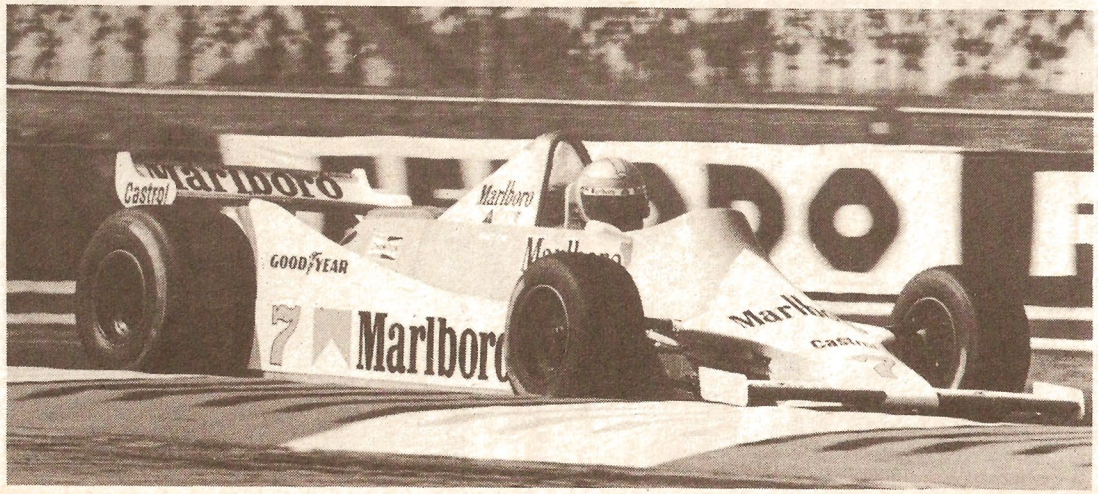
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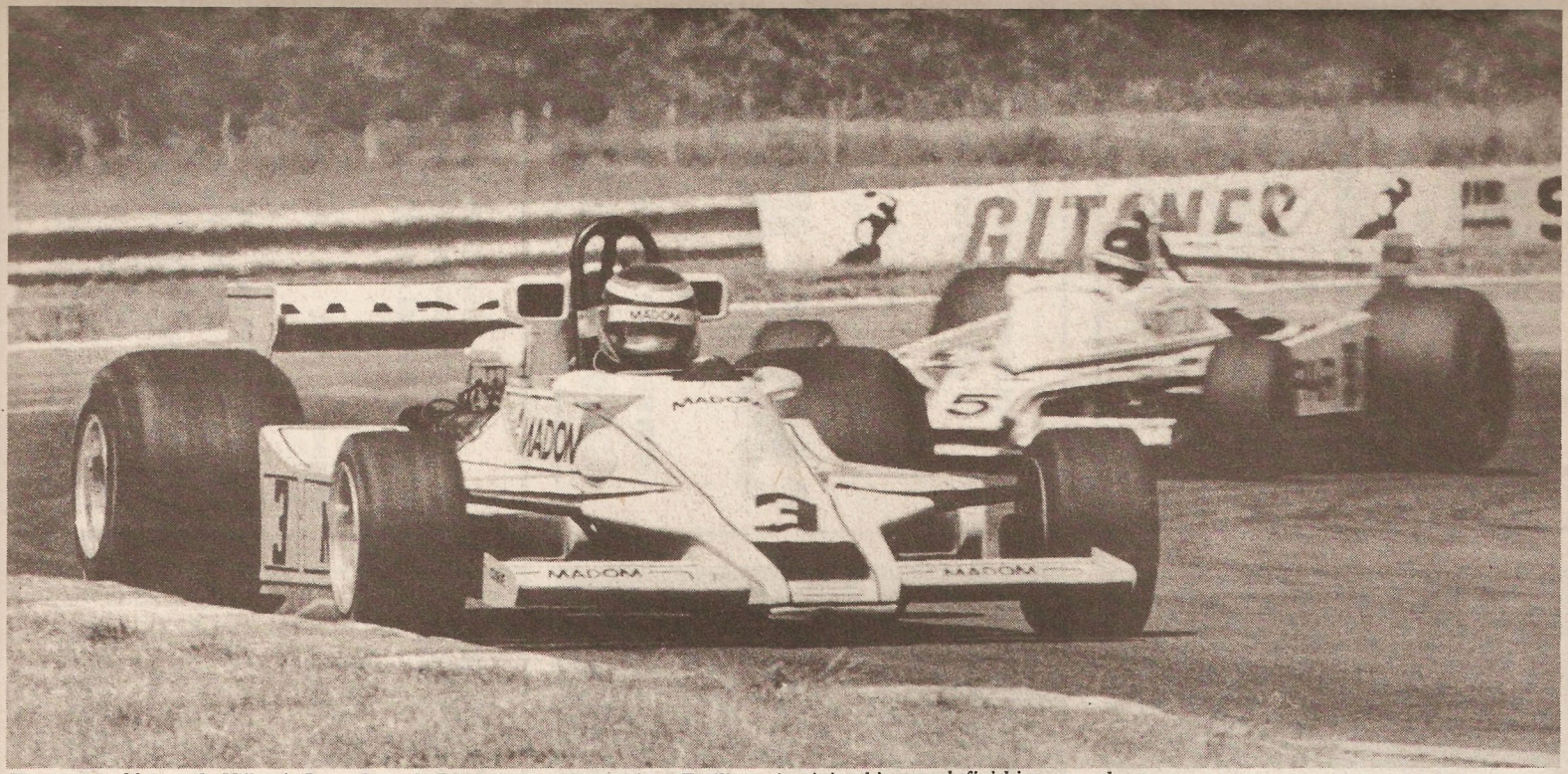
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For the last 30 laps de Villota's Lotus kept de Dryver's Fittipaldi at bay, Emilio maintaining his superb finishing record.

Forza Emilio

De Villota's fourth victory puts Madom Lotus in clear championship lead — Zunino's Arrows takes the 'speed points' — De Dryver second but Edwards retires again — Report: MARCUS PYE Photography: CHRIS DAVIES.

Emilio de Villota, his driving as impeccable as the Madom F1 Team's turnout, took himself nine points clear at the head of the Aurora championship table by winning his fourth AFX round in five starts at the Circuit Paul Armagnac Nogaro on Sunday. It was particularly sweet-tasting champagne for Emilio, as several members of his family had been able to join his stunning wife Isabell at the circuit, a couple of TV crews also making the trip from neighbouring Spain to record his exploits. Above all, it is de Villota's ability to pace himself which has come over strongly this season and, once Ricardo Zunino's pole position Arrows relinquished the lead with a pitstop after 10 of the 50 laps, the Spaniard never looked in trouble.

Bernard de Dryver's string of good results took another boost with a tigering drive to second position although, try as he might, he could not ease his Fittipaldi close enough to de Villota to have a crack at the lead. His six points, however, take him up to fourth place in the championship, ahead of Guy Edwards whose miserable luck in recent races persisted when another driveshaft let go while he was holding a strong third place.

David Kennedy's Wolfrace Wolf picked up the points on Guy's demise, while a minor sensation was caused when Fiat rally test driver Giorgio Pianta brought Lella Lombardi's regular Williams into fifth place behind Desiré Wilson's ably conducted Melchester Tyrrell. The Italian took to the F1 car like the proverbial duck to water, providing superb feedback to the works mechanics who ran him. Tony Dean picked up the Formula 2 category with his private Chevron after Alain Couderc's AGS blew its clutch when the Frenchman was leading the section by two laps!

ENTRY & PRACTICE

Only five clear days to prepare their race cars and transport them from Oulton Park in the North of England to Nogaro in South-West France: that was the problem presented to the regular Aurora AFX championship contenders before they could even think about tuning the machinery for the final chapter of a nightmare — three rounds in three weeks. Having left Oulton on Sunday evening, team personnel in the trucks, aircraft and a multitude of hire cars began to converge on the twisty Stade Automobile Paul Armagnac as early as Tuesday evening. Many were intent on putting in as many miles as time would allow on the circuit, and the days leading up to official practice on Saturday were full of frenetic activity. Indeed, so seriously is motor racing taken at the normally peaceful venue that even the Coupe de France Renault 5 drivers began to test on Wednesday!

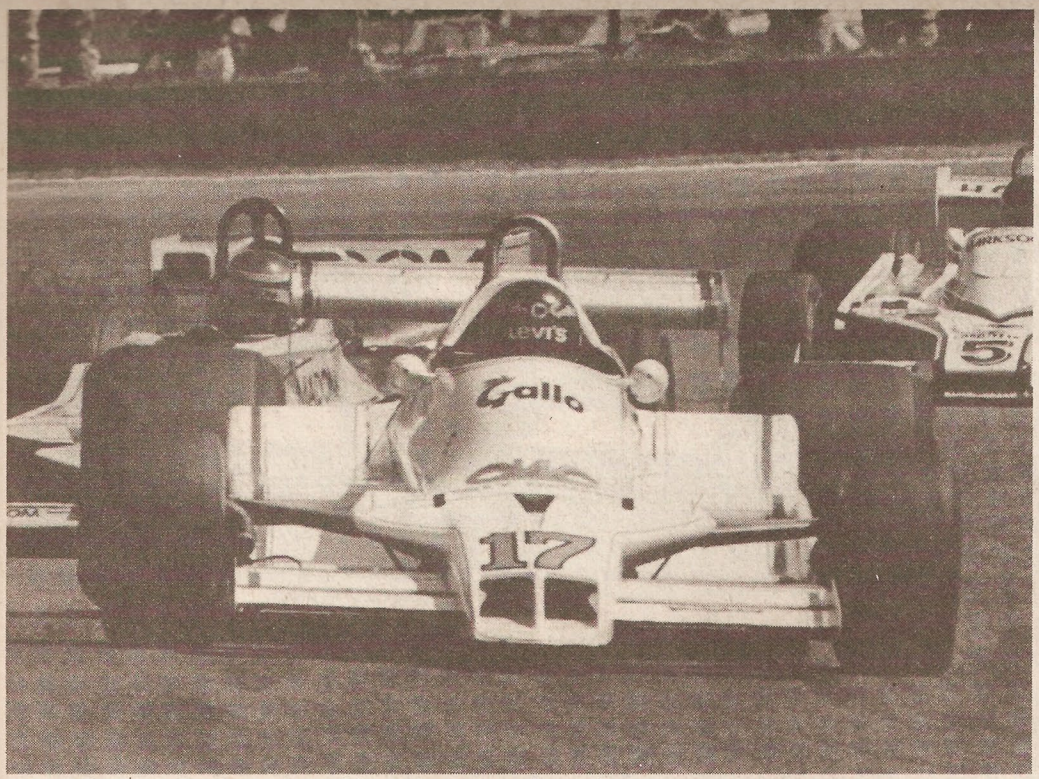
Of particular interest in the paddock was the return to the circuit of the French veteran and Le Mans winner Jean-Pierre Jaussaud in a works Surtees, backed for the occasion by Aurora France. Local honour was at stake too in the F2 division where the Gonfaron-based AGS equipe had nominated Nogaro specialist Alain Couderc to drive their BMW-powered JH16 chassis. The other, and very welcome, new face was that of Fiat-Abarth test driver Giorgio Pianta in Count Zanon's Williams FW06, Giorgio making his F1 debut in the car last raced by Lella Lombardi at Mallory Park.

Nogaro is rather more of a compromise circuit than most, as far as chassis settings go, for it basically consists of two very long straights linked by a hairpin at one end and a switchback series of cambered bends at the other. Gear ratios are particularly critical and, from the earliest moments of testing, mechanics could be seen grappling with their Hewland boxes to alter ratios. It soon became apparent, however, that Jacques Laffite's 'F1 record' of 1m 11.94, set in a demonstration with the Matra-engined Ligier back in 1977, was about to be demolished.

The two teams who really got to grips with the track almost immediately were the BS Fabrications run Arrows set-up (down to just one chassis this weekend following Rupert Keegan's Oulton shunt) and the championship-leading Madom F1 equipe under Giuseppe Risi, who had Emilio de Villota's Lotus dialled in very quickly, only making three gear ratio alterations all weekend. The unassuming Spaniard had been quickest of all in Friday testing with a scorching 1:10.79, a scant two-hundredths faster than the amiable Argentine Ricardo Zunino in the sole surviving Charles Clowes Arrows. Their performances were to set

The non-ground effects brigade was led all weekend by David Kennedy's Wolf.





Ricardo Zunino took pole position and fastest lap with the Clowes Arrows, losing the lead with plug trouble.

the pattern for the whole of qualifying and they shared the front row at its completion, with the South American driver on pole by a convincing margin, picking up a handy pair of bonus points to bolster his championship tally.

"No problems at all, the car is OK," beamed an obviously delighted Ricardo on Friday. How right he was, for in the glorious sunny conditions on Saturday morning (running Long Beach gear ratios) he posted a quite incredible 1:10.03, still feeling that there was more to come. A lurid moment in the final few minutes of the morning session, the very hairy result of the discs not warming sufficiently after a pitstop, and a minor gear selection bother, did not worry Zunino unduly. "I was very careful to get ultimate traction here because it is so important," added the guardedly optimistic Argentine. Aerodynamic trim was finalised later on.

All smiles in the Madom Lotus camp too, for the car's inherent strength at the circuit was its braking system. Lap after the fabulous yellow machine whistled down the long, long back straight, reaching around 170mph before the Epingle de l'Ecole, a tricky 60mph hairpin. Emilio whittled his braking distance down to just within the 100 metre mark, only taking to the escape road once.

Not so fortunate was Guy Edwards, tucked into the Spaniard's slipstream during testing. Trying to outbrake Emilio, the Mopar-Fittipaldi team leader locked solid, flat-spotted his tyres and rushed off down the runway to Nogaro Aerodrome!

Having softened the springs for qualifying, de Villota was untroubled early on, save for a spin at the Epingle de Coupenne. Another gyration in the afternoon at the Esses after the pits was slightly more worrying, though, mechanic Bill Robinson deciding on a suspended tow back to the pits although the car turned out to be unharmed. The rear ride heights were lowered a fraction to alleviate weaving and the camber angles had been delicately tuned too but de Villota's rhythm was broken and he settled for the other front row spot.

Trying desperately hard in the closing stages of the second hour-long practice session with a view to joining Zunino on the front row, Bernard de Dryver was one of only six drivers to improve in the searing heat of the afternoon. The Belgian, whose knowledge of the circuit is excellent following a spell in the winter spent there, hiring his old F2 car out to allcomers, finally decided upon his gear ratios late in the day. Slotting in a longer third cog, he flew in the last half-hour. A fuel vapour lock lost him valuable minutes while the RAM mechanics sloshed cold water over the fuel pump, but Bernard was pleased with the car in general.

Making it a Mopar monopoly on the second row of the grid, Edwards planted his predominantly blue and white Fittipaldi alongside his teammate's white Harksound version and was fundamentally untroubled. John MacDonald's team performed countless ratio changes between unofficial testing and the end of qualifying (24 was a conservative estimate!) but Guy was characteristically smooth and unflurried throughout although he was losing half a second to de Dryver. So, the four ground effects chassis occupied the first quarter of the grid.

tion after practice, David Kennedy had stiffened the Wolfrace Wolf early on but was still not happy with the handling and especially the lack of traction. The overheating bug which afflicted many cars was not present as the WR4 was fitted with large capacity radiators as run in Australia. David was perplexed at being about 500revs down on the ground effects chassis and could not take the Lake Esses flat in fourth. An awful misfire set in during the later session necessitating a change of electrics by the Theodore Racing men. David called it a day soon after as the track, he felt, was so much slower than before.

Also running from the Hi-Line base was Tiff Needell, installed in the Ensign pedalled hitherto this season by John Cooper. "It's very forgiving and light to drive," opined Tiff on practice morning, but the handling was evidently way off, the red car suffering power understeer in fast corners and power understeer in slower ones. Locking front brakes also needed rectification but the major worry was cooling. Aluminium and plastic slats were tacked on the ducts but these made little improvement, Tiff having to pit every couple of laps with temperatures soaring. "How frustrating", sighed the Weybridge driver, way down on the sixth row, "I was half a second quicker than before at the end of the long straight but I couldn't finish the lap — the gauge said 140 degrees". With the Ensign set too soft at the front, Tiff watched Desire Wilson and Pinta's Williams urp him.

Neil Bettridge's car control is a revelation to watch and marks him out as one of Britain's best young prospects two races in the Melchester team he is already throwing the Tyrrell 008 around most spiritedly. Amazing though it may seem, both Tyrrells had terrible understeer initially (exactly the opposite has been apparent at previous meetings) but Bettridge was quick to minimise this handicap. He spun at the far end in the morning and the engine lost fire so Neil clambered out to watch the others. One of the first through was de Villota who, in a similar moment to his own, "got the tail out, clipped the kerb and parked next to me". Bettridge eventually found his ideal ratios but a rough engine indicated a damaged valve seat or spring which terminated the cheerful Wiltshireman's session just as the car was "feeling really nice."

Once more Desiré had problems, ending up alongside Needell and some three rows behind Neil's ex-Smiley car. The South African girl was 2secs quicker in first practice than in testing "but it won't go round bends — understeer then violent oversteer, lift off and understeer again." Strangely, and a puzzle to the whole team, Desiré could not take the Esses in fourth as Neil was doing, despite identical gear ratios. She found time for a quick spin in the morning but later, with stiffer springs, the car became driveable again, "a vast improvement she noted, happier than before.

The three Italian-driven Williams chassis were led by Giacomo Agostini, seventh quickest. The Bracey price lads performed a routine engine change amid plates of spaghetti between sessions although Ago was not happy with his tyres. He is getting the hang of tuning F1 cars to individual circuits however, a fact borne out by his mechanics who find him more perceptive with every outing.

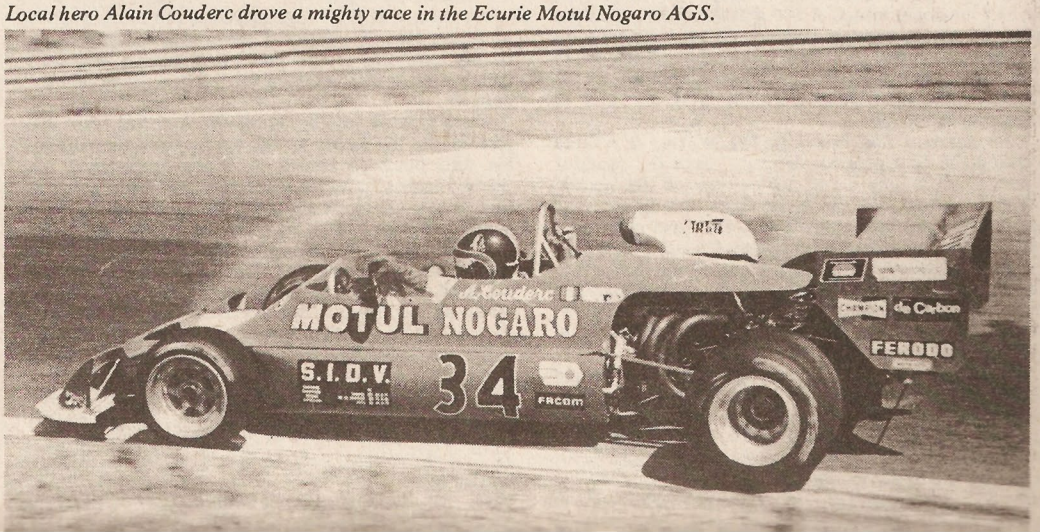
Second best in this private battle was Giorgio Pianta, driving the works run, Saudia-liveried FW06 with backing from the Jolly Club. Basically a rally test driver (he had not raced for three years) he was both very proficient and competent, analysing the chassis performance well on his F1 debut. An oil leak in testing prevented much pre-practice running but, like the other Williams men, he improved greatly in the afternoon, indeed by a second and a half. "The first impression this is very fine car — for me a very beautiful weekend". With brakes modified for the second session, Pianta looked to be well at home. "The handling fantastic, no problem", he grinned after a remarkable ninth best time had been set. "Gimax" was four places further back in the Cariplo/Pluricar/Sesto Corse chassis and running without major hassle.

The two Surtees drivers wound up eight and tenth overall, Jean-Pierre Jaussaud's Aurora car being four tenths quicker than Gordon Smiley in the Diamond Head Ranch/Barnabys Motorcar Society machine. Jean-Pierre, in the chassis raced by the American at Oulton, was going very well on the circuit which he knows of old (he won the F3 GP in 1965). A down on power engine left him short of straight line speed but he was second quickest to Zunino round the twisty part. Overheating was the Frenchman's major worry but he was particularly smooth throughout. Gordon, running a six-speed Hewland was another to lack the experience of much testing. Fastest past the pits in the morning (running no wing angle) at over 130mph, he had a spin when he flicked the ignition switch off soon after. His exuberant driving style indicated maximum effort (and bravery) as ever but it was the switch to 11inch front wheels, a few minutes from the final chequered flag which transformed the car — raceday would tell.

One of the joys of practice was to see 'resident expert' Alain Couderc at work in Henri Julien's neat AGS F2 car. It was inevitable that the four 2-litre cars present would be fighting over the final grid positions but Couderc was mighty in his endeavours to stay with the DFV-powered machinery. He selected the newer of the two AGS-BMWs on hand (the wing car project is still unfinished) and flew the flag well for Ecurie Motul Nogaro by being only a tenth slower than 'Gimax', within striking distance of Bruno Giacomelli's F2 lap record and 2.5secs better than Tony Dean's Chevron.

Plans to travel down with Norman Dickson fell through when the Scot decided to stay at home so the Yorkshireman (still with Firestone emblazoned across his overalls) hitched a lift in the BS Fabrications truck. Racing for enjoyment and with no troubles, Tony was happy as usual. ▶

Local hero Alain Couderc drove a mighty race in the Ecurie Motul Nogaro AGS.



continued

The enthusiastic Aycliffe Team Russell family equipe made the effort to attend but Adrian's progress was hampered by a tired engine and by a fifth gear which refused to remain in mesh. Cooling problems with the car have at recent meetings been rectified by repositioning the oil cooler and the whole team were having a good holiday *en route* to the Zandvoort F2 event. Bringing up the rear, Germain Garon was back in the Harksound Chevron handled, rather more competently, of late by Hervé Regout. His only annoyance was a puncture. Still, the Frenchman, lacking experience, continues to improve slowly.

QUALIFYING

Ricardo Zunino (RA)	F1 Arrows FA1/3A	1:10.03	1:11.40
Emilio de Villota (E)	F1 Lotus 78/15	1:10.80	1:11.55
Bernard de Dryver (B)	F1 Fittipaldi F5A/2	1:10.96	1:10.98
Guy Edwards (GB)	F1 Fittipaldi F5A/3	1:11.44	1:11.53
David Kennedy (GB)	F1 Wolf WR3	1:11.70	1:12.65
Neil Bettridge (GB)	F1 Tyrrell 008/5 'B'	1:11.93	1:12.58
Giacomo Agostini (I)	F1 Williams FW06/001	1:12.46	1:12.12
Jean-Pierre Jaussaud (F)	F1 Surtees TS20/03	1:12.24	1:12.35
Giorgio Pianta (I)	F1 Williams FW06/004	1:13.98	1:12.47
Gordon Smiley (USA)*	F1 Surtees TS20/02	1:12.60	1:13.08
Desiré Wilson (ZA)	F1 Tyrrell 008/3	1:13.43	1:12.68
Tiff Needell (GB)	F1 Ensign N177/MN04	1:12.82	1:13.18
'Gimax' (I)	F1 Williams FW06/002	1:13.69	1:13.07
Alain Couderc (F)	F2 AGS JH16/021	1:13.62	1:13.17
Tony Dean (GB)	F2 Chevron B42/19	1:17.44	1:15.68
Adrian Russell (GB)	F2 March 782/26	1:17.10	1:18.00
Germain Garon (F)	F2 Chevron B42/9 'B'	1:17.95	1:18.79

*Did not start.

RACE

The customary 20mins warm-up session took place at 11am on Sunday after 'consolation' events for the slower Renault 5 and Formule Renault competitors. With just over four and a half hours before the race was due, the teams should have had plenty of time to effect an engine change or repair any damage incurred on the day, within reason. Several were to need it.

Midway through the period Couderc broke the gear-lever on the AGS while a brake disc on de Villota's Lotus had to be replaced after Roy Murnane spotted a minute hairline crack during his final rigorous check. The most serious incident, though, occurred towards the end of the practice, during which teams took advantage of running their chassis with full tanks.

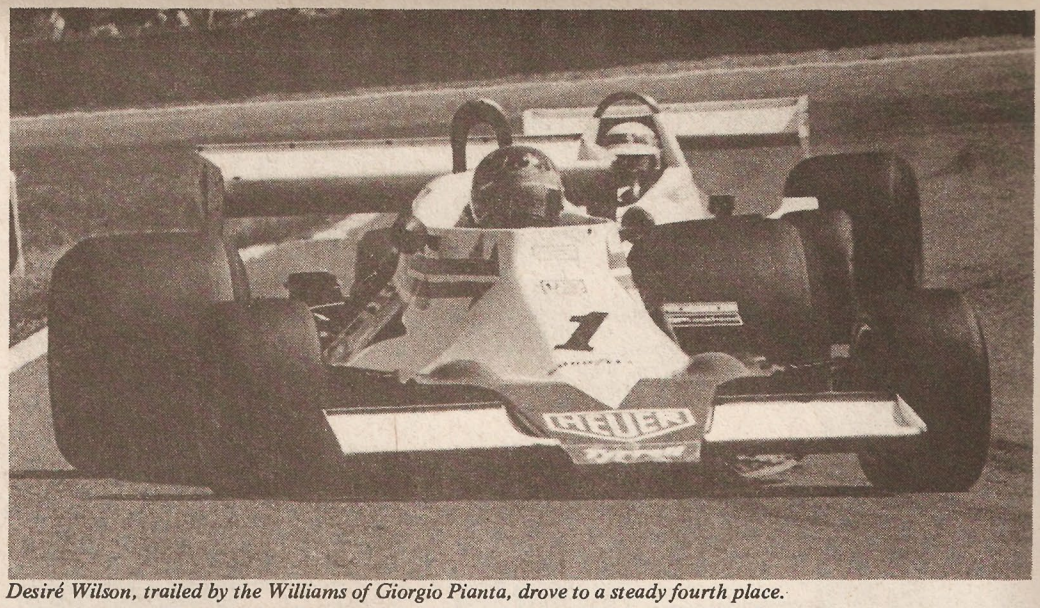
A March patented bracket to retain the oil cooler on Russell's car broke allowing the device to scrape along in the 782's wake. It was not spotted in time and the oil line chafed through depositing large quantities of Duckhams's best on line. A couple of drivers, notably Tiff Needell, flagged Russell down and all looked to be under control. Unfortunately, however, Smiley had been in the pits at the time of the commotion and came out to warm tyres before having a go.

Alas, he found the lubricant very quickly and skated off the road, destroying the Surtees's nosecone and bending its wing. More serious though was the fact that a catch fencing pole pierced the cockpit side — the American coming to rest absolutely covered in sand and with the offending woodwork pressing on his stomach! A lucky escape, but it would mean no race when Pete Briggs's lads found a great deal of sand in the engine. Jaussaud had commandeered the spare overnight so Gordie accepted the team's wise decision to withdraw his entry.

At 3.20pm the 16 remaining cars filtered out of the pit lane onto the grid, mechanics ducking beneath Aurora umbrellas as they made final preparations in the searing heat. Down at the back sat the Aycliffe F2 March, its engine somehow having survived the earlier lack of lubricant intact. A few minutes before the 4pm start the drivers wandered over from the shelter of their pits to be strapped in. There followed one exploratory lap, then another under the green flag prior to the tricouleur being dangled from the startline tower in readiness for the off.

The national flag rose and fell swiftly, de Villota making the best progress initially, until the superior traction of Zunino's car hooked up all its power, Ricardo diving into the Lake Esses a length to the good. His team was worried that the tyres would not last the distance, especially if pressed hard. Behind the Spaniard Kennedy's Wolf had taken a long look at the inside line into the first right-hander, David backing off when it became apparent that third placed Edwards was not going to let him past and de Dryver tucked in tight against his team leader to retain fourth.

De Villota was a couple of lengths down on Zunino at the end of the long straight but they rounded the corner as one with de Dryver, next up having rushed past Edwards half way down the back. Kennedy, Bettridge, Agostini and Desire were in line astern formation with Needell, Jaussaud and Pianta leading the rest. The South African girl suddenly remembered to switch off her electric fuel pump going past the pits,



Desiré Wilson, trailed by the Williams of Giorgio Pianta, drove to a steady fourth place.

time, the Tyrrell lagging for a moment and allowing Needell and Jaussaud past.

At the front of the field Zunino and de Villota ran close with de Dryver three or four lengths back but now well ahead of Edwards whose car still lacked straight-line speed. Guy had a couple of seconds in hand over Kennedy while Agostini closed in on Bettridge. With the Ensign converted to front radiator specification overnight and now with the best balance of the week-end, Needell was flying, opposite locking his way round the tricky infield section with the Aurora France Surtees on his tail and anxious to get by. But oh, disaster. Jaussaud dived for the inside at the Epingle de l'Ecole on the seventh lap, even though he was not quite close enough to outbrake the Englishman properly, and braked against the red car. Both half spun and came to rest on the infield, their races run. "At least he apologised", groaned a rueful Needell afterwards.

At the 10 lap stage, one fifth distance, de Dryver hauled the Harksound Fittipaldi up to the leading duo with the yellow Lotus now trying to find a way past Zunino. Similarly, Kennedy began to gain ground on Edwards while back in sixth position Bettridge was striving to keep Agostini at bay ahead of the four car train comprising Mrs Wilson, Pianta, 'Gimax' and Couderc's embarrassingly rapid F2 car.

Lap 11 was decisive though for, to the chagrin of the Argentine journalists on a hot-line to Buenos Aires throughout the race, Ricardo tore into the pits. A new plug for the race had disintegrated. The first Zunino knew about it was a low speed misfire as early as the second tour but this progressively climbed up the rev range until a pit stop was the only option open. He lost a number of laps while Beaky Simms and Brian Stewart saw to the problem but by then Emilio de Villota had long gone.

Indeed, the Madom car now had a 75 yard advantage over de Dryver with Edwards and Kennedy getting ever closer and Bettridge in a short-lived fifth place. Short-lived for Agostini, shadowing him for several laps, was right beneath Neil's wing at the end of the critical straight. Entering the Courbe Roger Dubos for the 13th time, Neil glanced in his mirrors and in a flash was off the road having put a wheel on the grass. "He wants his backside kicking", shouted father Derek who had seen the incident — a more experienced pilot would have let Ago through as the attrition rate was so high anyway. The Tyrrell, however was undamaged but would not restart.

Pit visitors at this stage included the pitifully down on power Russell (he could not even stay with Garon, hardly renowned for his pace) and 'Gimax' who dutifully pulled in with high temperatures showing on his gauges.

More trouble for the Marlboro Agostini team was just around the corner for the team patron surrendered his fifth place to Desiré when the mechanical fuel pump housing split. Vapourisation had been affecting the car for some laps and when cold water was thrown over the pump, fuel gushed out and was ignited in the heat. Ago exited the driver's seat post haste with the rear of the car engulfed in flame which ran across the pit road as the burning petrol floated on the water. With no competent fire marshals (sorry, marshals period) it was left to a mechanic and 'fireman' Mike Wilds to extinguish the blaze, accomplished quickly and with hardly any resultant damage.

Pianta, driving very professionally, was staying with Desiré while Couderc in seventh place, fell away as the unequal power struggle told. Only Dean, Garon, Zunino and Gimax were running behind the seven unlapped cars.

Emilio paced himself beautifully at the head of the field, working hard to maintain his brakes which

the end of the straight. De Dryver remained about 100 yards back while attention was focussed on Edwards, now with Kennedy in tow. The Irishman had clawed his way onto terms with the Mopar car by dint of some very brave late braking although the ground effects of the Fittipaldi came into their own on the two constant radius left handers behind the pits. David fell back for a while as Guy shrewdly picked off the tail enders but reaped his reward when a sudden clunk heralded the end of yet another CV joint and Edwards's third place nine laps from home.

Once or twice de Dryver threatened to pull all the stops out and gain on de Villota, but Emilio is a cool customer these days and remained in total control. He did allow the Belgian to get within 2.5secs with a handful of laps to go (3.3secs was his advantage for many laps), but his drive was totally without fault, and it was only a matter of reeling off the laps to the flag with Bernard a couple of seconds behind. De Dryver had been locking brakes furiously and had been constantly on the rev limiter in a charging drive but could not get close enough to improve upon a gallant second.

Kennedy, another real racer, could not have expected to catch the leaders but his Wolf ran well to third ahead of an exhausted Desiré Wilson. The lady did all that was asked of her, staying on the track throughout despite a fatiguing understeer problem. Let this be a lesson to her team-mate.

"I am very, very, very 'appy — this is the best car I drive in all my life", enthused the charming Pianta, thrilled with his fifth place. He lost ground to the Tyrrell with a puncture 20 laps from the flag but was two laps clear of Tony Dean whose Chevron ran like clockwork to the F2 division win. Tony politely moved over as he was lapped and their could have been no better result for the Yorkshireman and Bob Howlings, running the car for the weekend. John Webb offered his personal congratulations as Dean, clutching his trophy passed by, radiant.

For Ricardo Zunino, at least the consolation of a new lap record just after a second pitstop. After the first he had continued without the engine cowling but this affected the handling and, more important, led to overheating of the rear brakes as the aerodynamic cover houses air ducts. The heat fatigued Garon was the final non-stop finisher, his lines in the latter half of the race getting increasingly ragged. 'Gimax', driving far better than of late, also ran to the end. The luckless Russell pulled out at half-distance after stops to change plugs and the spark box had done little to improve the horsepower.

Aurora AFX British Formula 1 Championship, round 10
Circuit Paul Armagnac Nogaro, France, July 8
50 laps — 95.93 miles

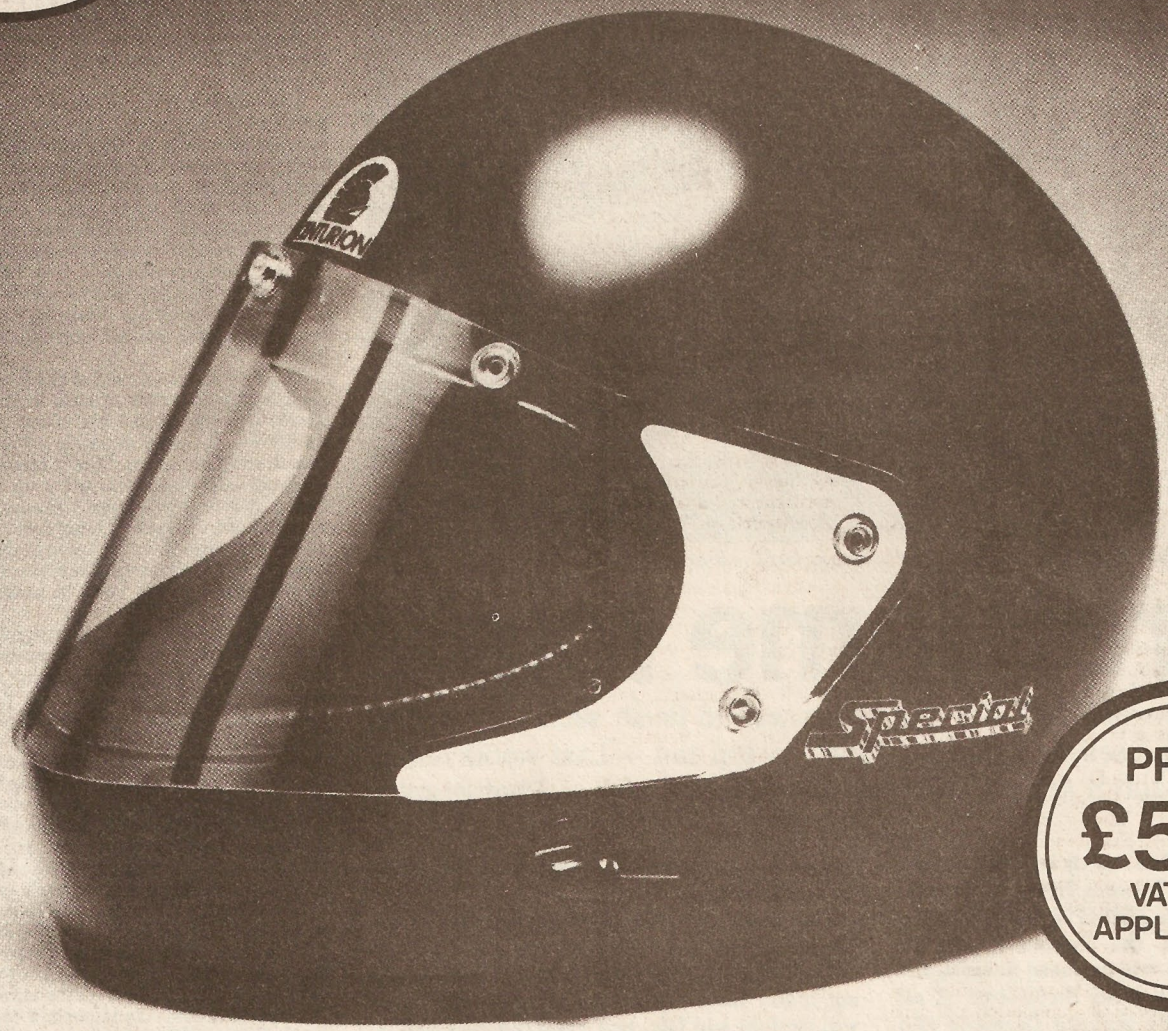
1, Emilio de Villota (3.0 Lotus-Ford/Cosworth/Swindon DFV 78), 1h 00m 47.91s, 95.65mph.
2, Bernard de Dryver (3.0 Fittipaldi-Ford/Cosworth/Hesketh DFV F5A), 1h 00m 49.63s;
3, David Kennedy (3.0 Wolf-Ford/Cosworth DFV WR4), 1h 01m 14.14s;
4, Desiré Wilson (3.0 Tyrrell-Ford/Cosworth/Alan Smith DFV 008), 1h 01m 51.95s;
5, Giorgio Pianta (3.0 Williams-Ford/Cosworth DFV FW06), 49 laps;
6, Tony Dean (2.0 Chevron-Hesketh/Harth B42), 47 laps;
7, Ricardo Zunino (3.0 Arrows-Ford/Cosworth/Alan Smith DFV FA1), 46 laps; 8, Germain Garon (2.0 Chevron-Hesketh/Harth B42), 46 laps.

Fastest lap: Zunino, 1m 11.86s, 97.12mph (record).

Retirements: Alain Couderc (2.0 AGS-BMW/Pipo JH16), 42 laps, clutch; 'Gimax' (3.0 Williams-Ford/Cosworth/Hesketh DFV FW06), 42 laps, overheating; Guy Edwards (3.0 Fittipaldi-Ford/Cosworth/Hesketh DFV F5A), 40 laps, CV joint; Giacomo Agostini (3.0 Williams-Ford/Cosworth/Hesketh FW06), 17 laps, mechanical fuel pump; Adrian Russell (2.0 March-Hesketh/Hart 782), 13 laps, engine; Neil Bettridge (3.0 Tyrrell-Ford/Cosworth/Alan Smith DFV 008), 12 laps, accident; Tiff Needell (3.0 Ensign-Ford/Cosworth DFV N117/MN04), 6 laps, accident; Jean-Pierre Jaussaud (3.0 Surtees-Ford/Cosworth DFV TS20), 6

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On his third visit to the Mille Pistes Tony Pond tried everything he knew to break the Toyota domination.

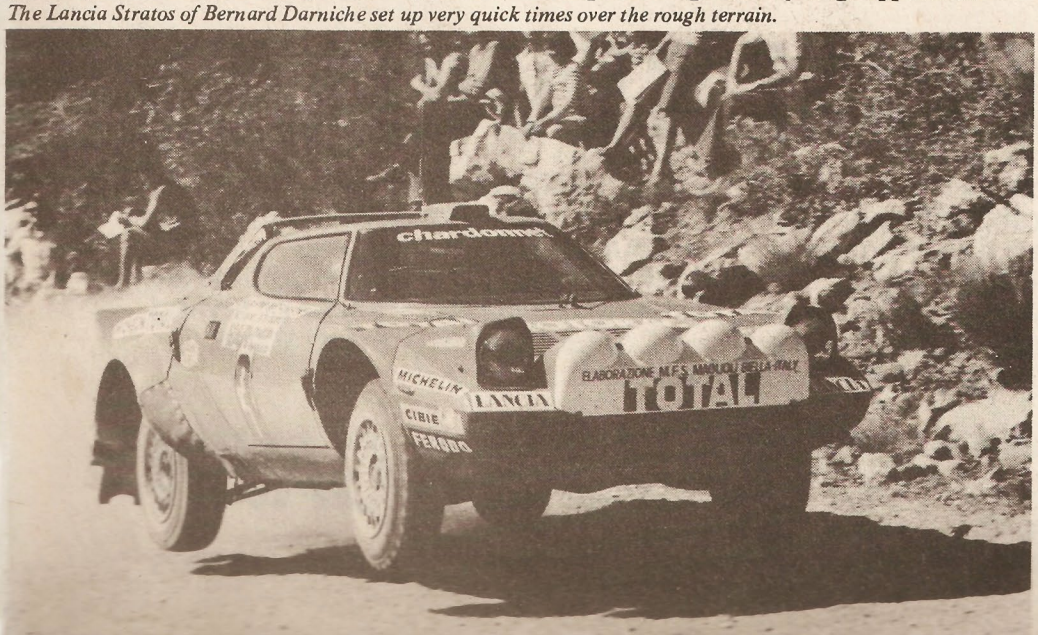
La troisième fois

Therier scores his hat-trick — Pond drives well to finish second — British drivers Eyre-Maunsell and Fielding finish in top ten — Last works outing for Group 2 Renault 5 Alpine — Report: ANN BRADSHAW — Photography: HUGH BISHOP.

It hardly seems possible that it was just a year since the great battle between Jean-Luc Therier and Tony Pond on the Mille Pistes Rally in the hot dusty wastes of the French Camp de Canjuers. This year it was replayed down to the very last detail. Having rid themselves of all opposition, particularly Bernard Darniche who proved a real thorn in their sides, it was just these two men again in the end. Therier was hoping for a repeat performance of his victory and Pond was wanting to turn the tables. In the end it was the Frenchman, the undisputed king of gravel rallying in France, who won through in his Toyota to score his hat-trick on this gruelling event and also clinch the national Terre Championship. Defeat was there again to dog the unlucky Chrysler team, with Pond having to settle for second place.

Disappointment shrouded the Chrysler camp. They had such high hopes of winning, with Des O'Dell praying that their recent ill luck would not follow them this far from home. The battle was straight and fair, and Pond can only be congratulated for keeping up with the Toyota, a car specifically built for this type of rallying, where the Sunbeam is basically a forest racer. Second place was not a disgrace, either for himself or the car. Along with the other two British drivers who finished in the top ten, Robin Eyre-Maunsell and Geoff Fielding, all praise is due for keeping the flag well and truly flying in foreign lands against very tough opposition.

The Lancia Stratos of Bernard Darniche set up very quick times over the rough terrain.



The consensus of opinion between all the drivers in the South of France last weekend was that, although the Mille Pistes Rally may get smoother, it certainly remains incredibly tough and hard on cars and men. The sun that is so avidly worshipped in this part of the world (just 50 kilometres inland from St Tropez) was turning the insides of rally cars into ovens with the dust making sure that all windows were kept firmly closed. The format of the two day event was four identical loops of five stages, with each loop being 117 kilometres. The organisers of this event never waste the competitors' time with long road sections and, of these 117 kilometres, 93 were on stages — the total stage distance being 372 kilometres. The first of these loops was held at 2pm on Saturday with the remaining three from 6am on Sunday. The land used is the military camp de Canjuers and these roads are much more used to the heavy tracks of tanks, rather than the gentler tread of rally tyres.

The rally is still in its infancy. This is only its fourth year and for a rally to be so young and get a top class international entry is really something rather special. A variety of reasons lie behind the top entry, but the two most prominent must be the high stage mileage which really tests a car to its utmost and, of course, their Terre or Group 5 class. The addition of a Group 5 class means that teams can try ideas out while pitted against international opposition, a very rare opportunity indeed. Perhaps Chrysler can claim the most famous example of this Group 5 testing as the Sunbeam with the Lotus engine had its international debut here last year.

The rally is not a round of the European Championship, with points only at stake in the French National Terre Championship (this series is run over gravel roads), but the entry certainly put to shame many witnessed on ECR rounds. Works teams going to this rally have obviously helped to build up its reputation and taking part this year were Chrysler, Toyota, Peugeot and Renault. However, perhaps one of the most significant new entries this year as far as the French fans were concerned was Bernard Darniche in the Chardonnet Stratos, not a works team in name but with all the trappings of one.

Chrysler have been regular supporters of the rally and they were there in force this year with both the English and French teams. Starting at number one was perhaps France's most popular driver, Jean-Pierre Nicolas with his Sunbeam still in Scottish Rally spec. Tony Pond started at number six in his car, which was basically the same as the test machine he drove last year. The car featured Watts linkage last year but, as it was running strictly in Group 4 for this rally, it was using the standard suspension set up with uprated rear springs. This was Pond's third trip to the rally (once with BL and once with Chrysler) and he was obviously hopeful of improving on last year's second place.

The Mille Pistes has become the property of one particular Frenchman, Jean-Luc Therier, and he was back again with his Team Toyota Europe Celica hoping for his third consecutive win. His car was the one he had been using to win most Terre championship rounds this year with one very important exception. As Team Co-Ordinator Henry Liddon proudly pointed out — the old type 16-valve engine under the bonnet was the first one ever assembled at their new Cologne premises.

Peugeot were there with two of their strongly built cars, a 504 Coupé V6 for Timo Makinen and a 104 ZS for Jean-Claude Lefebvre. With this rally often likened to Morocco, these were likely to be just the machines for the job.

Renault were originally planning to debut their R5 Turbo on the event, but production has not gone as planned so they had a sole Group 2 R5 Alpine for Guy Frequelin. This was destined to be the factory's last outing with this car and, for the remaining rallies they enter this year, they will have the Turbo.

Joining their English and French cousins were Chrysler Spain with a couple of Simca 1200 Tis for Eugenio Ortiz and Firestone Rally winner Pio Alonso. This was their first ever visit to France. Also from Spain in his David Sutton Cars built Escort RS1800 was Izidra Oliveiras (this was to be the car's last outing before he took delivery of a new Sutton machine in time for the Sherry sponsored Spanish Rally).

Add to the above the likes of Robin Eyre-Maunsell in his 2-litre pushrod engined Chrysler Sunbeam, Geoff Fielding in his Escort RS1800 and an assortment of very quick French drivers including Bruno Saby (Renault 5 Alpine), Gerard Swaton (Alfasud 1300), Christian Dorche (Opel Kadett GT/E), Jean Luc (Citroen CX) and Alain Coppier (Peugeot 104) and you have a very competitive field.

RALLY

It is rather unnecessary to say that the first car left the start of the rally in bright sunlight, just what one would expect on such an event in the South of France. However, although sunshine is always much more pleasureable than rain, too much can also be a problem. It has not rained in the Canjuers area for about two months so the earth was bone dry and the drivers knew from the word go that dust was likely to be their biggest problem.

Running first on the road was going to be an advantage, but number one man, Nicolas, was not to be in this enviable spot for very long; he was the first potential winner to hit trouble. Very soon after the start of stage two there is a long straight running parallel with the public road. On this straight are a series of bumps; 'Jumbo' hit them at speed, got the bumps out of phase and the car fell over right at the feet of the service crew. They rushed to his help and changed a broken strut, but it all took time — eight precious minutes — and he recorded 121st fastest on the stage.

The Spanish section of Chrysler did not fare any better. In fact, their fate was much worse, with the whole team wiped out by the end of stage three. Alonso went on the first stage when the main electric cable broke and Ortiz on stage three with a broken driveshaft. Swaton's Alfasud holed a sump on stage two and was out, while 'Jumbo' added insult to injury with a front wheel puncture on stage four. Other puncture sufferers on this very early stage were Makinen (he was destined to have many more on his Michelin shod Peugeot), Frequelin (like Makinen he was to suffer badly on his Michelins), Lefebvre and Fielding (he changed a strut after doing a considerable distance on his flat).

The abrasive nature of the surface was soon apparent, with an incredibly high rate of rubberware for everyone. Makinen had thought he might be able to manage the whole lap on one set of tyres, but soon found that this not on. The Chrysler team were also having strut problems as they have received no new ones from Bilstein since January. Pond was forced to use secondhand struts and an odd assortment of dampers of different settings while 'Jumbo' was using De Carbon ones.

Darniche was complaining that his problem was never having done the event before, but his times didn't show this after the first leg of five stages (the stages had the lovely French names of La Glaciere, Chardan, St Bayon, Cluaye and Plan de Lagne). He was leading on 58m 53s from Therier 1h 00m 02s, Pond 1h 00m 24s, Makinen 1h 02m 15s, Eyre-Maunsell 1h 03m 35s, Saby 1h 04m 03s with Fielding after an incredibly spirited drive lying eighth, Nicolas up to 18th and Lefebvre at 26th. Still, there was a long way to go.

The Sunday 6am start was uncomfortably cold and it was not until after the first lap of the day that the sun's warmth started to penetrate. One man not too worried about a cooler day was Pond as his car had been suffering from carburation trouble from the heat of the previous day. He was looking for lower temperatures to solve the car's recurring problem.

Many lessons had been learnt on the Saturday so the crews were treading warily, the job of avoiding punctures being paramount. Last year Pond had lost on a puncture and no one wanted a repeat of that. Alas, for Darniche, history was to repeat itself on the first stage of the day. He punctured and the jack wouldn't fit under the low car. He had to find another, but by this time had lost exactly seven minutes to the fastest man on the stage, Pond. Darniche was 79th quickest on the stage and plummeted from a two minute lead to five minutes behind Therier. The Toyota drivr was only in front for one stage. By the end of the third test he had suffered his puncture; it was Pond in front and driving a very calculated, determined rally. He knew that the art of winning this rally was to keep the car in one piece and avoid punctures.

The next man to go was Lefebvre in the compact Peugeot 104 ZS. He had a puncture on the first stage of the day, then on the next one the steering broke and the car rolled. His team-mate Makinen was doing a little better, keeping as close to the leaders as possible in his relatively lowly powered car. However, problems were waiting for him when on stage five he ran out of petrol. The resulting delay lost him five and a half minutes on the leaders and put him out of the hunt.

Lefebvre rolled his tiny Peugeot 104ZS.





Above: Jean-Luc Therier seemed to thoroughly enjoy the hard fight he had to notch up his Mille Pistes hat-trick. Below: The way Timo Makinen threw his heavy Peugeot about was most impressive.



Two laps down and two to go, and Chrysler were more than happy with Pond leading by nearly a minute. His tactics had proved successful but there was still half the event to do. The top half dozen were Pond, Therier, a rapidly recovering Darniche, Frequelin, Saby and Eyre-Maunsell.

The penultimate lap was very much a matter of 'steady does it' with the end obviously in sight. Pond managed to keep in front but he was having problems with Therier who was flying, and whittling the gap down on each stage — the time he took off Pond on these five stages was 10secs, 4secs, 18 secs, 7secs and 6secs. Darniche was also making a concerted effort not to be left behind — the promise of a battle royal over the last five stages was there. Punctures were still plaguing Makinen (two more) and Frequelin (one more) while Eyre-Maunsell went off on the penultimate stage of the lap and knocked a strut out. Unfortunately he had to carry on with the car in this sorry state until the service after the lap.

So, as the 53 survivors of the 151 people who did the first stage went into the last lap, it was Pond hanging on by his finger nails. The standings were Pond 2h 56m 16s, Therier 2h 56m 24s, Darniche 2h 59m 51s, Saby 3h 07m 04s, Nicolas 3h 07m 31s, Frequelin 3h 07m 38s.

Therier had eight seconds to take back to draw equal and he took two of these on the first stage of the last lap and then jumped back into the lead on the second stage, beating Pond by 13secs. But Pond was determined not to give up and battled on courageously. It all came to nought when Pond had his puncture on the very last stage and it was all over. To be fair to Therier he had driven well to come back and only a superhuman happening or a miracle could have come to Pond's rescue in the end.

While all attention was focused on this pair things were not all that quiet further back. 'Jumbo' punctured on the first stage and also broke the rear axle, which the mechanics rapidly changed at the end of the stage. He then suffered yet another puncture on the third stage and was fated to finish fifth overall, just two seconds behind Frequelin.

Eyre-Maunsell's problems also continued into the last lap when he had two punctures, one on the rear and one on the front. He travelled for about 12 kilometres on each, destroying two Minilites on the way. Then his final blow was a stone jamming the throttle open on the penultimate stage; it really does take a man of Robin's determination to get home in ninth after these problems.

Punctures were coming thick and fast at this end of the rally, with Fielding suffering two on this last lap and having to have a precautionary strut change, and Darniche losing about four minutes on the second stage of this lap with a flat.

But it was all fairly academic as most people managed to keep hold of their places behind the top duelling pair; the only top ten finisher to have steered clear of punctures being Saby in his Kleber shod Renault 5 Alpine. No one was sorry to get to the end of the event which had proved one of the hottest, roughest and most unforgiving ever.

IVeme Rallye International des Mille Pistes
July 7/8, 1979

1, J-L Therier/M. Vial (Toyota Celica), 3h 51m 10s;
2, T. Pond/J. Syer (Chrysler Sunbeam), 3h 51m 30s;
3, B. Darniche/A. Mahe (Lancia Statos), 4h 00m 27s;
4, G. Frequelin/J. Delaval (Renault 5 Alpine), 4h 09m 00s;
5, J-P Nicolas/J. Todt (Chrysler Sunbeam), 4h 09m 02s;
6, B. Saby/D. Le Saux (Renault 5 Alpine) 4h 10m 39s;
7, T. Makinen/A. Aho (Peugeot 504 Coupé V6), 4h 11m 58s; 8, G. Fielding/T. Goulding (Ford Escort RS), 4h 13m 44s; 9, R. Eyre-Maunsell/N. Wilson (Chrysler Sunbeam), 4h 16m 53s; 10, P. Lartigue/R. Ponte (Peugeot 504) 4h 22m 27s

edited by Rupert Saunders



Guy Frequelin gave the G2 5 Alpine its final outing.

Final run for G2 Alpine

Last weekend's Mille Pistes rally was the last outing for the works Renault 5 Alpine. Renault competition director, Gerard Larrouse, made it quite clear at a press conference in Paris last week and the news was confirmed by the team in the south of France. The team's efforts have come to an end because the Group 2 Alpine has now reached the end of its development. The package will now be offered to privateers for events across the world.

The 5 Alpine will be replaced by the R5 Turbo, which was launched at last year's Paris Motor Show. This car is still under development, but will probably make its competition debut towards the end of the summer. It will then do two French G5 events before the end of the year.

The team do not expect the 5 Turbo to be homologated before the beginning of next year and so have taken the decision not to compete on next year's Monte Carlo Rally. Instead, the first World Championship outing for the new car will be in Portugal and the team also plan to do the Acropolis and one other World Championship Round. There are no plans as yet to compete on a full World Championship programme and certainly the team will not embark on a full rally programme while they are still running the F1 team.

The delay in the launch of the 5 Turbo is believed to be brought about by problems tying the production of the car into the regular Renault line. The team have always made it clear that, if they do rally the car, it will also be produced in road going form and may even be made in sufficient numbers to be homologated into Group 2.

Meanwhile there are stories that Renault GB may be looking at the rally scene. A likely contender for rallying would be a G1 version of the 5 Gordini, but a Renault spokesman was quick to point out that this was only supposition. "We are looking at many possibilities including the cost and how to go about a competition programme. Nothing is decided."

Three Fords in Finland

Ford will be taking three Escorts to the 1000 Lakes Rally, and the drivers will be Bjorn Waldegaard, Hannu Mikkola and Ari Vatanen. However, no decisions have yet been made about co-drivers. We expect Arne Hertz and David Richards to co-drive for Mikkola and Vatanen, and Claes Billstam to co-drive for Bjorn Waldegaard. Bjorn's regular co-driver, Hans Thorszelius, has never enjoyed the rally and made it clear some time ago that he would not be available.

Meanwhile, other teams are in the process of signing up some of the world's leading drivers. Team Toyota Europe will be running a car for Tapio Rainio and will be signing another driver later this week; this second driver should add immeasureable experience to the team since he is a Finn of world class standing.

Dawson's mad dash

There are busy times ahead for Team Datsun Europe. At the moment team manager Andy Dawson and number one driver, Timo Salonen, are out in New Zealand competing on the Motogard Rally. The moment that that event is over, Dawson is flying back to Europe to drive on the Hunsruck Rally alongside his German driver Dieter Gunther.

Dawson's appearance in Germany will depend almost entirely on the world's aircraft schedules. Should Dawson not make it, Steve Ward will be standing by to drive the Datsun 160J in his place.

Ward has had very little rallying in the past few months. He started the Rali Bro Myrddin but didn't finish, and was due to start this weekend's Border Counties, but pressure of work in the TDE shop has meant that there isn't a car available. That pressure is likely to build up over the next few months as Datsun's plans for the rest of the year take shape.

Entries closing

The closing date for entries in the Mopar Manx at the low entry fee is rapidly approaching. The fee is £75 and the date is July 20. From then entries will cost £85 and the final date for getting your forms in is August 2.

The route will include 450 miles of stages and the rally is a round of the European Rally Championship, coefficient 2, the Sedan Products Open Championship and the Tudor Photographic Rally Championship. There are classes for G1, G2, and G4 cars. Further details from Peter Dudley, 60 Balachurry Avenue, Onchan, Isle of Man.

The switchboard at our new office is having some difficulty connecting us with the outside world. If you want to speak to Rupert Saunders or Ann Bradshaw, please ring 01-727 3481 and ask for extension 39.

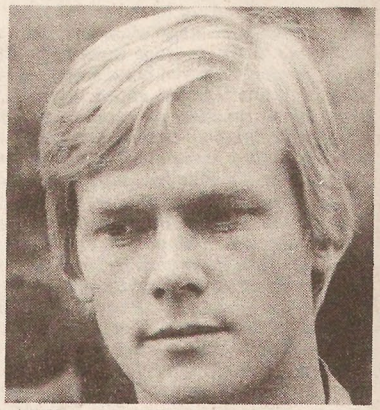
Mikkola's chance to pull even in New Zealand

The World Rally Championship moves to New Zealand this weekend where a petrol plagued Motoguard Rally will take place, starting on Sunday and finishing next Wednesday. With the championship leader Bjorn Waldegaard not competing on this round of the series, Hannu Mikkola has a good chance of picking up 20 points and so drawing level at the top of the table.

Hannu is one of two works Ford drivers on the rally, the other being Ari Vatanen who makes a welcome comback after his back injuries earlier this year. Hannu will be co-driven by Arne Hertz in his Masport Escort while Ari has Dave Richards beside him in his Rothmans backed car. Other top Escorts are in the hands of locals with Blair Robson and Jim Donald as the leading men in the rest of the Masport team. Mike Marshall makes a welcome comback, also with an Escort, backed by CRC Chemicals.

The main opposition to the Fords will come from Pentti Airikkala in the sole Vauxhall Chevette and the pair of Datsun 160Js for Timo Salonen and Andy Dawson. Dawson is being co-driven by Keith Gormley who has now joined Team Datsun Europe full time.

Airikkala has no experience of New Zealand rallying but he is being co-driven by local expert, Rodger Freeth, which should prove to be quite a help. On the other hand, the two Datsun crews will have to learn as they go along, never the best way to tackle a World Championship qualifier.



Ari Vatanen: fighting fit.

The original plan to run a long, hard rally through the north island of New Zealand has now been dropped because of the critical fuel situation in the area. The event has been shortened by one day and will now start at 2pm on Sunday. It is split into three legs before finishing in Auckland on Wednesday morning.

Coleman climbs to third in European series

Billy Coleman has climbed up to third place in the European Rally Championship. Despite using his rather tired Ford Ireland/Motorcraft Escort, Billy managed to finish third on the Polish Rally, a coefficient 4 round of the championship. Billy was beaten by Antonio Zanini and Jochi Kleint, now placed second and first respectively in the championship.

The positions in the series are now complicated by the fact that Kleint is starting to drop scores because he has finished the maximum number of events. Current points following Poland are Jochi Kleint 301, Antonio Zanini 265, Billy Coleman 165, Attilio Bettega 140, Pentti Airikkala 140 Bernard Beguin, 140.

The variuos competitors' plans for the rest of the year are now uncertain. The next major round of the series is the Halkidikis Rally in Greece which takes place over the weekend of September 8/10. We gather that the timetable of this event may be altered by the petrol shortage in Greece.

Meanwhile Zanini and the rest of his Seat team have flown straight back from Poland to Spain where they have been granted an audience with King Juan-Carlos. Obviously rallying is receiving royal patronage in several countries around the world.

Billy Coleman starts a stage on the Polish Rally.





Allan Arneil will be a top Scottish contender this weekend.

BTRDA Border clash

The Esso Border Counties Rally, which takes place this weekend, promises to be a great battle between the Scots and the English. Of the top ten seeds on the event, five come from north of the border and five come from the south. The rally is a round of the Esso-BTRDA championship and a counter in Division 2 of *The Scotsman*/British Airways series; leaders of both championships are in the entry list.

The event is based on Galashiels and has a very compact route, starting at the civilised hour of 10.30am and finishing around 4.30pm. In that time competitors will cover some 55 miles of special stage and about 100 road miles. So popular is the rally that the organisers have received over 200 entries and will start 150 cars. There are nine special stages in all with a couple of 11 milers in the route.

Bill Dobie currently leads the Esso/BTRDA championship in his Karcher sponsored Escort. Behind him, and the greatest threat to his lead, are Derek and Terry Evans in their Chevette, with the other set of brothers, Geoff and Alan Simpson lying third in their Escort.

In the Scottish series Don Heggie is the leader but other 'on-form' men inlcude champion Drew Gallacher and Chevette driver Allan Arneil. The rally should present quite a battle.

Leading entries are: 1, Drew Gallacher/Gordon Lockhart (Escort RS); 2, Bill Dobie/Pete Mellor (Escort RS); 3, Don Heggie/Ian Mungall (Escort RS); 4, Derek Evans/Terry Evans (Chevette HS); 5, Allan Arneil/David Brown (Chevette HS); 6, Geoff Simpson/Alan Simpson (Escort RS); 7, George Hill/Lyn Jenkins (Chevette HS); 8, Chris Lord/Ian Muir (Chevette HS); 9, Dom Buckley/Tony Thompson (Escort RS); 10, Ken Wood/Peter Brown (Triumph TR7).

After the rally there will be a disco and dinner in the Galashiels Rugby Club, across the road from the start and finish.

Start: Netherdale Car Park, Galashiels. First car 10.30. Finish about 16.30.

SS2, Elibank: First car 10.53am. Start ref: 73/406359.

SS3, Traquair: First car 11.05am. Finish ref: 73/359366.

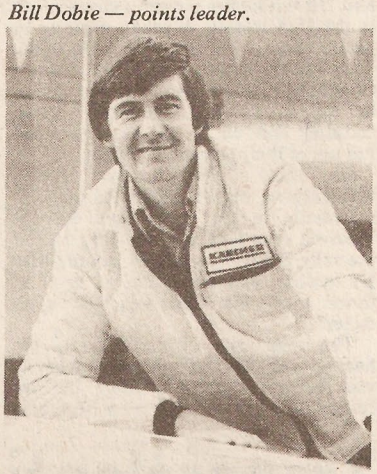
SS4, Craik: First car, 12.10am. Start ref: 79/365156. Also car park at forest village in Craik, 79/348080. Then ½-mile walk to mid-point of stage.

SS6, Glentress: First car 15.25. Start ref: 73/287040. Finish ref: 73/262043.

SS9, Elibank: First car 15.56. Start ref: 73/359366. Finish ref: 73/406359.

Halfway and service at Common Haugh, Hawick. First car 12.40. Ref: 79/500147.

Bill Dobie — points leader.



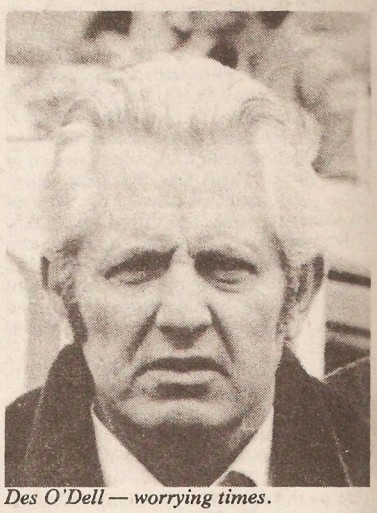
Trials and tribulations

Chrysler had a far from encouraging start to their weekend in the south of France on the Mille Pistes Rally. It was only by very good luck that their rally car did not finish up in a big heap in the middle of the autoroute.

That, however, was the end of a saga which began many kilometres before, soon after the service crew crossed the channel. Going down by road was an estate car, an Alpine and the service barge trailing Tony Pond's rally car. Just before the team reached Paris the wheel bearings went on the barge and a detour was made to the French Competitions Department.

The team continued south and visited a petrol station just before they left the autoroute. While queueing for petrol another car came screeching into the garage containing a very pregnant lady on her way to hospital. They started the barge up to move on, so that the car could get to the pumps and nothing happened — except that the propshaft broke. A quick re-organisation was called for and the car, on its trailer, was transferred to the estate. Off they went again.

Unfortunately, disaster was soon to strike in a very big way when the trailer started to swing about on the back of the estate. The trailer plus rally car parted company with the estate and headed off down the autoroute, happily in a straight line. The estate was not so lucky; it rolled over and continued on its way on the roof rack. The horrified occupants of the Alpine who were following had to watch while all this was going on and then dodge the tyres that were being thrown all over the road. At last all came to a halt with the trailer finally stopping, without hitting anything solid, due to two of its tyres puncturing.



Des O'Dell — worrying times.

Thankfully the occupants of the estate were both unhurt, but the team then had the job of picking up the pieces from the autoroute (it all happened around midnight so luckily the road was relatively clear) and straightening out the estate. With this completed they finally arrived at their hotel at Draguignan in the early hours of Thursday morning.

Chrysler on celluloid

Filming the exploits of the British Chrysler team on the Mille Pistes Rally at the weekend were a crew from BBC Birmingham. Their efforts will not, however, be seen for quite a time as the film will be used on a pre-RAC Rally programme.

The programme is due for transmission the Tuesday before the RAC Rally and, as well as the fortunes of Tony Pond, it will feature one of the Faberge Fiesta ladies(which particular lady will be featured has yet to be decided). There will also be film crews out on the RAC Rally itself following the two teams for another programme.

The team in France were headed by *Top Gear* producer, Derek Smith, who is in charge of the whole project. Even though the pre-event programme will not go out as *Top Gear,* the cars will have the programme's name on them for the RAC.

Lindisfarne carries on

The Europa Lodge Lindisfarne Rally, the fifth round of the Castrol/ AUTOSPORT Rally Championship, is definitely on, despite a shortage of fuel in the Newcastle area where the rally is based. The organising club, Tynemouth & DMC, have been able to guarantee fuel supplies in Newcastle itself but, when the rally is out in the Kielder forest, petrol could be in short supply. Competitors will, therefore, have to carry their own fuel with them.

Entries are still available for the rally and there will be no cut in the special stage mileage. Stages will include Kielder and Albermarle airfield, as usual, and competitors are particularly asked to note that there will probably be no petrol after the stage at Albemarle.

Further details from Tynemouth & DMC, Billy Mill Lane, North Shields, Tyne & Wear.



That bird is back. Sorry that it has taken so long, but here are the results of our Buzby/DTV Caption Competition. Most of you plumped for witties about Jimmy McRae's bird for the night, so we had to choose a caption with some original (and clean) thoughts. The winner is C. Dickey (!) of Tadley near Basingstoke, who came up with: "But here's the good news - you only have to wear it between the stages." Since the entry level was so good, we decided to award a second prize, which goes to David Jones from the Isle of Man with: "When Gerry Johnstone said he was developing a 'wing car', I thought he was joking."

On the Horizon . . .

● People in the south of England will have their chance to take part in Stage Craft on July 21 when the team move down to near Maidstone for a venue organised by Blackpalfrey Motor Club. Regular instructors Will Sparrow, John Horton, Malcolm Wilson, Paul Ridgeway and Mike Nicholson will be joined by Andrew Duerden of Magard. Further information can be obtained from Val Shenton, 25 Wells Road, Mickleover, Derby, tel: 0332 513940.

● Pembroke MC still have some places available on their Talbenny Stages which takes palace this Sunday, July 15. Entries for this single venue event cost £10 and for that you get 38 competition miles divided into six stages. Further details are available from Jim Canton on Camrose 263.

● On August 4/5 the Ripon Motor Sport Club will be holding their St Wilfrid's Rally which will start from Ripon Market Square and finish 100 miles later at the club's premises in Ripon. Regulations are available now from Mrs. P. Rumbold, Ripon Motor Sport Club, The Motor Lodge, Blossomgate, Ripon, North Yorkshire and anyone who would like to marshal on the event should contact Steve Easton at the same address or ring him after 8.30pm on Ripon 2746.

● The Vale of Cothi MC still has some places available for its single venue stage event which is to be held on August 4. The rally will be sponsored by H. G. Bryer & Sons, the Mazda distributor of South Wales and will take place in the Nant-yr-hwch forest complex, where the stages are reported to be in excellent condition. Some 40 miles of competition are being offered for just £40 entry fee and regulations are available from Mrs. R. Jenkins, Afallon, Dryslwyn, Carmarthen.

Fables from Poland

The Spanish hare beat the German tortoise in the Polish Rally. Antonio Zanini and Juan Petisco (Fiat Abarth 131) eventually won this coefficient 4 round of the European Championship after being consistently faster than Jochi Kleint/Gunther Wanger with their Opel Ascona. But, on three occasions, they lost the lead through troubles and had to fight back. Third was the Irish driver Billy Coleman co-driven by Martin Holmes in a works built Ford Escort RS. Billy rises to third place in the championship after this event. He now has 169 points against 265 for Zanini and 301 for Kleint: the German having had to drop some scores earned on earlier events.

Many likely challengers retired early: Guy Colsoul with an engine failure, Mauro Pregliasco during the first leg with rear suspension failure after going very fast and the two leading Polish drivers Stawowiak (Polonez) and Krupa (Renault 5 Alpine) with engine troubles. The only other official driver from the West on the event was Holger Bohne with a Golf GTI which also suffered engine trouble.

The Polish rally has one of the sport's most impressive histories: this year was the 39th time the event has been run. Nowadays it takes the form of an event which is substantially asphalt, using fast hilly roads over the Lower Silesia region in the south of the country. Luckily this year there were no bad accidents, but nevertheless the margin of safety on these roads when tackled at speed is small. Trees are dangerously close. In addition, some gravel roads were included, including one horror called Laski-Laskowka, eight kms that would frighten even the Safari organisers. The organisers eventually deleted the three stages to be held on this road, though cars still had to cross the section.

The event was held over two nights. In all there were 53 stages, virtually all covered in both directions, plus a spectacular five-lap speed section held through the streets of the town of Sobotka. On the first night the rally used mainly the stages around the town of Klodzo, nestling in an area where Poland is like a peninsula within Czechoslovakia. On the shorter second leg, the stages were around Walbrzych.

The entry for the rally benefited by the increasing struggle for the European championship. Kleint had now scored on nine events, so already his Janner score had been forfeited by a marginally better result at Ypres. Then if he scored more than 6 points in Poland his Ypres score would be deleted. Zanini has the benefit of better points. His scores have been fewer but larger, with three occasions enough to produce his current standing of 185. Mauro Pregliasco entered his Alfetta, coming directly from his unlucky rally in Ypres, which gave him only two days training, not nearly sufficient for these fast roads. With a better training, his times would have been all the more remarkable.

Neither Bettega nor Airikkala are particularly concerned with the series and both their existing scores have arisen simply through good results from other programmes. But Coleman is keenly interested in the series, his activities being followed with interest by Ford of Cork who promote the project. Peter Harrison prepares the Escort privately in Britain, and the car has a Brian Hart engine fitted.

"The weather in Poland turns to rain the moment the Polish Rally starts" was the judgement of Blazej Krupa, the local Ranault 5 Alpine driver — and sometime Mercedes co-driver. What was amazing was how true this was. Drivers whose cars were fitted with dry racing tyres stared with disbelief as rain drops fell on the way to the first special stage. Kleint snatched a second's lead but at the speed test which followed Billy Coleman made best time and, even though the time taken was halved for results purposes, this put him into the lead. Then, on the following dry stage, Zanini started in earnest, overtaking both Kleint and Coleman, and went into the lead which he had little intention of losing.

But intentions were betrayed. On stage nine, shortly after dark, he slid wide on a hairpin and Petisco, with the help of three spectators, had to lift the car clear of a gutter. Kleint was ahead again. But only for two stages! Towards the end of the first leg it was the turn of Kleint to lose time through a puncture, so Zanini was now three minutes ahead. But, four stages before the mid rally halt, Zanini stopped again, this time with a mysterious electrical fault which cost one minute. Kleint was now only two minutes behind..

Pregliasco was far from happy, losing road penalties and having all manner of problems including stopping on a stage with electrical trouble, but in between times making no fewer than five fastest times in all. The Polonez team were also unhappy; after losing Stawowiak with engine failure on the first stage his teammate Ciecierzynski hit a stone which badly damaged his front suspension.

Then, with only a few more stages before the interim return to Wroclaw, Pregliasco damaged his rear suspension on a gravel stage and finally his miseries were ended. The positions at Wroclaw were Zanini 12870.1 (the tenths coming from the Sobotka test), Kleint 12998.8, Coleman 13123.6, Ferjancz — (a Hungarian with a smart Renault 5 Alpine) 13419.9, with Bogdan Wozowicz, a good private Polish driver with a Vaz-Lada in fifth place.

In the second half, Zanini continued his winning way, having no problem until the final morning had dawned. On another gravel stage he had a puncture and, with six kilometres still to go he changed the tyre, which cost 3½ minutes — and once again the lead. But not by much. Zanini pressed on and, three stages later, he was finally ahead. Other teams fared badly. Colsoul disappeared in a huge cloud of smoke at Sobotka, the German Rolf Retersen with a Group 4 Escort RS retired early and Holger Bohne, after having a mysterious electrical fault, stopped with a valve broken.

MARTIN HOLMES



Antonio Zanini was clearly the fastest driver in Poland.

POLISH RALLY
European championship, coefficient 4, round 31
5—7 July 1979

1, Antonio Zanini/Juan Petisco (Fiat Abarth 131) 18877.1; 2, Jochi Kleint/Gunther Wanger (Opel Ascona), 19036.8; 3, Billy Coleman/Martin Holmes (Ford Escort RS), 19446.5; 4, Attila Ferjancz/Janos Tandari (Renault 5 Alpine), 20209, 9; 5, Bogdan Wogowicz/Witold Wozowicz (Lada 21011), 20757.0; 6, Tomasz Ciecierzynski/Stanislow Brzozowski (Polonez 2000), 21426.2; 7, Miroslav Lank/Jan Teichman (Lada 21011), 22078.5; 8, Josef Sivik/Miloslav Cermak (Skoda 130RS), 22410.3.

Clean sweep for Fiat

The G4 Autonovo Fiats of Markku Alen and Ulf Grönholm scored a clean sweep in the 15th Itäralli, Markku winning by nearly three mins from his team-mate. This was the sixth round in the Finnish Championship trail, and the first one to be run in summer conditions, which certainly allowed for the Fiats to make full use of their power advantage.

In third place came Kyösti Hämäläinen, his G2 Escort RS2000 still essentially in G1 trim, save for the removed rear seat. For the first half of the rally Kyösti was having trouble with his braking distances, that is, until he threw away his newly-acquired spectacles!

The man who gave the Fiats the hardest run for their money, however, was Henri Toivonen, splitting the two Italian cars in his G2 Chrysler Sunbeam until his electrics failed him. Up until his retirement Henri had been gnawing away at Markku's lead, and just after half-distance was only some 30 secs behind.

The early season pace-setter, Antero Laine, has now forsaken his trusty Saab 96 and teamed up with young Roger Sandström to drive the latter's G2 Saab 99 — a normally aspirated example, this one. The pair were lying fifth early in the rally, but eventually 'cooked' their engine.

The premier G2 category in the Finnish Championship is still led by Kyösti Hämäläinen and his namesake Juha H. (Escort RS2000) heads the G1 table, having finished second in Group to Veli Hirvonen's Escort on the event.

ESA ILLOINEN

Transatlantic partners

John Buffum, competing for the first time with England's Fred Gallagher, captured the La Jornada Trabajosa SCCA Pro Rally in California over the June 23-24 weekend. He won by almost three minutes over the team of Dan Goodwin and Rod Sorenson and moved into a tie for second place in the series. Buffum used his now reliable TR-7, the first time in four events, and has now established the TR-8 as his East Coast car and the 7 for Western US events. Buffum won 5 of the 12 stages and tied one other in another impressive show of his talent.

Goodwin's third second place in four weekends indicates that he is at last coming to grips with the Alitialia Fiat 131 and produced his first SCCA points of the year. Third on the event were Rod Millen and Mark Howard, 1½ minutes back of Goodwin. This team was plagued by trouble, having a flat on stage 5, and then an off course bash on stage 6 which left the front wheels dangling over a cliff. Rescued by spectators, Millen showed his mettle by hanging tough and climbing back into third.

Into fourth came Jim Walker and Ginny Reese in the second Alitialia car. It was Walker's first event in California and while he was not awed by the Golden State, he was obviously cautious having written off a car three weekends before.

The series standing now shows Millen leading with 340, with Buffum and Blok tied for second with 280 and the year is shaping up to be the dogfight everyone expected especially with Walker and Good win starting to move. The LJT was in its eighth year and ran in the High Sierras, spending most of its time between 6-8,000 ft. elevation. The roads are exceptionally smooth for US events but are also very tight and twisty.

The event had 50 entrants with 47 starters, both a record of the Western US. Some 29 cars managed to finish and the new SCCA Production car class had 7 entrants. The series now breaks for 6 weeks and resumes in early August with the Happiness is Sunrise Rally in New York.

KEN ADAMS

Attila Ferjancz finished fourth in his Renault 5 Alpine.



Heinonen pulls away

With three Triumph TR7 V8s out to provide opposition, defending Canadian rally champion Taisto Heinonen really did not expect to win the Rallye Baie Des Chaleurs. However none of the three Triumphs finished the event and Heinonen won easily in his twin-cam 16-valve Toyota Celica GT.

The CAM2 Triumph driven by two-time Canadian champion Jean-Paul Pérusse lost its oil pressure at scrutineering and was unable to start, while former American F5000 driver Jon Woodner, making his debut with his TR8, crashed on the third stage while lying fourth.

North American champion John Buffum, led after two stages in his Triumph V8 but lost fifth gear and began losing time to Heinonen on some of the fast stages. Then, with only two of the 12 special stages left to run, Buffum's co-driver Doug Shepherd rolled the car while driving through a transit section. They had been in second place, some 40 seconds behind Heinonen.

New Zealand champion Rod Millen, driving Nissan Canada's factory-prepared Datsun 160J was running second near the half-way point but a rear brake failure caused him to go off the road and he lost 5½ minutes lifting it out.

With Buffum's TR8 out, five-time Canadian champion Walter Boyce inherited second place with his CAM2 Saab 99EMS running in Production Class. This was Boyce's third straight class victory with the Saab.

Millen eventually worked his way back for a third-place finish and got to within a minute of Boyce's score. Heinonen was almost eight minutes ahead.

Heinonen's victory virtually assures his third-in-succession Canadian championship with six events still to run in the Molson Rally Championship of Canada. Although it is still mathematically possible, it is highly unlikely that anyone can catch the Flying Finn for the 1979 title.

Next event is the Nova Scotia Highlands Rally out of Halifax on July 28.

CHUCK McLAREN



Taisto Heinonen is now almost certain to win the Canadian Rally Championship for the third time.



Mike Briant finished in second place on Newtown & DMC's Eagle Rally after dropping time finding one control. He had been leading at halfway.

Re-claiming the lead

Despite losing four stages of around 12 miles at very short notice, Bath MC still managed to provide an entry of 140 crews with 52 miles of action on their Bath Reclamation Co Festival Stages Rally last Sunday.

Very dusty conditions throughout the event and some cutting up of several stages, especially for the later numbers, made life a little less pleasant but, on the whole, most people enjoyed the event which started in Poole and ended at the Heron club at Yeovilton on the Royal Naval Air Station premises.

The 13 stages were contained on Forestry Commission land around Wareham, on private land near Frome, included a quarry and a visit to Kingswood Warren and finally ended at the naval station where crews did two stages on the perimeter track.

In the absence of Dennis Moody, without parts for his Escort engine, Dave Humphreys was the target man from the start but when he took 17 seconds lead on the first eight mile stage it looked all over bar the shouting. However, he was unable to stop at the end of the stage and disappeared into the bushes from whence he emerged unscathed but with possible slight problems for his suspension. Whatever it was the problem grew steadily worse and although he remained on the leaderboard for some time the car slowed steadily throughout the rest of the day and eventually finished well down.

The lead was inherited by David Childs and John Perry and they gave their club a boost when they came home winners by 27secs after a steady drive. Andrew Miers and Andrew Durston held the lead at lunch, but they eventually had to settle for second.

Making a rare appearance, because of the lack of finance, Richard and Peter York made it a one, two, three for Escorts by finishing just over half a minute down on Miers. They had to fight hard in the closing stages as they were only 3secs quicker all day than Theo Bengry and Paul Watkins in their Opel Kadett. Local farmer Peter Gould and Mick Thompson were fifth and David Gillanders/Freda Brake were sixth, only 20secs covering all three crews.

Alvin Smith/Roger Harber were going well in their 4wd Triumph TR7 and were among the top dozen until their arrival at Yeovilton where they burst a tyre and dropped out of contention.

1. David Childs/John Perry (Ford Escort RS), 59m 26s; 2. Andrew Miers/Andrew Durston (Ford Escort RS), 59m 53s; 3. Richard and Peter York (Ford Escort RS), 60m 29s; 4. Theo Bengry/Paul Watkins (Opel Kadett), 60m 32s; 5. Peter Gould/Mick Thompson (Ford Escort), 60m 40s; 6. David Gillanders/Freda Brake (Ford Escort), 60m 52s. **Class winners:** Harry Hockley/Alistair Roberts (Mini Clubman), 61m 38s; Alan House/Chris Grubb (Chrysler Sunbeam), 62m 28s.

Quality not quantity

Incredible as it may seem, current fuel restrictions look like providing a new and much more competitive form of rallying in Northern Ireland. With the first round of the Goodyear/*Belfast Telegraph* Stage Championship, the Permapost, last Saturday, being restricted to just 25 stage miles — as are all the other rounds in the series — every yard counted and the result was a very close fought event.

The entry was restricted too, to sixty cars, but the quality was there, and most people got their entries in early, which must be some kind of record.

On the face of it, the results show a clear win for Ronnie McCartney and Peter Scott in their Escort RS1800, but it was not that simple — read on!

Heading the entry away from the start at Ballycassidy Sawmills were reigning forest champions Robin Lyons and Seamus McCanny, with the 2-litre pushrod Sunbeam with which they finished sixth in Donegal, while at number two were last year's winners Hugh O'Brien/Flint McCullagh (Escort RS1800). McCartney was at three ahead of the two most interesting crews, Bertie Fisher/Robert Harkness (Escort RS1800) and Ernest Kidney/Nicky Moffett in a similar car.

Down at seventeen and attracting a lot of interest at the start was the amazing Imp of Kevin Stones and Jeff Sharp, the two having made the long journey from Durham to Cairnryan to Larne to Enniskillen just to see what forests were like on the other side of the Irish Sea.

The first two stages were at Lough Bradan — smooth fast affairs where McCartney was fastest on the first and Fisher on the second, with Robin Lyons, Kidney and Logan in close attendance. McCartney had some gearbox problems on the second longer stage so that after two, Fisher led by eight seconds from Lyons, while Logan led Group 1 a further five seconds back and sharing third place with Kidney.

Several people were delayed just before the finish of SS2 when Robert Moffatt and Gerard Kelly in their extremely tatty Escort RS1600 made it even tattier with an enormous five times roll, which dislocated the driver's wrist and impressed the large crowd of spectators considerably. One stage later it was Robin Lyon's turn, the Sunbeam going straight on over a crest and missing the slight right that followed. Exit the champion with a bent motor car.

Stage three also claimed Stones, who slid off gently into the bog and had just got the car back on to the road when a wayward Escort arrived and punted the Imp even further into the boonies than he had been before. Kevin took a maximum and continued for fun.

With only seven stages in total it was lunch time after three and at the halt Fisher was still in front, but McCartney, his gearbox now working properly, was just 12secs behind and looking threatening. Kidney had slotted himself into third place ahead of John Lyons, while Logan and Boyd were joint fifth.

Fisher had a narrow escape on the run in to the lunch halt when, after service, the gearbox broke. He got the car back to his service crew who unpacked the van again and changed the 'box in half an hour. He just made it to the control in time.

The afternoon stages were in traditional Permapost country to the south of Lough Erne, and here it was McCartney and Patterson who made the pace. But it was on the longest stage of the rally, 8.2 miles of Lough Formal that the pressure told on Fisher, who fell off near the start and dropped a lot of time. The final stage at Belmore did little to change things John Lyons setting fastest time, although Kidney had a flyer here.

The unofficial results put McCartney ten seconds clear of Patterson with Kidney a further two seconds in arrears and then another five second gap to Group 1 winner John Lyons. However, when the dust had died down it was discovered that both Lyons and Patterson had been penalised 30 seconds for jumping the starts of stages so they dropped to fifth and sixth places respectively, Lyons keeping his Group 1 position in spite of it.

RICHARD YOUNG

1, Ronnie McCartney/Peter Scott (Escort RS1800), 28m 06s; 2, Ernest Kidney/Nicky Moffett (Escort RS1800), 28m 18s; 3, Hugh O'Brien/Flint McCullagh (Escort RS1800), 28m 35s; 4, Derek Boyd/Warwick Parkinson (Avenger BRM), 28m 36s; 5, Freddy Patterson/Roy Kernaghan (Escort RS1600), 28m 46s; 6, John Lyons/Trevor Semple (Escort RS2000), 28m 53s; 7, Jimmy Logan/Peter Ervine (Escort RS2000), 29m 02s; 8, Bertie Law/Maurice Beckett (Chevette), 29m 16s; 9, Sean Campbell/Richard Young (Escort RS2000), 29m 28s; 10, Jimmy Davidson/Terry Harryman (Escort RS2000), 29m 39s.

Return to Ypres

ANN BRADSHAW relives some of her memories of this exciting and popular Belgian tarmac rally.



The rally takes over: the Square in the centre of Ypres looks like this for 24 hours.

It is often said that a place re-visited never lives up to first impressions. Expectations of reliving a magic time are often dashed by small, and sometimes rather trivial, details. So, it was with trepidation that I set out for Ypres, bouncing over the waves of the English Channel in the Seaspeed hovercraft which, people who have seen the film assure me, looks like something out of Close Encounters of the Third Kind. We were disgorged from the bowels of the beast at Calais and from there took the pretty route to the small Belgian town that, apart from its rally, is known only for its war-graves and magnificent Mennen gate; a town that has been a place of pilgrimage for our forefathers since those dark days of World War I.

The moment of truth fast approached. Would the town square be the same? Would there be the same atmosphere of muted excitement that seems to build up until the first car rolls away from the starting ramp? Holding my breath as we drove round the last corner, I waited. Relief, happiness and a feeling of warmth flooded over me. Nothing had changed; the flags were flying, the entire centre had been taken over by a colourful profusion of cars, caravans, hoardings and, bliss, the bells (those bells that by the end of the week-end would torment me in both sleeping and waking hours) were already ringing to welcome me back. I knew from that very first moment that I had been right to come back and that I was not going to be disappointed; in fact, something in my bones told me that, what had been good two years ago, was going to be even better now.

Old acquaintances would be renewed, old happy times re-lived. There, in the hotel as we walked in, was Mr. 24 Hours of Ypres himself, Frans Thevelin, President of the AC Targa Floria, the rally organiser. The most striking thing about this tall, silver haired, distinguished man is that he is very far removed from what one expects a rally organiser to look like. He is always neatly groomed and his clothes are immaculate, without that hint of scruffiness that so often typifies rally folk. Rallying is held in a relaxed atmosphere and often we lapse easily into disarray without even realising it. But not Frans; during the whole event his blue blazer and finely pressed trousers always looked immaculate.

His appearance is a reflection of how he runs his rally. He has everything under control and yet still has time to attend to the whims and wants of journalists and competitors alike. A remark, made over dinner, that it would be nice to have a road book to find good spectating points was stored in his memory cells. Wheels were put into motion and, first thing next morning, the book was at the press office with our name marked on it. Can nothing make this genial man flap or loose his cool? Yes, something can. He is by profession an insurance broker; rallying is his hobby; this event is organised in his spare time. Do not make the same mistake as one continental magazine, by saying he is a professional organiser. If you do, you will upset him. Mind you, the disturbance will only be like a ripple on a calm sea, because he is not a man easily roused to anger.

One of the nice guys: Mauro Pregliasco retired his bucking Jolly Club Alfetta.



A leisurely chat over dinner and later a conducted tour of the famous town square reveals just what has gone into this event, a rally that attracts many of Europe's top teams as well as privateers. The cars will be flagged away from the most magnificent starting ramp ever seen. It has taken three days to build and is as solid as an oak tree. It is surrounded by flags and its edges are adorned with flowers. Music is already blaring out over the area and there are still 24 hours to go before the start. A disco is in full swing in the marquee that houses the Nixdorf computerised results system (without doubt the most sophisticated I have ever seen, although in the end this might have been its downfall), the press office, various stalls selling rally goodies and a display of Fiat cars.

Fiat in Belgium have been sponsoring this event for seven years now and no wonder they keep coming back. Last year they sold 22 cars from their mini-motor show in the marquee — not bad for a weekend's work in anybody's books. The rest of the square is taken over by the teams, each allocated their place, erecting their paraphernalia and parking their caravans or motor-homes, never incidentally to be used by drivers on a rally that has 10 minute service halts at the most.

The square is the side of the rally organisation that can be easily seen and which impresses most. But further discussion with Frans brings up equally impressive facts. The rally costs £100,000 to organise — one hell of a lot of money. Even Fiat's pocket is not this deep so the best way to recoup much of this is to charge people to watch on stages. Here the local populace really get involved.

Thevelin does a deal with the local Burgomasters. If the people of the area where the stage is run collect the entrance fees (100 Belgium Francs per person which is about £1.60) then the club will split it with them, fifty-fifty. Not surprisingly most stage access roads are patrolled by men with their green tickets. The half that Frans gets is soon spent on safety services. He uses over 100 radios on three different wavebands and at the start of each stage (on the second night there are 13) he has to have a small army of safety services, such as ambulance, breakdown and a doctor.

So, the scene is set for the event and all you need now are the cars They come in copious number from all over the continent. This year there was the most fascinating variety, piloted by some of the friendliest drivers I have ever met. The Porsche brigade at the top end consisted of Bernard Beguin, Francis Vincent, Hermes Delbar, Dolf Moortgat and 'Gustavson'. All relaxed, cheerful men who are undisputed tarmac experts. Then there were the men who knew that, in a straight fight with a Porsche, their chances would be nil but a good placing could mean a Group 2 win and valuable European Championship points. Included in these were Jochi Kleint in his Eurohandler Opel Ascona, Guy Colsoul in his DOT Belgium Opel Kadett and Mauro Pregliasco in his Jolly Club Alfetta. Three of the nicest guys you could wish to meet with the slightly built, friendly Kleint not at all what you expect a German to be like; Colsoul, the local hero, being the Mr Nice Guy of Belgium and Italian Pregliasco, despite a lack of English, always going to a lot of trouble to make himself understood. Of course we must not forget our own British drivers who had the get up and go to rally abroad and, as usual, acquitted themselves very well. Obviously the speed of the likes of Russell Brookes and Tony Pond was something to have a bit of nationalistic pride about, but the efforts of first timer Brian Nelson and the enthusiastic Mopar team men were equally commendable.

Any rally always has funny stories and this was certainly no exception. Paul White, who was co-driving for Russell, had his problems mainly because of an electric fence he had to negotiate after their mighty accident. It was too high for Russell to get over, so he crawled beneath, but Paul hopped over it, not realising that it was live. Unfortunately his nether regions were not quite far enough off the ground and the resulting yell could be heard for quite some distance.

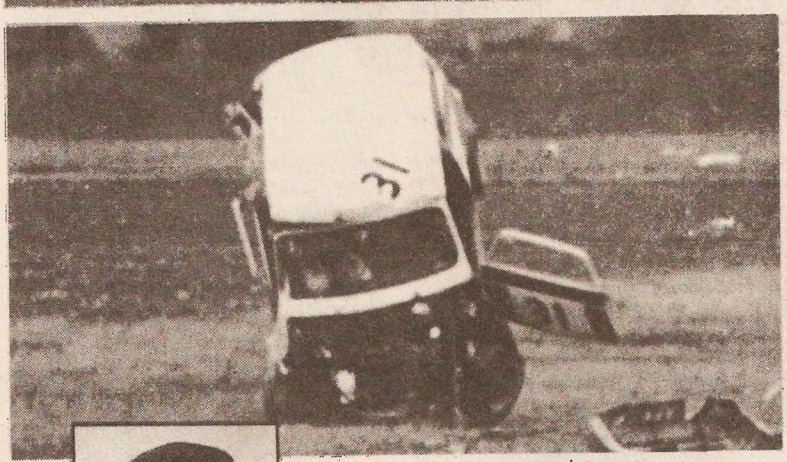
Paul's other experience while in Belgium was much more pleasureable. The team were staying near Reninge at a hotel with the most unlikely name of the Convent. The patron and the team soon became good friends and several pranks were played. Imagine Paul's surprise one night when he went to bed and found someone already in it. The occupant was a large pink teddy bear clutching a bottle of apple brandy with the note on it saying 'sweat dreams'.

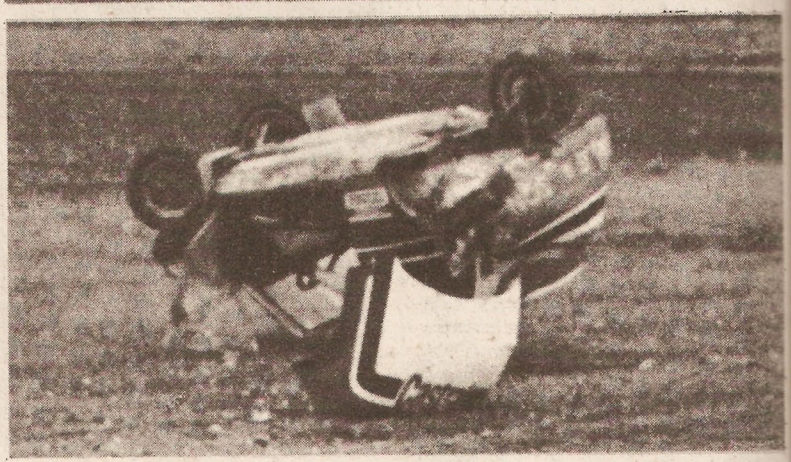
But back to the rally and that incredible town square, where night never came for three days. The cafés surrounding it never closed, with spectators and retired drivers demanding beers and coffees to keep them going. It was no use trying to sleep because, if you were lodging in Ypres itself, there was more than enough hustle and bustle to keep sleep at bay. Those bells rang at irregular intervals, with the chimes of the church clock joining in to add to the din. When disco music was not being blared out, the loudspeakers were being used to give you up to date rally positions and, if there ever was a lull, some rally driver was sure to rev his car just beneath your window. The whole fever that catches the town cannot be ignored so why try? Give in and enjoy yourself. ■

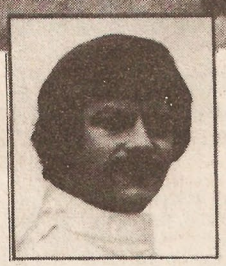
Could any body filler stand up to this?











"Yes" says rally cross driver Bruce Male, "Plastic Padding type Elastic does"

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

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

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

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'a glass fibre kit in a tube'

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book reviews

MARIO ANDRETTI — WORLD CHAMPION. By Nigel Roebuck with Mario Andretti. Published by Hamlyn. Hardback (176pp), £6.00.

It is ten years since a book was written about Mario Andretti, and that was published in the USA. A lot has happened to the man from Nazareth during the seventies. Most important to Andretti himself has been in his World Championship title, something he has wanted ever since he saw Alberto Ascari race at home in Italy, 25 years ago.

The major part of the book, which is published today (July 12), is devoted to the three seasons since 1976, when he returned to Team Lotus, and in particular to his championship year of 1978. The early chapters cover Mario's emigration to the USA, and his entry into motor racing via Midget and Sprint cars. A feature of the format is the interspersion of lengthy quotes by Mario into the main body of the text, and this device is used outstandingly well to put across Andretti's thoughts on a wide variety of interesting subjects, such as USAC racing, his lifestyle, politics and hobbies, and of course Formula 1.

It goes without saying that the book is an exceptionally good read, since the author is held in high regard by our readers, being AUTOSPORT's Grand Prix correspondent. Two other factors make this nicely produced book outstanding. First, the high standard of the colour and monochrome photography (including one in colour of Ronnie Peterson by Jeff Hutchinson which revives all our favourite memories of the great Swedish driver). Second, the cover price, which is remarkable for such an important book with no fewer than 28 colour pictures. The World Champion's book, and supremely well done — a must. **QDS**



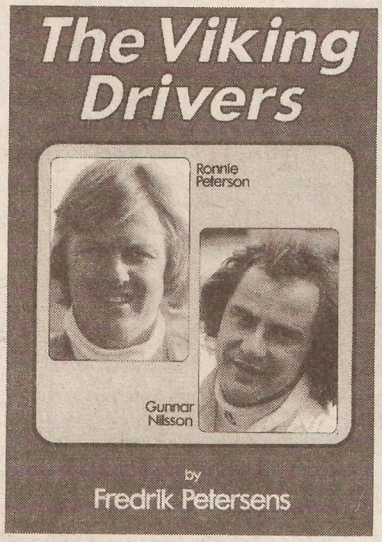
THE VIKING DRIVERS. By Fredrik Petersens. Published by William Kimber. Hardback (208pp), £4.95.

No follower of our sport needs to be reminded of the numbing blows suffered by Swedish motor racing last year. For many months, Gunnar Nilsson fought for his life before succumbing to the ravages of cancer, at the age of 29. And just a few weeks before Nilsson died, there was that Monza accident which took the life of Ronnie Peterson and shook racing to its roots. Indeed, Gunnar bravely made the trip back home for Ronnie's funeral before returning to hospital for the last time.

Fredrik af Petersens is a very well-known Swedish journalist on the international racing scene, and was a close friend of both men. *The Viking Drivers* traces the careers of Ronnie and Gunnar, concentrating particularly on 1977 and 1978. The more one learns of Nilsson's incredible struggle for life, the more one's already immense respect for the man is increased.

In the course of Ronnie's long career, the great man won himself a special place in the affections of the fans, in much the same way as did Jochen Rindt. His last year, with Lotus, was also his greatest.

This book is required reading not only for the fans of either Ronnie or Gunnar, but also for all followers of Grand Prix racing. **NSR**

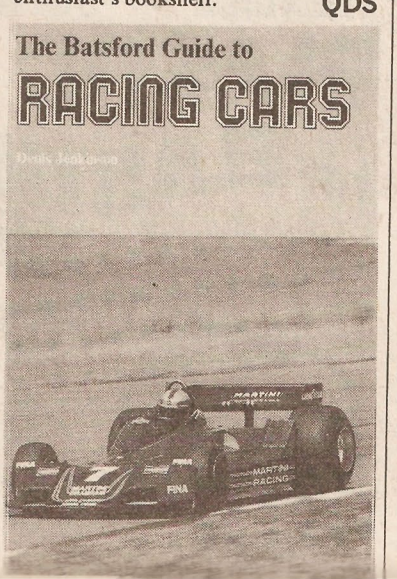


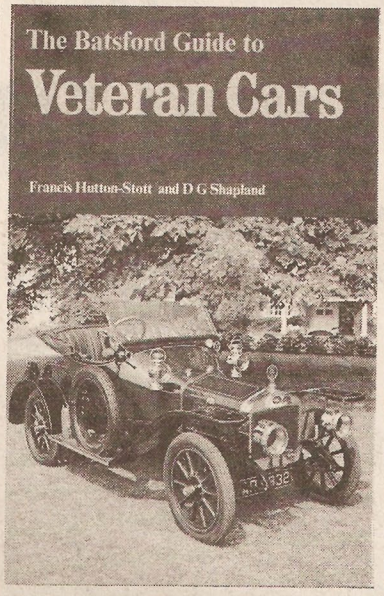
THE BATSFORD GUIDE TO RACING CARS. By Denis Jenkinson. Published by B. T. Batsford. Hardback (200pp), £4.50.

This is not merely an updated edition of the author's *The Racing Car Pocketbook* guide, published in 1962, which covered racing cars from the earliest days of competition. This new reference volume is concerned with single-seaters from the end of the vintage period to the present day, and primarily with Formula 1 cars.

'Jenks' has selected a total of 137 *marques* dealing with the history of each in alphabetical order with short specifications and monochrome photographs of the most important models. In a book of this kind, space is at a premium, and the description of each make must be brief. However, such is the author's deep knowledge of the sport that all the important facts are available, and somehow Jenks has made the whole book very entertaining to read. Start with the story of AFM and work through to Zoller, and you will enjoy yourself immensely while increasing your own knowledge of motor racing.

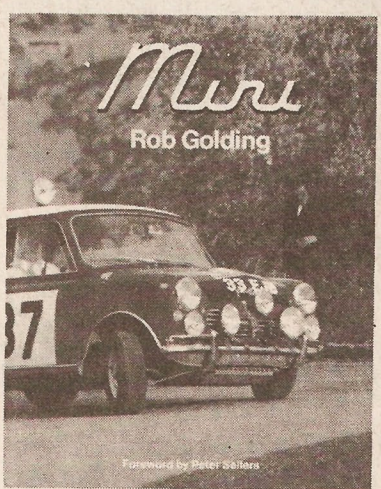
As always with this author, you may rely on the accuracy of the text, although it is painful to point out that there are captioning errors. Nevertheless, this is an invaluable addition to every enthusiast's bookshelf. **QDS**





THE BATSFORD GUIDE TO VETERAN CARS. By Francis Hutton-Scott and D. G. Shapland. Published by B. T. Batsford. Hardback (196pp), £4.50.

Derived from *The Veteran Motor Car Pocketbook* published in 1963, this is a companion volume to the Jenkinson book reviewed above. It follows the same format, with brief histories of 139 *marques* accompanied by specifications and photographs.



MINI. By Rob Golding. Published by Osprey Publishing. Hardback (208pp), £6.95.

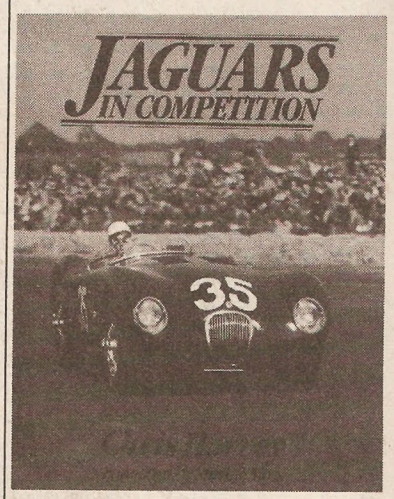
It was twenty years ago — on August 26, 1959 — when we were all amazed by the announcement of the new Austin Seven and Morris Mini Minor. Said the newspaper advertisements, "You've never seen a small car like this before. Front-wheel drive. Full independent suspension. Up to 50mpg. Over 70mph. And that's only the beginning . . . Ten feet long, but roomier inside than many an £800 saloon. Yet the Austin Seven is less than £500 tax paid."

This book has been published to coincide with the celebrations of the Mini's twentieth birthday, and a substantial part of it is devoted to the myriad uses of the Mini in competition, both in international racing and rallying and, of course, at club level. There is also a chapter on the countless Mini-based specials which have been built over the years (including full-scale production cars such as the Mokes, Unipower, Mini-Marcos and Ogle), but the main body of the book holds the most interesting reading, dealing with the marketing, design and production decisions which led to the realisation of a hugely successful concept. Of special interest are the various Leyland project cars which, for one reason or another, have never seen the light of day.

JAGUARS IN COMPETITION. By Chris Harvey. Published by Osprey Publishing. Hardback (208pp), £7.95.

"Everything that was good about the glorious post-war years of sports car racing." That is how Stirling Moss sums up Jaguar's involvement in competition in his foreword. An acknowledged expert in his field, Chris Harvey has produced a fascinating book, thoroughly illustrated with countless splendid photographs.

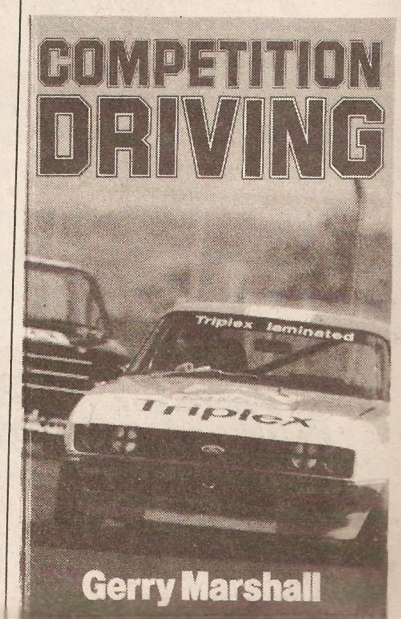
The story begins with the competition debut of the SS Jaguar 90 in the hands of the Hon Brian Lewis at Shelsley Walsh in 1935, and ends — as far as this book is concerned — with the late lamented XJ12C Group 2 cars and the currently successful American racing XJS. In between, the whole absorbing story of the racing Jaguars is told in entertaining and informative style, the XK cars, the C-, D- and E-Types, the 3.8 saloons, and so on. There is a special chapter devoted to Jaguar-powered cars such as the HWMs, Coopers, Listers and Tojeiros.



COMPETITION DRIVING. By Gerry Marshall. Published by W. Foulsham. Hardback (128pp), £3.75.

Written in association with journalist Jeremy Walton, this is one of those 'how to be a racing driver' books, and very definitely one of the better ones. Gerry waits only until the third paragraph before telling the reader that he races for fun, and his sheer enjoyment of the sport comes across strongly throughout.

Watching Gerry in action is fun, too, and so is reading his book, which contains a wealth of the big man's thoughts, jibes and reminiscences, and is also genuinely of use to the budding racing driver.



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It would appear that any high-priced car without a turbocharger will be hopelessly out of date in the not too distant future.

JANSPEED TURBOCHARGED ROVER

The way to go?

At first sight, the Rover 3500 might seem a curious car to turbocharge. It has rather a middle-aged image, corpulent and infinitely respectable, with none of your new-fangled ideas in its frankly old-fashioned chassis. Yet, beneath that wide bonnet there lurks a light-alloy V8 engine of considerable potential.

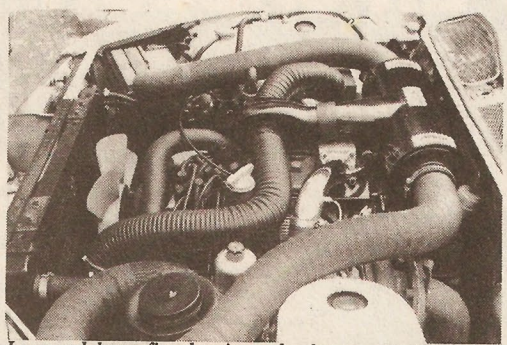
A V8 engine is an excellent subject for a turbo installation, as long as two separate turbines are fitted, instead of trying to combine the two exhaust systems. This also has the immense advantage of reducing the delay in throttle response. In this connection, the vital thing is to have a turbocharger with the lowest possible polar moment of inertia of the rotating group. The formula is $I = K^2 M$, where I is the moment of inertia, K is the radius of gyration, and M is the mass.

Thus with two small turbochargers instead of one big one, the smaller diameter of the rotors must give more rapid acceleration and hence quicker throttle response. Applying the above formula, a typical result shows that a reduction of half an inch in the diameter of the turbine and compresser wheels will allow the turbocharger to accelerate, from idling to full boost, two and a half times more quickly. Furthermore, as Renault found when converting their V6 from one to two turbos, the extra weight of the two machines is more than counterbalanced by the lighter and more compact manifolding.

In fitting the Rover V8 with two turbos, Jan Odor has been able to dispense with the front silencer, the turbo itself absorbing most of the noise. Almost incredibly, he has found it possible to retain the standard high-compression pistons, most turbocharged engines having expensive, forged components with lower crowns. The only concession to the increased power output is an oil cooler.

The twin Roto-Master turbochargers have the two SU carburettors mounted upon them that were originally on the car, and I think that they have a beneficial governing effect. With larger carburettors, the engine would produce more power at high revs and reliability would suffer. No doubt the present relatively small instruments become, in effect, static carburettors with fixed chokes and jets, the pistons being right at the top of their travel. The engine is therefore governed by the choke size, as well as by the waste gates.

The only other engine modification is that the sump is drilled for the return pipes from the turbochargers, the high-pressure oil coming from an adaptor at the oil pressure indicator connection. The complete turbocharger kit, with all necessary manifolds and pipes, is available from Janspeed Engineering Ltd at £1,022, and installation is quite straightforward.



Janspeed have fitted twin turbochargers to the light-alloy Rover V8, giving a quick throttle response.

In addition to the turbocharged engine, the test car had also received some chassis modifications. The rear springs were those of the Rover 2.3, which does not have self-levelling, the tyres were Pirelli P6 on 6J rims, the dampers were Konis, and the sports steering wheel was made by Astrali Ltd.

When I took my seat in the Rover I had just been driving a sports coupé, so at first it appeared huge and lorry-like. The power-assisted steering seemed vague and lacked feel, so I did not anticipate an exciting experience. How wrong I was!

Even in London traffic, I could sense that the performance was exceptional, and once clear of the metropolis, auntie Rover picked up her skirts and *ran*. The surge of power, anywhere between 2000 and 5000rpm, was enormous, and it was delivered with complete smoothness. Between 5000 and 6000rpm, the power unit began to run out of puff and I obtained the best acceleration figures without ever going above 5500rpm.

The acceleration was marvellous, in fact, considering the great size of the four-door saloon body, I would say that it was absurd! The 0-60mph time of 7.5secs was truly excellent, and I was able to equal this figure repeatedly. Curiously enough, a tyre-smoking getaway with yards of rubber on the road, or a gentle start with only a couple of feet of wheelspin, produced identical times. The 0-100mph time of 19.7secs was perhaps even more impressive.

With all that extra torque in the middle ranges, fifth gear really came into its own. Maximum speed is perhaps not of much interest these days, the principal advantage of turbocharging being the tremendous improvement in acceleration. However, I let the Rover have its head and the speedometer went right round past the end of the dial at 140mph. The stopwatch cannot lie, and when I had done my sums this was reduced to a more believable 131mph. The impressive thing was that this 131mph gait was achieved in a remarkably short distance, with no effort at all. The engine was making a more stirring sound than a standard Rover can emit, but it was far from noisy and the exhaust gave a curious hissing note, rather like escaping steam.

Figures are all very well, but it is the sensation of enormous power waiting to be unleashed, coupled with incomparable flexibility and refinement, that sets this car apart.

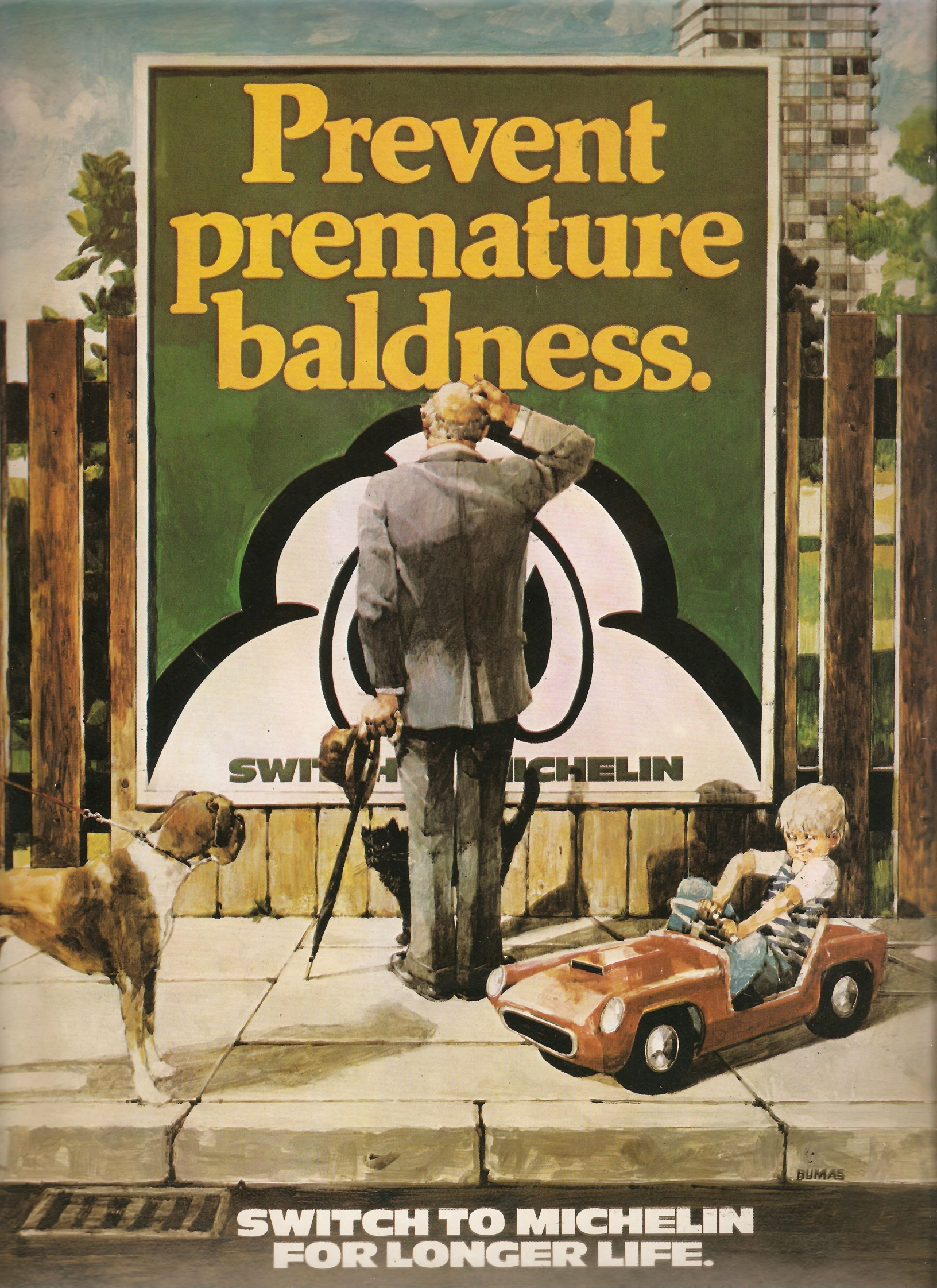
In other respects it was less impressive. The cornering power was quite high, but I was never really happy with the steering, especially on wet roads. If the power assistance could be reduced at high speeds, it might give one more confidence. Personally, I don't like the ride of the Rover in standard form, especially from the back seat, and this car felt a little harder than that, if anything. However, judging by the cars that sell best in Britain, the inhabitants prefer rather hard suspension, so perhaps I am being too severe.

Owing to the petrol shortage, I was unable to carry out a full and exact fuel consumption test. In general, I gained the impression that the Rover Turbo was slightly more economical than the standard car when driven with moderation. When the very great performance was exploited to the full, the consumption naturally increased substantially, but even then it was by no means heavy. A turbocharger makes use of energy that is normally wasted and so, by its very nature, it must make a contribution to fuel economy.

In this turbocharged V8, Jan Odor has an engine that combines performance with refinement in a manner that has perhaps never previously been achieved. Indeed, it would appear that any high-priced car without a turbocharger will be hopelessly out of date in the not too distant future. Just imagine this engine in a much smaller and lighter car than the spacious saloon it now propels! Well, a feller can dream, can't he? ■

Specification and performance data

Car Tested: Rover 3500, turbocharged by Janspeed Engineering Ltd. Price of complete turbocharger kit, ready to fit, £1,022.45.
Engine: V8 88.9 x 71.12mm (3532cc). Compression ratio (static) 9.35 to 1. Twin Roto-Master turbochargers, two SU carburetters, boost 7lb per sq in. Piranha electronic ignition.
Transmission: Standard Rover five-speed gearbox and live rear axle.
Chassis: Combined steel body and chassis. Standard steering, brakes, and suspension, except Rover 2.3 rear springs and Koni dampers. Bolt-on steel wheels with 6J rims, fitted Pirelli P6 205/60R15 tyres.
Equipment: As standard, plus boost gauge.
Dimensions: Standard.
Performance: Maximum speed 131mph. Acceleration 0-60mph 7.5s, 0-100mph 19.7s.
Fuel Consumption: See text.


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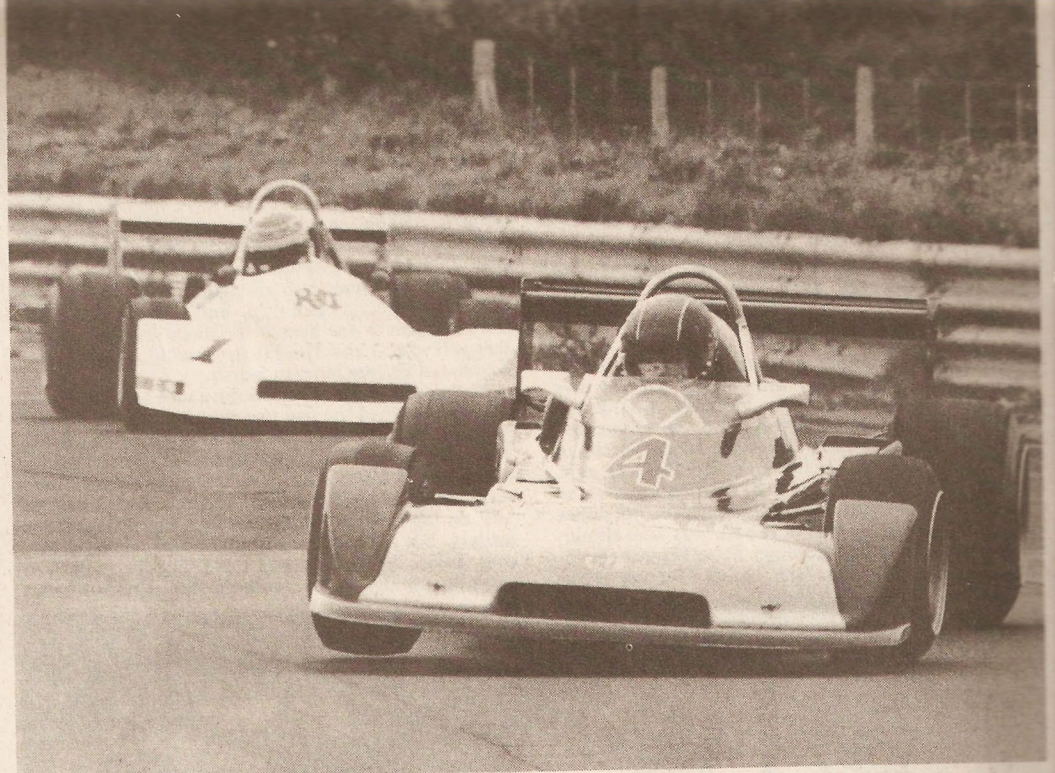
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DUCKHAMS

Mallock on form again

They were fast, noisy, and looked good. But the Hitachi Formula Atlantic cars lacked one important ingredient: close racing. Ray Mallock and Jim Crawford dominated the BARC's 33-lap race at Snetterton last Sunday to finish 50secs ahead of the Marches of Paul Smith and Phil Dowsett. On a brighter note, David Sears drove like a demon to win the BARC FF1600 final, Phil Martin-Dye took the Oceanair honours, Richard Belcher won the Mini 1000 Challenge event, and Paul Berman was again victorious in the STP Modsports thrash.



Jim Crawford kept his Chevron ahead of Ray Mallock's Ralt for the first 16 laps.

The target for the Atlantic drivers was Richard Morgan's lap record, set in June 1975 with the Wheatcroft, of 62.8s. In private testing, Jim Crawford shot round in the low 61s, then blew his engine: "We're out for an annihilation run," he said confidently before practice. At the end of the two sessions, though, Ray Mallock's Aaronite Ralt had pole position in 61.4 — like virtually everyone else, Ray's time came from the first session, as Richard Piper's Norvic-engined Wimhurst blew mightily early in the second session. Crawford, complaining of a down-on-power engine and poor handling, completed the front row with 61.8.

Just 0.2sec behind came Phil Dowsett's 'sponsorship special', resplendent with Martin Newsagents decals. His hard-working team finished the car late Saturday night, and drove straight to the track: "I'm surprised we are third, a new rear wing and no testing." Paul Smith had a multitude of handling problems but still managed 62.7 — the last man under the lap record.

Atlantic debutant Ian Briggs (see *Sports Extra*) worked his Ralt down to 62.8 before he put a wheel over the kerb at the Esses, spun and grazed the barrier. It ripped the rear wing from the gearbox and forced Briggs to retire from the day's proceedings. That left Alo Lawler's T460 Lola alone on the third row with 63.0. Rick Gorne's Argo and Bernard Hunter's Ralt made up row 4, with Andrew Jeffery and Wayne Wainwright behind, the last of the 'competitive' runners. Right at the back, circulating in 80.5s, came Daniel Lebacq — his brand new £3500 engine appearing not to make such difference!

As the lights flashed green, Mallock did not have enough revs and the engine almost died as he surged forwards. It was all the advantage Crawford needed, and he shot the Econopallet Chevron immediately into the lead with Crawford, Dowsett and Smith already pulling clear of Hunter, Gorne, Jeffrey and Wainwright. The rest were strung round the track, and Lawler had spun the L&B Lola at the Esses and continued last. Lebacq was pushed off the grid, as the engine would not start, and local ace Martin Watson was left without any gears.

By lap 5 Crawford had pulled out 1.4sec on the Ralt, but this was soon whittled down to less than half a second by lap 7. Then Geoff Byman badly held up Mallock going through Russell, and the Chevron briefly held a 2.2secs advantage. Again this rapidly came down to nothing and, on lap 15, Mallock tried to pass on the inside entering the Esses, but the former Lotus driver cut in. On the next lap, though, Mallock slipstreamed past on the back straight. He was never troubled again and ran out an easy winner, for Crawford's engine had oil scavenge problems.

Dowsett held a comfortable third place, well clear of Smith, but on the same lap the lead changed the Martin March had a moment at Sear when third gear vanished (he subsequently lost fifth, too). The crippled March soon lost a place, but the experienced Dowsett nursed the car home to a comfortable fourth ahead of the battling Scotsmen Bernard Hunter (Ralt RT1) and Andrew Jeffrey (Hope Scott Chevron B49). The latter lost ground in the closing stages as the water temperature went off the clock, and he was lapped by the leading duo just before the end. Wainwright, in only his third Atlantic drive, was seventh a lap down, while the only other finishers were David Muter's Barton and Geoff Byman's March, and they were three and five laps behind adrift. Gorne retired from fifth place with a broken master switch, Roy Baker went out with a blown motor and Lawler pitted with a broken shock absorber.

The first qualification race for the large Formula Ford 1600 entry saw David Sears eventually beat Bolivar de Sordi (Van Diemen) and David McClelland's Hawke. Jonathan Palmer had also been mixing it with this lot but, in the idiotic weaving on the start/finish straight, his Van Diemen ran over the back of backmarker Ernesto de Portugal's similar car, smashed into the guardrail and out of the race. Nelson Piquet's protegé did not fair too well, either. Roberto Moreno had been third, but he too clipped a rear wheel, this time in the Esses, and the Hobby Royale rolled four times and slid along on its roll hoop for 50yds before stopping. The lively Brazilian jumped out and said, "That was a big one, yes?" Yes, it certainly was.

The second race was less fraught. Works Van Diemen driver Terry Gray shot off into the lead and was never headed, but he did have gear selection troubles and constantly missed gears, buzzing the engine in the process. Carlos Abdala and David Griffen both had lonely races to make it a Van Diemen one-two-three. Richard Trott and Robert Gibbs headed the Royales.

The Austin Morris Mini 1000 Challenge race was a real cracker. Richard Belcher's Templar Turbo Hovermower Mini led Phil Spurling and Roland Nix for the first couple of laps, but from then on the lead changed virtually every lap somewhere round the circuit. In the end, just 0.4sec split the three. An equally close dice for fourth place was finally settled when Martin Guidery, Robert Addison and Mike Fry all headed for the pits, Mike Wallacker dropped back and Rick Cutting spun. The place eventually went to Chris Dobson.

"Anyone could have won with the car, it was going that well!" was the comment of Phil Martin-Dye after he had taken his eleventh win of the year in the Oceanair Clubmans race in yet another flag to flag victory. Nigel Butcher's Serck Services Mallock initially led the similar cars of Glenn Eagling and Paul Webb in a frantic scrap for second place, that was until lap 6, when Webb ran wide at Coram and splintered the nose section. Half a lap later Butcher spun off in the Esses and lost his nose too, and they both retired to the pits. That left Eagling a comfortable second ahead of George Wrzesien and Philip Matchwick.

Paul Berman made his customary start in the STP Modsports race to lie third behind Barry Robinson's Scotts Corner Garage Porsche and the hairy EMKA Jaguar V12 of Steve O'Rourke. The Jag kindly let Berman through with the minimum of fuss and let the chase begin. It was not easy, as Pat Longhurst's Davrian-Imp blew up on the second lap in the Esses and the Elan seemed more troubled by the greasy surface. Eventually the nimble Elan won through to win by 6.5secs from Robinson, and the Jag held a lonely third well ahead of John Churchill's Elan, the only other car to go the full distance. Steve Roberts (Trans XL Mini-Marcos) easily won his class and, as Longhurst was the only starter in the 'baby' category, no-one finished.

And so to the final event of the day. Terry Gray made another magnificent start to pull clear from the word go with Abdala, Sears, de Sordi, McClelland and the rest all streaming through in his wake. Amazingly, they all completed the first lap. Sears carved his way up to second place and began to make inroads on the leader, dragging the rest with him. On lap 4 the Rushen Green Royale was in the lead, with Abdala behind and Gray third! (The Kentishman bent a couple of valves in his heat, and the engine was slowing.) McClelland passed de Sordi for fourth place to lead MacLeod's Sark and the tight battle between Dave Griffen, Richard Trott and Hervé Didion. Trott and Griffen collided in the Esses complex, and made their way to the pits.

The three-way battle for the lead was becoming more ragged as the race progressed. Sears had tyre marks down the side panels, and the weaving on the straights had everyone in the pit lane taking a step backwards every time. On each lap through Russell, they make a short-cut across the concrete; now, doesn't it say in the RAC rules and regulations that four wheels off the track means a warning, followed by disqualification?

Gray had to give everything in the corners to keep in touch as the other two powered away on the straight, but in the end he managed to elbow his way up into second place, 0.1sec behind Sears with Abdala a length further back. McClelland was fourth ahead of de Sordi and MacLeod.

TIM TYLER

Hitachi British Formula Atlantic Championship round (33 laps): 1, Ray Mallock (Ralt-Swindon RT1), 34m 22.6s, 110.41mph; 2, Jim Crawford (Chevron-Swindon B45), 34m 24.5s; 3, Paul Smith (March-Harris 782B), 35m 12.4s; 4, Phil Dowsett (March-Racing Fabrications 79B), 35m 21.7s; 5, Bernard Hunter (Ralt-Swindon RT1), 35m 25.8s; 6, Andrew Jeffery (Chevron-Nicholson McLaren B49), 32 laps. **Fastest lap:** Mallock, 61.6s, 112.03mph (**record**).

Formula Ford, Heat 1 (10 laps): 1, David Sears, (Royale-Minister RP26), 12m 18.6s; 2, Bolivar de Sordi (Van Diemen-Auriga RF78), 12m 18.8s; 3, David McClelland (Hawke-Scholar Mk21), 12m 19.9s; 4, Donald MacLeod (Sark-Scholar), 12m 26.1s; 5, Hervé Didion (Royale-Minister RP24), 12m 28.2s; 6, Rick Wyman (Royale-Titan RP26), 12m 29.6s. **Fastest lap:** Roberto Moreno (Royale-Minister RP26), 1m 12.1s, 95.72mph.

Formula Ford, Heat 2 (10 laps): 1, Terry Gray (Van Diemen RF79), 12m 15.3s, 93.86mph; 2, Carlos Abdala (Van Diemen-Minister RF79), 12m 16.5s; 3, David Griffen (Van Diemen-Auriga RF79), 12m 22.9s; 4, Richard Trott (Royale-Scholar RP26), 12m 27.6s; 5, Robert Gibbs (Royale-Minister RP26), 12m 32.5s; 6, Peter Lundin (Van Diemen-Scholar RF79), 12m 42.1s. **Fastest lap:** Abdala, 1m 12.3s, 95.45mph.

Austin Morris Mini Challenge round (10 laps): 1, Richard Belcher, 14m 12.6s, 80.94mph; 2, Phil Spurling, 14m 12.7s; 3, Roland Nix, 14m 13.0s; 4, Chris Dobson, 14m 19.7s; 5, Rick Cutting, 14m 23.5s; 6, Peter Calver, 14m 25.2s. **Fastest lap:** Mike Wallacker, 1m 23.1s, 83.05mph.

Oceanair Clubmans Sports Championship round (10 laps): 1, Phil Martin-Dye (Mallock U2-CES Mk18CW), 12m 06.4s, 95.01mph; 2, Glenn Eagling (Mallock U2-CES Mk16), 12.18.1s; 3, George Wrzesien (Mallock U2-Scholar Mk18), 12m 25.6s; 4, Philip Matchwick (Mallock U2-Minister Mk18CW), 12m 30.1s; 5, Phil Brown (Mallock U2-Minister Mk18CW), 12m 36.1s; 6, John James (Mallock U2-CES Mk18B, 12m 41.0s. **Fastest lap:** Martin-Dye, 1m 11.2s, 96.93mph.

STP Modified Sports Car Championship round (10 laps): 1, Paul Berman (Lotus Elan JW79), 12m 21.4s, 93.08mph; 2, Barry Robinson (3.0 Porsche Carrera), 12m 27.9s; 3, Steve O'Rourke (5.3 Jaguar E), 12m 58.1s. **Over 2000cc:** Robinson. **1501-2000cc:** Berman. **1151-1500cc:** Steven Roberts (Mini Marcos Mk4), 9 laps, 81.94mph. **Up to 1150cc:** no finishers. **Fastest lap:** Robinson, 1m 13.2s, 94.28mph; Berman, 1m 11.8s, 96.12mph; Simon Farr (Ginetta G4), 1m 20.9s 85.31mph; Pat Longhurst (Davrian Mk7), 1m 33.2s, 74.05mph.

BARC Formula Ford Championship round (15 laps): 1, David Sears, 18.27.1s, 93.50mph; 2, Terry Gray, 18m 27.2s; 3, Carlos Abdala, 18m 27.9s; 4, David McClelland, 18m 32.7s; 5, Bolivar de Sordi, 18m 36.3s; 6, Donald MacLeod, 18m 41.6s. **Fastest lap:** Abdala, 1m 12.2s, 95.58mph.

Manners on the Mountain

It remained fine and bright for the Nottingham Sports Car Club race meeting at Cadwell Park last weekend, when rounds of the BARC/NSCC North of England Championships for FF1600, Special Saloons, Mod Sports, *Formule Libre* and Clubmans classes were joined by National Championships for Monoposto and Formula Vee cars.

Some alterations to the programme were necessary before racing commenced, with the Monoposto cars first out for their eight lapper counting towards the Varley Batteries Championship, and the excitement started on the warm-up lap when the Mono Special of Nicholas Spence failed to fire up at the Paddock exit, and was hit by the Chevron B20 of Alex Lowe as he made his way over the Mountain under waved yellow flags on his way to the startline: both cars were eliminated with relatively little damage. Peter Hughes (Brabham) led for half the race before Terence Mills (Revoray) caught and passed him, pulling out a 2sec margin by the flag. Third was John Holroyd (GRD) after chasing Julian Pratt (JPS) for the whole race, taking the place over on the last lap when the JPS went offsong; Pratt held on to fourth, however. In fifth and sixth were Mike Murphy (March) and Rupert West (Royale) after a race-long and absorbing fight.

The second event, also an eight lapper, was for the Formula Vee Championship, and this was led from start to finish by the Scarab of Glenn Hay from Mark Briggs (Project) and Tim Flynn (Scarab), with the McNamara of Harvey Jones in fourth.

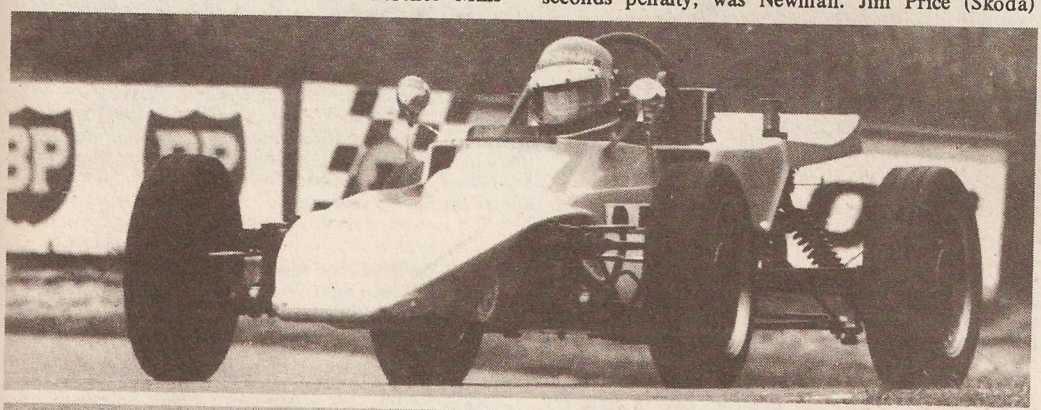
At the start of the Special Saloon race Mike Newman (Firenza) jumped the flag to collect a 10sec penalty but was still outdragged by the Skodas of Tony Dickinson, Tony Sugden and Jimmy Robertson. Dickinson gradually extended his lead over Sugden and went on to win very comfortably: Robertson, in third place, had an 'off' on lap 2 which dropped him a lap down on the leaders, but he had the consolation of setting a new over 2500cc lap record, and third, in spite of the ten seconds penalty, was Newman. Jim Price (Skoda) started slowly but soon became involved with Julian Unsworth (Mazda) in a battle for fourth which he won shortly before the Oriental device wilted and dropped out of the running. Fifth, after a hard fight with the Imp of Geoff Farmer, who won the 1000cc class, was the Mini of Gerald Clark (now back with BL power and winning the 1300cc class).

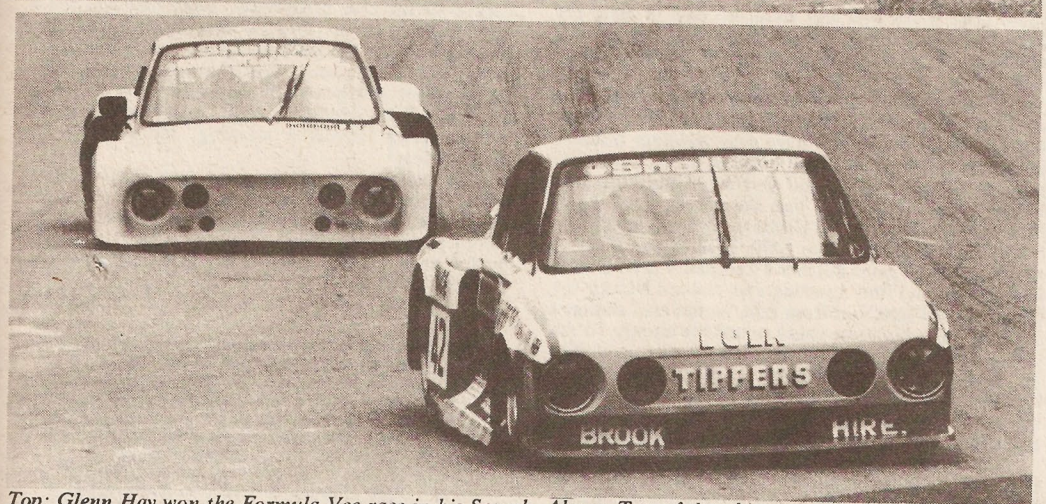
Originally granted two heats and a final, the FF1600 cars were destined to run in one 15 lap race; this brought cries of anguish from various people for all sorts of reasons. In Walter Warwick's case, his wife complained that he (Wally) felt physically ill after 12 laps at Cadwell — nonetheless he still managed to finish second! At the flagfall it was Johnny Hayes-Harlow (now using his full name in a bid to confuse the opposition) in his PRS who took an early lead, only for the smaller car of Dave Manners to waft past on the straight after two laps. Harlow kept in touch with Manners until on lap 10 he retired with his engine cutting out at various points around the circuit. Second place was then inherited by John Booth (Van Diemen) who had seen Don Hardman (Crosslé) off at the Mountain on the previous lap after a close fight ended with the Crosslé backwards into the barriers. Booth then looked all set for second place, but his engine went off song and he dropped out with one lap to go. Warwick (Van Diemen) ran out a delighted second just ahead of David Hoban (Ray) with Stephen Waudby (Tiga) coming through well into fourth. Fifth was Brian Helliwell (Royale), sixth an ever improving Gordon Stephenson (Royale) and seventh Phil Tingle (Hawke) the last unlapped runner: many cars retired due to lack of petrol in the closing laps.

An elated Nicky Ellis, after seeing his practice times, vowed to have a go at the 1501-2000cc lap record in his ModSports Elan and, despite any real challenge to push him in the race, he set the fastest lap of 1m 36.3s. Second for all eight laps was Ian Higgins (1.5 Ginetta), now with sponsorship from Fabricum DIY of Liverpool (shared with brother Bill in his 1.4 Ginetta, which refused to fire at the start). Third placed Brian Stevenson (Davrian) took the 1150cc class, the Davrian Mini of Eric Adams was in fourth and the recalcitrant Ginetta of Bill Higgins managed fifth.

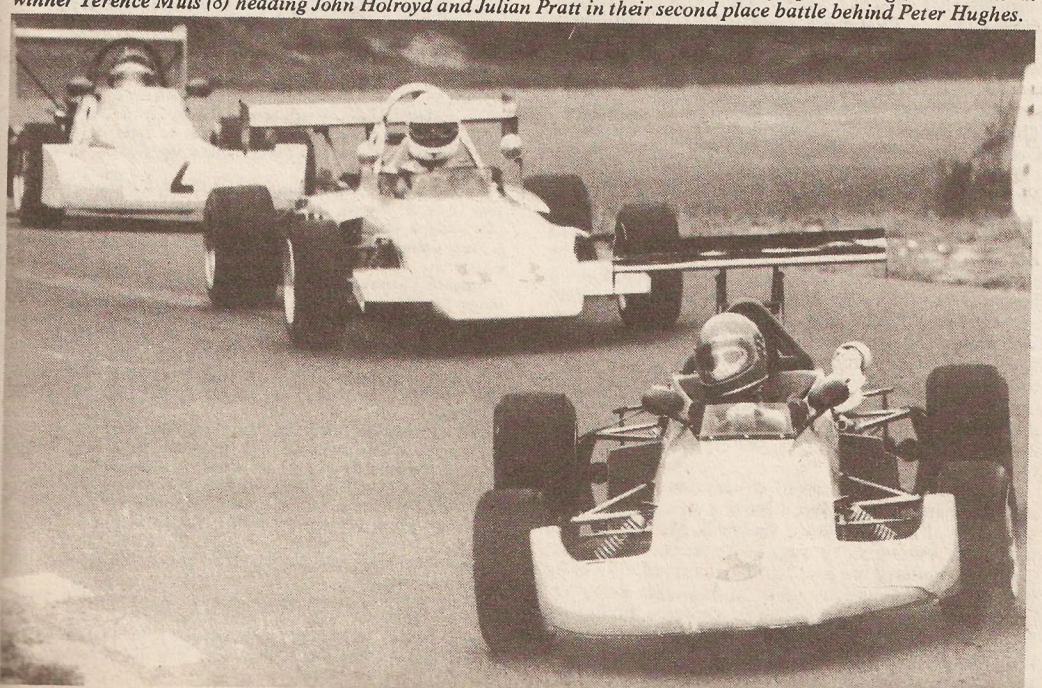
The closing *Formule Libre* entry was a joke, with only three cars in the two classes, so it was fortunate that the Clubmen were involved to add interest. Brian Robinson (2.0 Chevron B42) took the overall and *Libre* win by nearly a full minute from second man Ray Chamberlain (2.0 Reynard). Rupert West (1.6 Royale) held third early on but was soon demoted to fifth overall (although he won the 1600cc *Libre* section) by the Clubmans cars of Hugh Chamberlain (Mallock-Class A) and Peter Ludford (Diamond-Class B). In sxith overall was Ian McCullough (Mac Magnum) who had collected a 10sec penalty for a rather quick start. Tim Hassell (Mallock) should have been closer to McCullough at the flag, but collected a puncture on the last lap.

PAUL BOOTHROYD





Top: Glenn Hay won the Formula Vee race in his Scarab. Above: Two of the ubiquitous Skoda special saloons; Tony Sugden holds off Jimmy Robertson. Below: The Monoposto race opened the day's proceedings, with eventual winner Terence Mills (8) heading John Holroyd and Julian Pratt in their second place battle behind Peter Hughes.



Monoposto (8 laps): 1, Terence Mills (Revoray MkIII), 12m 31.5s, 86.23mph; 2, Peter Hughes (Brabham BT21B), 12m 33.5s; 3, John Holroyd (GRD 373), 12m 53.0s; 4, Julian Pratt (JPS3), 12m 57.2s; 5, Mike Murphy (March 703), 13m 11.9s; 6, Rupert West (Royale RP11), 13m 12.2s. **Fastest lap:** Mills and Hughes, 1m 32.3s, 87.76mph.

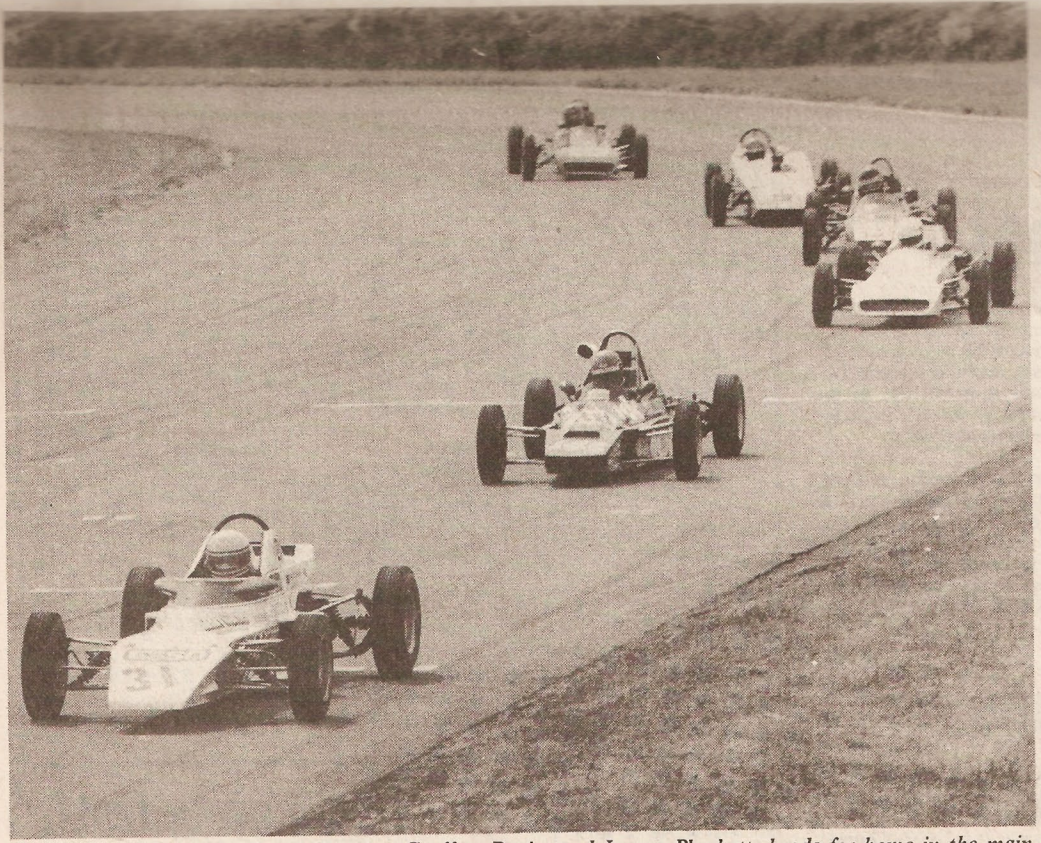
Formula Vee (8 laps): 1, Glenn Hay (Scarab), 13m 47.5s, 78.31mph; 2, Mark Briggs (Project 73B), 13m 55.4s; 3, Tim Flynn (Scarab), 14m 02.9s; 4, Harvey Jones (McNamara), 14m 34.8s; 5, Steve Marks (Celi AC10), 14m 35.8s; 6, Douglas Copeland (Hawke), 14m 58.8s. **Fastest lap:** Hay, 1m 41.5s, 79.80mph.

Special Saloons (8 laps) — Overall and 1301-2500cc: 1, Tony Dickinson (2.0 Skoda), 12m 44.5s, 84.76mph; 2, Tony Sugden (2.0 Skoda), 12m 56.3s; 3, Mike Newman (2.3 Firenza), 13m 39.2s; 4, Jim Price (2.0 Skoda), 14m 03.7s. **Fastest lap:** Dickinson, 1m 33.4s, 86.72mph. **Over 2500cc:** 1, Julian Unsworth (5.0 Mazda), 14m 41.2s, 73.54mph; 2, Jimmy Robertson (3.4 Skoda), 7 laps. **Fastest lap:** Robertson, 1m 34.4s, 85.81mph **(record). 1001-1300cc:** 1, Gerald Clark (1.3 Mini), 14m 27.5s, 74.69mph; 2, David Simmonds (1.3 Mini), 7 laps. **Fastest lap:** Clark, 1m 45.5s, 76.77mph. **Up to 1000cc:** 1, Geoff Farmer (1.0 Imp), 14m 28.0s, 74.65mph; 2, Keith Hardy (1.0 Imp), 7 laps; 3, Roy Gibson (1.0 Mini), 6 laps. **Fastest lap:** Farmer, 1m 46.0s, 76.41mph.

FF1600 (15 laps): 1, Dave Manners (PRS Auriga), 24m 59.7s, 81.02mph; 2, Walter Warwick (Van Diemen Minister RF79), 25m 37.9s; 3, David Hoban (Ray Minister F79), 25m 38.2s; 4, Stephen Waudby (Tiga Scholar FF77), 25m 43.7s; 5, Brian Helliwell (Royale RP24) 25m 45.1s; 6, Gordon Stephenson (Royale RP21), 26m 07.2s. **Fastest lap:** Manners, 1m 38.4s, 82.32mph.

Modsports (8 laps) — Overall: 1, Nicky Ellis (1.6 Elan), 13m 11.0s 81.92mph; 2, Ian Higgins (1.5 Ginetta G4) 13m 39.1s; 3, Brian Stevenson (1.1 Davrian); 4, Eric Adams (1.4 Davrian), 14m 21.0s. **1501-2000cc:** 1, Ellis; 2, Ian Higgins; 3, Cyril Baxter (2.0 Marcos), 7 laps. **Fastest lap:** Ellis, 1m 36.3s, 84.11mph **(record). 1151-1500cc:** 1, Adams, 75.26mph; 2, Bill Higgins (1.4 Ginetta G4), 14m 45.6s; 3, Terence Hines (1.3 Turner), 7 laps. **Fastest lap:** Adams, 1m 46.1s, 76.34mph. **Up to 1150cc:** 1, Stevenson, 76.43mph; 2, Ron Perry (1.1 Midget). **Fastest lap:** Stevenson, 1m 42.8s, 78.79mph.

Formule Libre and Clubmans — Overall: 1, Brian Robinson (2.0 Chevron Hart), 11m 53.3s, 90.85mph; 2, Ray Chamberlain (2.0 Reynard SF79), 12m 48.8s; 3, Hugh Chamberlain (1.6 Mallock), 13m 16.9s; 4, Peter Ludford (1.6 Diamond R7), 13m 17.0s. **Libre 1601cc and over:** 1, Robinson; 2, Ray Chamberlain. **Fastest lap:** Robinson, 1m 26.9s. **Up to 1600cc:** 1, Rupert West (1.6 Royale RP11), 13m 29.1s, 80.09mph. No other finishers. **Fastest lap:** West, 1m 38.0s, 82.65mph. **Clubmans Class A:** 1, Hugh Chamberlain, 81.32mph; No other finishers. **Fastest lap:** Chamberlain, 1m 37.1s, 83.42mph. **Class B:** 1, Ludford, 81.30mph; 2, Ian McCullough (Mac Magnum), 13m 33.3s; 3, Tim Hassell (Mallock), 13m 42.7s. **Fastest lap:** Ludford, 1m 36.7s, 83.76mph.



Tom Wood, followed by David Wheeler, Geoffrey Davies and Jeremy Plunkett, heads for home in the main Formula Ford race.

CASTLE COMBE

Kirkby is King at Combe

Castle Combe circuit was not a match for Wimbledon in popularity on Saturday, but probably equal in excitement with a nin-race programme, slickly packed, presented and served by the South Western Centre of the BRSCC. ShellSport-Martini Formula Ford 2000 and Chequered Flag Sports 2000 headed the bill, and saw wins for Simon Kirkby and Ian Taylor. Vince Woodman won at home in the Rivet Supply Saloon round and Geoff Davies clinched the circuit's Ross & Haines Formula Ford 1600 Championship, although Tom Wood took the race laurels. Other championship wins were notched up by Olly Hollamby (Super Vee), Brian Cutting (1000 Saloons), Steve Harris (1275 Minis), Colin Blower (Production Sports) and Ian Briggs (Formula 4).

It took championship leader and poleman, Olly Hollamby (March) one lap to head the SuperVee round from Dave Greenwood (Reynard), who was then demoted to third a lap later by the Argo of Bruce Venn. These three left everybody else for last as they circulated together, separated only by a few cars' lengths, until Greenwood was held up by backmarkers. With a fine drizzle making the slicks very greasy, Venn closed the gap right up at the flag, but the black March held its ground to boost further Hollamby's championship hopes.

Bob Hemmings (MAE Mini) caused a certain amount of consternation on the startline of the combined Gold Top 1000cc Special Saloons/Hartwells 1275 Austin Morris Mini race by stalling at the flag, and was engulfed by the remaining saloons and 1275 Minis, the latter starting 10secs after the special saloons. The leading Imp of Brian Prebble lasted just one lap and relinquished the lead to circuit championship leader Brian Cutting (Imp), who maintained a healthy distance between the dicing Imps of Peter Monkhouse and John Worster. With the race being prematurely stopped after six laps after Robert Mays-Bignell crashed his 1275 Mini heavily at Quarry, fortunately without serious driver injury, Cutting increased his championship lead and the second place duel went the way of Worster by 0.1sec.

Mini 1275 front-runner, Chris Inch, received a healthy shove up the backside on lap one to leave the remaining leaders Steve Harris, Paul Taft and Malcolm Harrison to battle it out. Ex-circuit champion, Harris, kept his nose clean out front, but Taft and Harrison contacted heavily on lap 3, pushing the former down a few places. Steve Soper then took up the challenge for second, just pipping Harrison at the flag of the shortened race.

Poleman Tom Wood (Van Diemen), a newcomer to Combe, and David Wheeler (Royale) did it right in the first few laps of the Ross & Haines FF1600 qualifier, pulling out from the furious battle for third, led by Richard Mallock's front-engined challenger and current championship leader, Geoff Davies (Crosslé). With Wood and Wheeler swapping places at every corner, Mallock caught and took them on lap 7, but the tenacious Wood fought back, retaking the lead of a five-car train three laps later. Third place was becoming very attractive to Davies, Wheeler and Jeremy Plunkett (Martlet), who squabbled superbly over it. Mallock outfumbled Wood into the last lap but overdid it at Tower after Wood had slipped inside him and crashed heavily into the armco. Wheeler was left to take second and Davies kept his nosecone ahead of the Martlet to give him the championship crown.

The one point championship difference between Charles Morgan (Morgan Plus 8) and Colin Blower (TVR) in the CAV Production Sports Car contest, was brought out vividly in a race-long, tyre-squealing dice for the lead. Using all the road and more, Blower had a slender advantage more often than not and finally pulled out a breathing space in the last two laps after Morgan had indulged in a few moments round the back of the circuit. Third man Tony Hill (TR7 V8) always had the Morgan of Malcolm Paul for company and fifth up was class B leader and record breaker, Chris Meek. Bruce Peers and Martin Hart entertained in Midgets in Class C, 0.3sec being between them at the flag.

Reynards are obviously 'the' car in FF2000. Simon Kirkby and Tim Wallwork both practised under the record and were flanked by series leader David Leslie. Kirkby made sure of this round right from the flag, gradually easing away from the pack led by an inspired Barrie Maskell (Sparton), who was passed under a demon bit of late braking by Tim Wallwork into Camp on lap 6. He rotated in the country and Leslie, after dismal start, took second on lap 8, but could make only a marginal impression on Kirkby, who took the flag with a 7sec advantage. Maskell consolidated his third place but almost lost it on the line when his engine cut, to a hard-charging, Ray Edge (Lola T580) who, in turn, just held off a strong challenge from the recovering Wallwork.

Mick Hill thundered his 7-litre Skoda round in the lead at the start of the Rivet Supply Special Saloon round, but Vince Woodman, at his home circuit, found a way past in his 3.4-litre Cologne Capri on lap 4, and for four laps a titantic struggle ensued up front. Hill went grass cutting at Old Paddock and dropped two places, leaving Vince to take the flag ahead of the very quick 2-litre Skoda of Tony Dickinson. Derek Walker's similar car was just pipped by Hill at the flag and Pete Baldwin's Mini kept yet another Skoda, Dave Wilson's, at bay to take the 1300cc class.

Ian Taylor (Tiga) took the initiative at the flagfall of the Chequered Flag Sports 2000 race to lead poleman Syd Fox (Lola), these two pulling away from the dicing duo of John Sheldon (Lola) and Richard Morgan (Tiga). After four laps, Morgan took Sheldon, who fell back into a furious intimacy with the Lolas of John Webb, John Brindley and Jeremy Rossiter. The Spax car dropped a lap after being savaged, and at the halfway mark Taylor and Fox were safely out in front, Morgan on his own in third, Webb, Brindley, Rod Gretton, Peter Sadler, Nick Adams and Sheldon dropping back. Sadler stuffed his Lola permanently at Camp after taking Brindley, and Gretton continued his climb up to an eventual fourth ahead of the very attentive Brindley and Webb. Fox closed within 0.8sec at the flag but failed to disturb the 'status quo', and Taylor now moves further ahead in the series.

Brian Turner got the best of the drag from the flag in the AMHEC Formula 4 race, pulling out a good lead from poleman Ian Briggs and the smart March of John Brown, himself hounded by the Cirrus of Alan Morgan and Bob Davis's T3. Briggs gradually hauled in the BTC of Turner, these two leaving Brown well behind in a tenuous third, before Morgan, Davis and Bob Laughton (Ensign) went by at half distance after Brown went autocrossing. Briggs soon had the measure of the BTC and pulled away to a 5sec win, helping him to close the gap on Turner's championship lead.

Griff Thomas (Hawke) threw his first lap lead away in the FF1600 consolation race by careering off the track at Camp, leaving David Mears (Dulon) clear for a lap until Steve Lincoln, after problems in the championship round, not surprisingly took over and kept his advantage to the finish. Ian Moore, returning after a three-year absence in his Lowe-built Swift, had a satisfactory run to second, ahead of Paul Simpson (Lotus) and Mears.

CLIVE POWER

VW Silver Cup Formula Super Vee Championship (10 laps): 1, Olly Hollamby (March), 10m 39.0s, 103.56mph; 2, Bruce Venn (Argo), 10m 40.3s; 3, Dave Greenwood (Reynard), 10m 40.7s; 4, Bob Berrell (Shannon), 11m 46.9s; 5, Nigel Rees (Royale RP9), 9 laps; 6, Peter Kay (Royale), 9 laps. **Fastest lap:** Hollamby, 1m 02.4s, 106.15mph.

Gold Top Trophy Race, Special Saloons up to 1000cc (race stopped after 6 laps) — overall and 850-1000cc: 1, Brian Cutting (Hillman Imp), 7m 42.6s, 85.91mph; 2, John Worster (Sunbeam Imp), 7m 53.0s; 3, Peter Monkhouse (Hillman Imp), 7m 53.1s; 4, Bob Hemmings (Mini Ford), 8m 19.4s. **Fastest lap:** Cutting, 1m 15.7s, 87.50mph. **Up to 850cc:** 1, Derek Gittings (Mini Clubman), 8m 55.9s, 75.57mph; no other finishers. **Fastest lap:** Gittings, 1m 26.9s, 76.22mph.

Hartwells of Bath Trophy Race for Austin Morris Mini 1275 (race stopped after 6 laps): 1, Steve Harris (Harris Mini), 8m 09.8s, 82.83mph; 2, Steve Soper, 8m 12.4s; 3, Malcolm Harrison, 8m 12.5s; 4, Paul Taft, 8m 20.6s; 5, John Hopwood, 8m 22.3s; 6, Chris Lewis, 8m 27.3s. **Fastest lap:** Soper, 1m 17.9s, 85.03mph (record).

Ross & Haines FF1600 Championship (15 laps): 1, Tom Wood (Van Diemen RF79), 17m 38.5s, 93.87mph; 2, David Wheeler (Royale RP26), 17m 38.7s; 3, Geoffrey Davies (Crosslé 32F), 17m 41.0s; 4, Jeremy Plunkett (Martlet DM3), 17m 41.3s; 5, Richard Oldworth (Crosslé 32F), 17m 46.6s; 6, Mike taylor (PRS RH01A), 17m 53.1s. **Fastest lap:** Wheeler, 1m 09.2s, 95.72mph.

CAV Production Sports Car Championship (10 laps) — overall and class A: 1, Colin Blower (TVR), 12m 28.6s, 88.48mph; 2, Charles Morgan (Morgan Plus 8), 12m 32.3s; 3, Tony Hill (Triumph TR7 V8), 13m 03.3s; 4, Malcolm Paul (Morgan Plus 8), 13m 01.7s. **Fastest lap:** Morgan, 1m 13.3s, 90.36mph. **Class B:** 1, Chris Meek (TVR), 13m 41.7s, 80.61mph; 2, Alison Davis (Ginetta G15), 9 laps; 3, Richard Dunham (Triumph TR7), 9 laps. **Fastest lap:** Meek, 1m 20.2s, 82.59mph. **Class C:** 1, Bruce Peers (MG Midget), 13m 05.6s, 75.88mph (9 laps); 2, Martin Hart (MG Midget), 9 laps; 3, Terry Stone (MG Midget), 9 laps. **Fastest lap:** Hart & Stone, 1m 25.4s, 77.56mph.

ShellSport Martini FF2000 Championship (20 laps): 1, Simon Kirkby (Reynard SF79), 21m 34.9s, 102.31mph; 2, David Leslie (Reynard SF79), 21m 42.4s; 3, Barrie Maskell (Sparton), 21m 57.2s; 4, Ray Edge (Lola T580), 21m 58.7s; 5, Tim Wallwork (Reynard SF79), 21m 59.3s; 6, Mike O'Brien (Reynard SF79), 22m 04.7s. **Fastest lap:** Leslie, 1m 04.1s, 103.33mph.

Rivet Supply Championship, Special Saloons over 1000cc (10 laps) — overall: 1, Vince Woodman (3.4 Ford Capri Cologne), 10m 58.8s, 100.55mph; 2, Tony Dickenson (2.0 Skoda 130RS), 11m 03.1s; 3, Mick Hill (7.0 Taylors '24' Skoda), 11m 07.4s; 4, Derek Walker (2.0 Skoda Coupé LB14), 11m 08.3s. **Over 2500cc:** 1, Woodman; 2, Hill; 3, John Morgan (3.8 Jaguar Mk1). **Fastest lap:** Woodman, 1ms, 103.82mph. **1301-2500cc:** 1, Dickenson, 99.89mph; 2, Walker; 3, Bob Trotter (Ford Escort RS2000). **Fastest lap:** Dickenson, 1m 04.5s, 102.69mph. **1001-1300cc:** 1, Peter Baldwin (1.3 Marshall Mini), 11m 47.9s, 93.57mph; 2, Dave Wilson (1.3 Skoda Coupé); 3, Steve Pengelly (1.3 Mini). **Fastest lap:** Baldwin, 1m 08.3s, 96.98mph.

Chequered Flag Sports 2000 Championship (20 laps): 1, Ian Taylor (Tiga SC79), 21m 52.5s, 100.94mph; 2, Syd Fox (Lola T492), 21m 53.3s; 3, Richard Morgan (Tiga SC79), 21m 56.0s; 4, Rod Gretton (Lola T492), 22m 11.7s; 5, John Brindley (Lola T492), 22m 12.4s; 6, John Webb (Lola T492), 22m 12.4s. **Fastest lap:** Fox & Morgan, 1m 04.6s, 102.54mph.

AMHEC Formula 4 Championship (10 laps): 1, Ian Briggs (Delta 784), 11m 09.0s, 99.01mph; 2, Brian Turner (BTC), 11m 13.9s; 3, Alan Morgan (Cirrus 004), 11m 22.3s; 4, Bob Davis (Davis T3), 11m 22.7s; 5, Bob Laughton (Ensign LN77), 11m 23.3s; 6, John Brown (March 733), 11m 33.4s. **Fastest lap:** Briggs, 1m 05.4s, 101.26mph (record).

Formula Ford Consolation Race (10 laps): 1, Steve Lincoln (Ulrich N1), 12m 15.8, 90.01mph; 2, Ian Moore (Swift DM2), 12m 18.3s; 3, Paul Simpson (Lotus 61m), 12m 23.8s; 4, David Mears (Dulon MP17), 12m 30.3s; 5, Charles Tilley (Van Diemen), 12m 38.8s; 6, Roger Tily (Elden Mk10), 13m 02.2s. **Fastest lap:** Moore & Simpson, 1m 11.3s, 92.9mph.

edited by Marcus Pye

Croft Autodrome under the hammer?

Will Croft be the next motor racing circuit to have its name vanish into the limbo of disused venues? Reliable sources indicate that this is very likely as the circuit is reported to have accepted an offer from a local farmer of £130,000. The deal is that racing will continue until the end of 1982 and will then cease altogether, the land then being used purely for agriculture. Unprofitability is given as the main reason for the sale. A counterbid from a northern motor sport personality has been turned down as unsatisfactory, although it was reputed to be worth much more than the successful bid, so one is left to wonder where the problem really lies. An extraordinary General meeting of shareholders is a possibility, if it can be arranged by the end of this week, and the Motor Clubs using the Circuit may be able to put forward their case as shareholders, but the future looks bleak at present.

If you compete or spectate at Croft, you are in danger of losing the only circuit in the North East. It may do some good if you show your support by making your feelings on the subject known to: The Circuit Manager, Croft Autodrome, Croft, Darlington, Co. Durham.



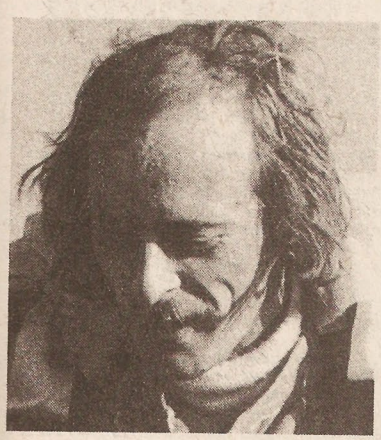
Carrying the Nolton Communications banner into the 1979 RAC Sprint and Hillclimb championships, Paul Edwards has replaced his Brabham BT38 with the ex-Chris Cramer March-GA 76A. Brian Dix, MD of the Nolton Group is with the car. Edwards hopes to compete in the forthcoming Mont Blanc hillclimb having done well in Britain.

Storviders in clubmans

Hugh Chamberlain's Sports Racing 1700 car was recently exhibited at the Marketing Workshop '79 at the Wembley Conference Centre by the car's sponsors, Storviders International, who manufacture a range of modular display systems (it says here) and a competition for entrants to guess how many of their 'Approved Exhibitionist' badges were contained in a perspex modular cube (!) placed on the driver's seat was won by Ms Laurie Streets of Portfolio Graphics. She won a portable TV/Radio, while three runners-up won a bottle of champagne and a day at a race meeting.

Congratulations Dr Palmer

Congratulations are due to promising Formula Ford driver Jonathan Palmer, who recently became a fully-qualified doctor, having passed the final examinations which have taken up so much time over the last few months. Dr Palmer now intends to devote all his time to his motor racing, and the first task is to find enough sponsorship to finish the season with his Van Diemen RF79.



'Briggo' in Atlantic RT1

The Hitachi formula Atlantic series has a new competitor. Ian Briggs, the Reading newsagent, acquired Graham Eden's Aurora Formula 2 championship winning Ralt RT1, and has spent the winter converting it to Atlantic specification. The Formula 4 championship leader and past champion as yet has no sponsor.

Unfortunately, his brilliant practice run at Snetterton last Sunday ended in disaster when he slipped a wheel over the kerbing in the Esses, and slid into the barrier, knocking the wing off. Rather unluckily, his team did not have a spare, and he was forced to call it a day, having been fifth quickest, equalling the lap record. The championship certainly needs more drivers of his calibre.

Rackham runs Rosberg's car

Rochester driver Dave Rackham, last season's Brands Hatch Racing 'star' pupil, has recently shown good form with a Formula Atlantic Chevron B29 which he acquired from John Smith in Ireland.

At Oulton Park recently, the car was badly damaged, but Chevron Cars themselves have come to Rackham's rescue, and are enabling him to run the ex-Keke Rosberg Chevron B42, suitably adapted from Formula 2 specification, for the remainder of the season. Alan Smith has also been most helpful, and one of the Derby-built engines will be in the rear of Rackham's B42 at Donington this coming weekend.

Digital RP21

In his first season Gordon Stephenson has consistently finished all the FF1600 races he has entered in his Royale RP21, even if he has not set the world alight in doing so: this year has been one of experiment and learning. Gordon has now, however, landed some sponsorship from Washington Computers, a Darlington firm who distribute 'Digital' Computers in the North of England, and was out for the first time on July 1 with the car painted brilliant white, with the sponsors name writ large.

Discovery of recut FF1600 tyres

During scrutineering at Croft last Sunday for the Formula Ford competitions it was discovered that one car was fitted with at least one recut tyre and further investigation showed that this was not an isolated case. The drivers in question pointed out that Dunlop have the monopoly of FF1600 tyres, and at present cannot supply them in sufficient quantities; therefore, they are forced to recut to keep racing.

There is no question that the recutting was done extremely well, but it remains that this practice is not recommended on racing tyres, and may in fact prove to be lethal. There is evidence that it has been common practice for some time but has not so far showed itself as the cause of any tyre problems. Further developments and comments are awaited with interest by many FF1600 competitors.

Hitachi series news

The lack of Goodyear G50 racing tyres have led the company to use American specification rubber for the British Formula Atlantic series. Paul Smith was out at Snetterton last week trying them out, on his March, and told us, "They are rubbish! Everyone said they would be faster, but there is no grip and they are quite a lot slower." At Snetterton last Sunday, all the competitors were still running on old-stock G50s.

Hitachi championship leader Ray Mallock was another one out testing earlier in the week, and found his Ralt to be flexing quite badly. "We've added some engine frames and cured that problem," said Roy. "Russell is flat easily, but I have an understeer problem even with full splitter." His car was in devastating form come race day, however, and he smashed the four-year-old lap record, leaving it at 61.6s, 112.03mph.

Holman to test?

"I've learnt my lesson", admitted novice Formula Ford driver Martin Holman after spinning away his second place in the Dunlop 'Star of Tomorrow' Formula Ford 1600 race at Oulton Park last Saturday. Holman had not driven at the Cheshire circuit before and felt that he had lost out to eventual winner and current series leader Guy Dormehl, who had spent a day testing there earlier in the week.

Hodgetts moving up

Astwood Bank Sports Racing 1700 driver Chris Hodgetts drove Stuart Glass's Altergo Computer Systems Pink Panther (née Gryphon C73) most enthusiastically at Oulton Park last Saturday and, on his way to second place in the MCD Championship race, having started from a low grid position, set a new clss lap record of 59.6s. Afterwards, Chris spoke of his desire to move up into Formula 3 or Formula Atlantic: "I'd love to have a go. I'm very grateful to Stuart Glass, of course, he has loaned me the Pink Panther for this season, but having raced against the likes of Nigel Mansell and Neil Bettridge in karting, let's say that I'm encouraged!" Judging from the car control and enthusiasm displayed at Oulton, he would certainly not be outclassed.



Rick Gorne has a busy schedule this weekend for he is doing the F3 race at Silverstone in a Chevron and Sunday's Donington Atlantic event in his regular Barratt Argo.

Scott in Mint Royale

One driver who looked particularly promising in the Dunlop 'Star of Tomorrow' FF1600 race at Oulton over the weekend was 17 year-old Dave Scott, who hails from Milland, Sussex. He only reached his 17th birthday on May 14, so was forced to miss the first three rounds of the series, but has since scored a seventh place at Croft and, on Saturday, an impressive fifth place despite a quick spin caused by inexperienced over-enthusiasm. A former junior kartist, though, young Scott has quite a bright future. Sponsorship for the venture comes from the local Mint Engineering concern.

Pierpoint in ASCAR with Mustang

The second of the BRSCC's experimental ASCAR (American Saloon Car Auto Racing) events took place at Oulton Park last Saturday. Twelve cars were entered although, unfortunately, three of them failed to appear (including Roy Pierpoint's 7.1 Ford Mustang) while another, David Bertorelli's Camaro, was eliminated in a practice accident.

The cars still provide an exciting spectacle, however, especially around a twisty track such as Oulton, and it is hoped that there will be a full championship for the big V8s next season. The interest certainly seems to be there and, with such drivers as Pierpoint, Jon Fletcher, Robin Gray and hot rod champions Barry Lee and Tom Laffey, expectations are high.

Briefly . . .

● Ian McCullough had a drive in a Centaur Clubmans B car on July 1 at Croft and took a first time out win and fastest lap with it. The car has been built by Peter Green who has used his last year's chassis and extensively modified the bodywork and aerodynamics with a view to building all the improvements into a brand new chassis for next year.

● During the weekend of August 11/12, there will take place the annual Yeovil Festival of Transport, with a large number of attraction including a display of over 1000 vehicles of all types and ages, trade exhibitions, displays by motorcycle stunt rider Eddie Kidd and aerobatic expert Richard Goode, and even the famed new American sport of Tractor-Pulling. The show opens at 9am on Saturday August 11 and closes at 6.30pm on the Sunday. Admission is £1 with reductions for OAPs and children.

● Formula Ford stalwart Bill Hope is launching into the supplies and services for Rostron Racing Cars. Bill is aiming to assist all current, and potential, Rostron drivers with specialist parts and knowledge from his Maidstone base. At the moment Bill is running a Rostron CT78 in the Brands-based *Kent Messenger* series.

● Tony Kelly, who has raced a Jowett Javelin and Austin A35 during the past couple of seasons, has been appointed Press and Public Relations Officer of the Classic Saloon Car Club and can be contacted at 5 Parsons Close, Winslow, Bucks MK18.

Shelsley record still stands as Griffiths wins

Like one of Shelsley's oak trees battered by the elements, Alister Douglas Osborn's hill record just will not give way. Despite the efforts of Martyn Griffiths, (once again the pace of the field) and an on-form Mike McDowel, ADO's record remained intact by 0.13sec. And fittingly, too, for having practised to within 0.5sec of his record, ADO snapped the gearbox-input shaft of his Pilbeam and was relegated to the role of frustrated spectator. Sunday's Guyson round was ably organized as ever by the enthusiastic and charming members of the Midland AC and amidst glorious July sunshine the large crowd was treated to some thrilling motor sport.

The fast improving Godfrey Crompton, having straightened his March 79B since Loton Park, got the Top 8 runs off to a competitive start in 28.64s, but on his second run he got it all wrong at Bottom 'S' and executed a fine 180 degree spin, luckily without hitting the bank. Rob Turnbull's smooth, restrained style netted him a fine fifth place, continuing his return to peak form, while the deletion of two wheels on Roy Lane's March 771 still hasn't brought the success achieved at the start of the season. Roy appeared to be experiencing all sorts of dramas with the 771, the car veering nastily under braking.

Having spun on his first run, Tony Westwood treated the esses with a little more respect second time round but eighth place in the run-off did not really reflect the extent of his efforts. Malcolm Dungworth was in fine form and his flame-spitting Pilbeam recorded the fourth best time of 27.98s.

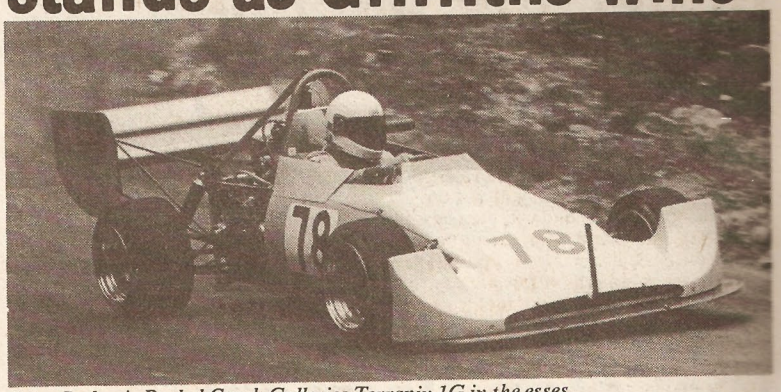
Mike McDowel was making the most of the 3.3 litre DFV in his Coogar, and survived a sideways moment under braking on his first run. Second time up, and Mike demonstrated the flair and calmness that made him Champion with a smooth and unflustered climb that disguised its speed — 27.77s. Cramer was using all the road and looked rather hurried, so it was not surprising, though very disappointing, that he failed to put more pressure on Griffiths.

Martyn was employing his 'ground effect' to the fullest extent as his Pilbeam took a much tighter line through the esses. However, what he made up with adhesion through the corners perhaps he lost in drag on Shelsley's long final straight, for he was still short of ADO's two-year-old record, albeit by fractions of a second.

Jim Robinson led off the Guyson BARC Championship Top 10 Run Off and really put the pressure on Williams and Bolsover with a fine best of 30.74s. However, none of the times recorded in the run off could match that of non championship contender Tony Southall, who literally flew up Shelsley on his last class run to finish with a best of 29.42s. Tony Lusted treated us to some sideways Mini motoring on his way to eighth place, aptly setting the stage for the exuberant Jim Thomson and his Chevette. Having done his piece, Jim drove back down the hill and handed over to son James, who blasted up the course waving front wheels at any opportunity, to take second place in the Top 10.

Peter Garland locked the brakes of his big Morgan and came to within 6ins of the tyre mark he left in practice to post 34.29s for the third spot. Paul Channon brought his fearsome Cobra up from Devon and got away with a missed gear at the esses to return home with a best of 33.51s, and victory in the run-off. Mark Williams and Martin Bolsover ran closely together as usual, but in the end Williams bettered his bogey by the larger margin to tie for fourth place with Charles Barter.

All afternoon, Josh Sadler had been hurling his 911 up Shelsley with real bravado, setting a new class record in the process, but this time not even Josh could catch the sliding tail before it clobbered the bank in a shower of soil and fibreglass. Thankfully, Josh was unhurt and the damage was confined to the tail end and exhaust system.



John Corbyn's Rachel Crock Galleries Terrapin 1G in the esses.

As expected John Meredith & David Harries took class victories in their respective Minis while Joy Rainey set a new ladies' record at Shelsley of 30.61s in her Murrain. Tim Cameron was untypically smooth this week-end and won his class. John Corbyn and David Morris were among the other class winners, with Mike McDowel clinching the over 1600cc racing car category in another polished performance.

Obviously, everyone would have been delighted to see a new hill record established, but Martyn Griffiths was probably right when he said it would be a much more worthy affair if *everyone* was able to take a shot at it — including Alister.

ANDREW MARSHALL

results

Guyson/BARC FTD Award Series: 1, Martyn Griffiths (Pilbeam MP40), 27.48s; 2, Michael McDowel (Coogar RT 1), 27.77s; 3, Chris Cramer (March 782/79B), 27.80s; 4, Malcolm Dungworth (Pilbeam MP22), 27.98s; 5, Rob Turnbull (March 762), 28.31s; 6, Godfrey Crompton (March 782/79B); 7, Roy Lane (March 771), 29.04s; 8, Tony Westwood (March 772P), 29.20s.

Guyson/BARC Championship Top 10 Run-off: 1, Paul Channon (AC Cobra), 9.75 marks; 2, James Thomson (Chevette), 9.03; 3, Peter Garland (Morgan), 8.97; 4, Mark Williams (Mallock) & Charles Barter (Davrian), 8.94; 6, Martin Bolsover (Mallock), 8.88; 7, Jim Thomson (Chevette), 8.50; 8, Tony Lusted (Mini), 8.43; 9, Jim Robinson (Mallock), 8.11; 10, Josh Sadler (Porsche), crashed first run.

Class winners: J. Meredith, 34.38s; D. Harries 35.12s; James Thomson 33.26s; C. Barter 32.68s; J. Sadler 32.52s; A. Southall 29.42s; N. Hutchins 29.72s; T. Cameron 36.20s; J. Corbyn 30.89s; D. Morris 29.69s; M. McDowel 27.99s.

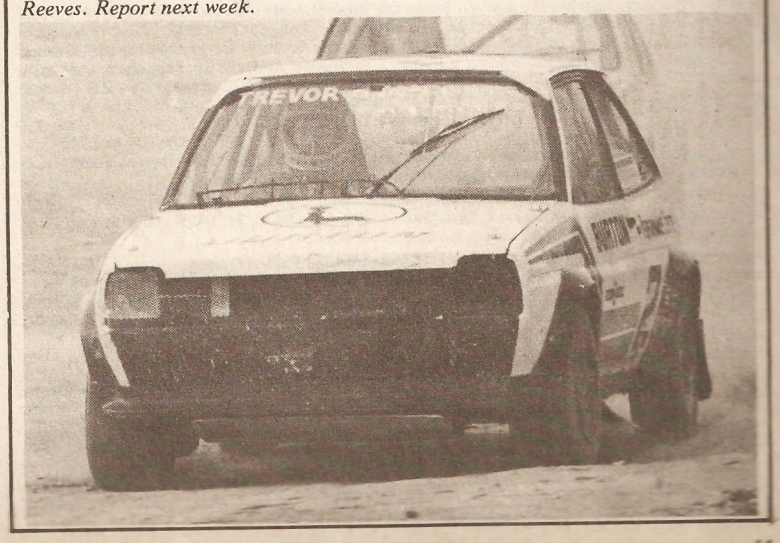
SUNBAC at Curborough

Although they only had 28 starters for their round of the BARC Sprint Championship, the SUNBAC organisers decided to go ahead with the sprint at Curborough, near Lichfield, last Sunday. Everyone had three practice and four timed runs in ideal conditions, and eventually BTD went to Peter Robinson in his Brabham BT30, who did 32.58s on his third run to beat the Leda of Keith Cox by three-tenths of a second.

BTD: Peter Robinson (Brabham BT30), 32.58s.

Class winners: Stuart Nix (Clubman), 43.63s; Kevin Buley (Ford Fiesta), 44.10s; Marcel Junod (Alfa Romeo), 40.08s; Jack Astley (Saab Turbo), 41.81s; David Stephenson (Chrysler Imp), 37.73s; Nigel Mustil (Mini), 39.42s; Mick Hallsworth (Mallock U2), 36.54s; Roger Perkis (Terrapin), 38.88s; Keith Cox (Leda), 32.86s; Vincent Wetton (Ford Escort RS1800), 40.05s.

*Sunday's round of the Castrol/*Rallysport *BTRDA Rallycross Championship took place at Talbenny and resulted in a good win for Bruce Rushton, whose second win in two weeks this was, from the improving Ford Fiesta of Trevor Hopkins below. Retirements and accidents claimed many of the front runners, including Barry Lee, whose Opel suffered a broken engine, Barry Hathaway who rolled and Tony Drummond who spun early in the final. Rushton's victory takes him into the lead of the series with 99 points to the 93 of Graham Hathaway and 90 of Trevor Reeves. Report next week.*



edited by Robin Bradford



This was the closest battle of the day: Tony Lanfranchi attempts to squeeze past the similar Opel of Andy Rouse.

That man Dormehl

Most people journeyed home in a contented mood after last Saturday's BRSCC Championship Car Races at Oulton Park. The North-Western Centre of the club ran eight races for an interesting variety of machinery and each event was closely contested. If only the strong westerly wind had relented for a while . . . still, at least it remained dry. Andy Rouse and Tony Lanfranchi enacted an interesting production saloon car dice with their Opels, Guy Dormehl was a most promising winner of the Dunlop novices Formula Ford event, Jon Fletcher won an intriguing, if not very well supported, ASCAR race, and Chris Hodgetts recorded the first sub-minute Sports Racing 1700 (née Clubmans) lap with his Pink Panther to break Geoff Friswell's record.

Tim Jones led the first lap of the Formula Ford 1600 Qualification race with his Royale RP24 but Mike Hawkins (Van Diemen RF78) moved ahead on the second lap and, although Jones never gave up the chase, scored a good win. Thomas Paulo (Van Diemen RF79) crashed at Old Hall on lap 2, without personal injury, so Julian Bailey inherited third place although was being rapidly caught by Tristan Batch, who set fastest lap with his Aaro Caravans Sparton.

The 20-lap Debenhams Escort race provided plenty of bumping but was certainly not boring: championship leader Billy Burke took the lead from pole position and, having practised more than a second faster than the field, should have romped away with the race. Not so. David Grimshaw took the lead into Old Hall on lap 2 in opportunist style and, although Burke tried all he knew, Grimshaw resisted every challenge to win by 0.1sec. Chris Knight edged his ex-Wainwright car away from a superb dice for fourth place and as this group slowed themselves up, Stuart Cole took full advantage to pull away a little before the end. The next six cars were virtually all together with saloon veteran Gerry Marshall barging his guest-Debenhams car through to fifth. Very few Escorts escaped some form of body damage apart from the two leaders.

Chris Hill made an excellent start to the MCD Sports Racing 1700 Championship round with his U2 Mk20 and held a clear lead by the end of the first lap. Paul Gibson and pole man Martin White, however, reduced Hill's advantage and these three were nose-to-tail by lap 3 and, at the same time, being caught by Chris Hodgetts, whose Stuart Glass-owned Altergo Pink Panther had been troubled during practice and started back on the third row of the grid. The pace at the front was hot. Hodgetts was setting lap record times but still making only gradual progress towards the three leaders. Soon after half-way, ten laps, Hill made another break in the lead and edged clear to score a good victory. The distinctive Pink Panther moved up to third place on lap 17 and then brilliantly outbraked Gibson at Fosters for second place on the penultimate lap. The Shell*Sport* Derwent TV prodsaloon race was superb. Tony Lanfranchi made the best start to lead with his *Mayfair* Opel and once Andy Rouse (Demon Tweeks Opel) had disposed of Gerry Marshall's fast-starting Triplex/Esso Dolomite, these two battled hard for the lead. Rouse dived for the inside at Old Hall as they started their seventh lap and even pulled away slightly at around the ten-lap mark. Lanfranchi, however, had not finished yet and having hauled his way back into contention, grabbed the inside line exiting Fosters on the very last lap. At the next right-hander, Knickerbrook, Rouse had to give way but then came back brilliantly undertaking for Lodge and pulled off a remarkable victory. "I fell asleep. I'm too old for this game", remarked Lanfranchi afterwards. There were some other good battles down the field, largely over-shadowed by that for the lead and Adam McMillan took a good third with his BMW. Marshall was a class-winning fourth and Neil McGrath (Renault 5 Gordini), who had a fine scrap with and eventually beat Nigel Rosser's Alfetta, and Nicholas Baughn (Alfasud) won the other classes.

The Gunk Renault 5 Elf Challenge event was dominated by Dave Loudon, who made a break on the first lap and extended his lead to 4secs by the finish. Jim Edwards and Colin Jones fought an entertaining, tyre-squealing duel for second place before finishing in that order ahead of Keith Newland-Hodges. There was some fine dicing (and spinning) lower down the field but Colin Wild came through it all to take fifth place from former Ginetta prodsports driver Steve Cole.

Guy Dormehl made his Dunlop novices FF1600 race win look very simple. His Scorpion Race Hire Van Diemen RF79 outbraked early leader Dave Harridge (Hawke DL19) at Lodge on the first lap and then sped away to a clear victory. Seven cars disputed second place in between various spins and delays with Martin Holman generally holding the place with his Royale RP24. However, he then spun at Knickerbrook on the final lap, so Chico Serra's former mechanic Keith Wiggins took his place with his Rushen Green RP26. Chris Creswell came up nicely from seventh to third with his RP24, and Holman recovered to take fourth ahead of an impressive Dave Scott (RP26), John Wadsworth (RP24), Harridge — all of whom spun during the race — and Barry Paffey (Sark).

Only eight cars started the second trial ASCAR race of the season and two of these retired within three laps, but the race still retained some interest. The V8s are certainly spectacular. Jon Fletcher blasted away into the lead with his Camaro — 'Fletcher's Folly', as he calls it! — but was steadily being caught by Barry Lee's similar Burton Performance Centre Z28 until the Hot Rod star ran out of brakes: "You normally have *something* left but not this time. Nothing!" Barry therefore slowed and an impressive Rob Potter took up the chase with his attractive, and lighter, 1968 Camaro but was still unable to catch Fletcher, who had driven sensibly to conserve his car's brakes on a circuit that is traditionally very hard on them.

The BRSCC *Formule Libre* Championship races still attract only a very few entries and Warren Booth's Crown Paints Chevron B42 had no difficulty in winning the last race of the day. In fact, the Blackburn driver was headed for the first two laps by David Ward's Stein Lager March 772P (the car raced in the Aurora AFX series by partner Kim Mather) and again between laps seven and nine when Warren had difficulty selecting gears at Druids. Booth, however, recovered and ran out a clear winner with Ward being closed upon towards the end by Chris Hodgetts, who was again throwing the Pink Panther around with a great enthusiasm.

JEREMY SHAW

results

Formula Ford 1600 Qualification Race (10 laps): 1, Mike Hawkins (Van Diemen-Scholar RF78), 12m 16.3s, 80.86mph; 2, Tim Jones (Royale-Auriga RP24), 12m 16.7s; 3, Julian Bailey (Lola-Minister T540E), 12m 27.0s; 4, Tristan Batch (Sparton-Minister FF79), 12m 27.7s. **Fastest lap:** Batch, 1m 11.2s, 83.73mph.

Debenhams Escort Challenge Race (20 laps): 1, David Grimshaw, 27m 46.1s, 71.47mph; 2, Billy Burke, 27m 46.2s; 3, Chris Knight, 28m 05.8s; 4, Stuart Cole, 28m 15.3s; 5, Gerry Marshall, 28m 22.0s; 6, John Hammersley, 28m 22.9s. **Fastest lap:** Grimshaw, 1m 22.2s, 72.44mph.

MCD Sports Racing 1700 Championship Race (20 laps): 1, Chris Hill (Mallock U2-Miles Mk20), 20m 20m 19.3s, 97.66mph; 2, Chris Hodgetts (Pink Panther-Arden C73), 20m 23.4s; 3, Paul Gibson (Mallock U2-Morgan Mk20), 20m 24.1s; 4, Martin White (Mallock U2-Nelson Mk20B), 20m 24.4s; 5, Jim Stevenson (Mallock U2-Holbay Mk20B), 20m 50.2s; 6, Barry Smith (Mallock U2-Nelson Mk20B), 20m 52.7s **Fastest lap:** Hodgetts, 59.6s, 99.91mph (**record**).

ShellSport Derwent Television Production Saloon Car Championship Race (20 laps) — overall: 1, Andy Rouse (2.8 Opel Commodore GS/E), 26m 22.6s, 75.24mph; 2, Tony Lanfranchi (2.8 Opel Commodore GS/E), 26m 22.7s; 3, Adam MacMillan (3.0 BMW 3.o Si), 26m 46.4s; 4, Gerry Marshall (2.0 Triumph Dolomite Sprint), 26m 59.1s. **2301-3000cc:** 1, Rouse; 2, Lanfranchi; 3, MacMillan. **Fastest lap:** Lanfranchi and Rouse, 1m 18.0s, 76.34mph. **1601-2300cc:** 1, Marshall, 73.55mph; 2, David Yates (2.0 Triumph Dolomite Sprint); 3, Chuck Nicholson (2.0 Triumph Dolomite Sprint). **Fastest lap:** Marshall, 1m 19.4s, 74.99mph. **1301-1600cc:** 1, Neil McGrath (1.4 Renault 5 Gordini), 71.04mph; 2, David Grimshaw (1.6 Ford Escort Sport); no other starters. **Fastest lap:** McGrath, 1m 22.4s, 72.26mph. **Up to 1300cc:** 1, Nicholas Baughn (1.3 Alfa Romeo Alfasud Ti), 68.25mph; 2, Andrew Thorpe (1.3 Alfa Romeo Alfasud Ti); e, Bob Yarwood (1.3 Ford Escort Sport). **Fastest lap:** Baughn, 1m 25.4s, 69.72mph.

Gunk Renault 5 Elf Challenge Race (10 laps): 1, Dave Loudon, 14m 32.6s, 68.23mph; 2, Jim Edwards, 14m 36.5s; 3, Roger Jones, 14m 36.7s; 4, Keith Newland-Hodges, 14m 41.7s; 5, Colin Wild; 14m 56.2s; 6, Steve Cole, 14m 57.9s. **Fastest lap:** Loudon, 1m 26.0s, 69.24mph.

Dunlop 'Star of Tomorrow' Formula Ford 1600 Championship Race (15 laps): 1, Guy Dormehl (Van Diemen-Scholar RF79), 17m 34.8s, 84.67mph; 2, Keith Wiggins (Royale-Minister RF26), 17m 38.3s; 3, Chris Creswell (Royale-Creswell RP24), 17m 41.9s; 4, Martin Holman (Royale-Auriga RP24), 17m 43.3s; 5, Dave Scott (Royale-Minister RP26), 17m 56.8s; 6, John Wadsworth (Royale-Scholar RP24), 17m 57.0s. **Fastest lap:** Wiggins, 1m 08.6s, 86.80mph.

BRSCC American Saloon Car Auto Racing (ASCAR) (15 laps): 1, Jon Fletcher (5.7 Chevrolet Camaro Z28), 18m 43.8s, 79.47mph; 2, Rob Potter (5.0 Chevrolet Camaro) 18m 49.6s; 3, Barry Lee (5.7 Chevrolet Camaro), 18m 55.4s; 4, Chris Davis (5.7 Chevrolet Camaro), 19m 23.0s; 5, Mike Huddart (5.7 Chevrolet Camaro), 14 laps; no other finishers. **Fastest lap:** Potter, 1m 12.9s, 81.68mph (establishes record).

BRSCC Formule Libre Championship Race (20 laps(: 1, Warren Booth (2.0 Chevron-Hart 420R B42), 20m 09.0s, 98.50mph; 2, David Ward (2.0 March-Eden BDG 772P), 20m 32.6s; 3, Chris Hodgetts (1.6 Pink Panther-Arden C73), 20m 35.9s; 4, Roger Orgee (1.6 (1.6 March-Richardson BDA 74B/772), 20m 42.3s; 5, Phil Bennett (3.0 Shadow-Cosworth DFV DN3), 20m 51.7s; 6, John Lewis (2.0 Chevron-Toyota/Novamotor B47), 21m 02.0s. **Fastest lap:** Booth, 59.0s, 100.92mph.

Griffiths wins Loton

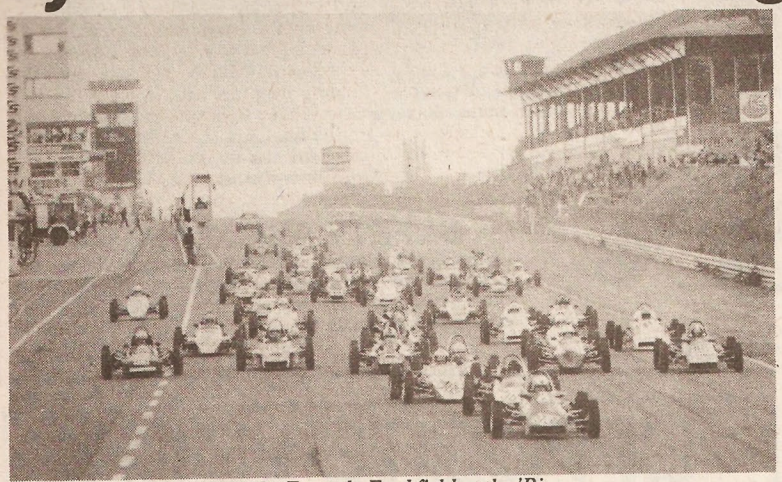
Martyn Griffiths scored a remarkable runaway victory at Loton Park Hillclimb on July 1, setting a new outright hill record of 50.81 in the 2.2-litre Severn Advertising Pilbeam MP40, and taking the Castrol Trophy by a margin of nearly 1.5secs from the Douglas & Gavin Racing March 79B of Chris Cramer. The Hagley and District LCC assembled a very competitive field for the first of their two 1979 rounds of the Guyson/BARC Championship.

Tony Lusted's 1300cc Cooper S looked remarkably stable as it sped through the Loton Curves to take the combined Touring Car class with a nicely judged 66.76s climb, which was rather in contrast with the second and third placed Ford Escort RS2000s of Simon Purcell (67.38s) and Dave Maddox (70.27s), both of which looked and sounded to be in a considerable hurry! John Meredith's Scottish 'holiday' at Fintray and Doune had obviously had considerable rejuvenating effects and the unique Chrysler-powered Mini simply galloped away with the 1000cc Special Saloon class in a near record 60.37s, leaving John Jordan's Hartwell Imp in a very lonely second place on 64.76s — well ahead of the Imps of Richard Welsh (65.80s) and Tony Tewson (66.30s). In the class for unlimited capacity Special Saloons, James Thomson found that the Guyson entered 2.3 litre Vauxhall Chevette HS was ideally suited to the hill and promptly broke the class record twice.

A rather depleted class of Marque Sports cars saw Des Richardson take the 1300cc record with a tidy 64.94s first run in the MG Midget, while Alan Clennell just pulled out the class lead in the Lotus Elan at 64.73s. Charles Barter took a small margin off his own class record in the 1300cc GT class to leave the target at 58.46s, but for once the Davrian Mk7 didn't take first and second places as Tim King nipped his much-modified MG Midget ahead of Robert Barter's 59.65s with a fine 59.56s. In the unlimited GT class, Josh Sadler was clearly a man in a hurry, the Porsche 911 sliding considerably wider than normal to yet another record breaking climb of 60.24s.

Alex Grenfell's Mallock U2 was the only one of the Clubmans Sports Cars to break 60secs and his first run of 59.21s gave him a safe margin over the Mallock Mk 11/16 of Mick Hallsworth (60.14s), with Jan Langdon's Haggispeed taking third spot on 62.89s. Martin Bolsover's bright red Mallock Mk 18c literally flew up the Shropshire hillside in just 54.88s. Tony Southall responded to this by taking his Mk 18bws Mallock well under the old record, but some way short of the new record at 55.68s, while Jim Robinson was the third sub-56 driver with 55.97s in his Mk 18bw Mallock. Obviously, the over 1600cc Sports Racing Car class could not let all this record breaking go totally unanswered and so Peter Blankstone slipped his 1600cc Mallock Mk20 in below Richard

Byrne shines at the 'Ring



Thierry Tassin heads away the Formula Ford field at the 'Ring.



Robert Glasspool frightens onlookers at the Sevenoaks and DMC Valence Hill-climb. For the second successive year, R. A. G. d'E ("Doc" Roger) Willoughby took BTD in his March-Buick. Full report next week.

Adrian Reynard extended his lead in the European FF2000 Championship by finishing a close third to Dutchmen Ron Kluit and Maarten Henneman at the Nürburgring on Sunday. Kluit won the three-lap race by 2.6secs, and Reynard nursed his self-designed car across the line just 0.6sec behind Henneman.

Reynard was quickest in practice with a time of 8m 31.7secs, nearly 4secs quicker than the next man, despite having to change an engine after his first practice session. Kluit was second fastest in his Delta on 8m 35.6s, while Arie Luyendijk (Rabbit Racing Van Diemen) complained of lacking top end speed. He set a similar time to Kluit, despite his experience of the 'Ring. There were three other Englishmen in the field; Ronnie Grant was tenth fastest, one place in front of Paul Jackson, while Bob Jarvis was thrilled by the circuit, and was 17th in practice.

Henneman nipped into the lead from his second row slot at the start, closely followed by Kluit and Reynard. Reynard had moved up a place to challenge Henneman for the lead by the end of lap one, with Kluit and Luyendijk following. But on the second lap, Kluit systematically picked off Reynard and then Henneman to lead lap two, and by this stage Reynard's oil pressure was registering zero. He settled for using third and fourth gears, and just kept behind Kluit and Henneman to finish third, ahead of Luyendijk.

Grant was involved in a tremendous tussle for seventh place. Jackson's engine went on the last lap, while Grant was eventually just pipped into tenth place, and Jarvis finished 13th.

European Trophy FF2000: 1, Ron Kluit (Delta-Nelson T79), 25m 45.8s, 99.133mph; 2, Maarten Henneman (Lola-Nelson T580), 25m 48.4s; 3, Adrian Reynard (Reynard-Titan SF79), 25m 49.0s; 4, Arie Luyendijk (Van Diemen-Scholar RF79), 25m 54.1s; 5, Jim Vermeulen (Lola T580), 26m 55.7s; 6, Joop Boerkamp (Dulon MP20), 26m 59.9s. **Fastest lap:** Kluit, 8m 30.5s, 100.059mph.

An unfortunate incident on the last lap of the three lap third round of the European Formula Ford Championship, sponsored by Townsend Thoresen, may have robbed Tommy Byrne of his points. Byrne was dicing with Peter Kroeber for the lead when Kroeber alleges he had to go off the track because of Byrne. While Byrne continued to a 5.1secs win over John Village, Kroeber's Van Diemen was damaged in the resulting accident, and he protested against Byrne's driving. Byrne was excluded and fined about £150, but later he appealed against the decision, although when he phoned us on Monday he was not optimistic about his chances.

The rest of the meeting was a generally happy affair for the 44 drivers from 11 different countries who took part in the event. Twelve British-based drivers went over and it was Byrne who took pole position in 9m 1.1s, with Thierry Tassin second quickest on 9m 4.2s. Marc Smith, John Village and Willie Moore occupied fifth to seventh positions on the grid, Rick Morris was 12th fastest, Fernando Ribeiro was 15th, followed by Cameron Binnie and Barry Pigot. Martin Boyle crashed on his first lap of practice, but even without a time, qualified to run.

Kroeber had an amazing start, but it was Tassin who led into the country first time out, followed by Byrne and the German. By the end of the first lap, Byrne had a slight lead over Kroeber, Ribeiro, Village, Morris, Tassin and Moore, the last three in a tight bunch. Kroeber spent lap 2 catching up with Byrne and led him over the line into the last lap. Behind them Village led the bunch with Morris close behind along with Tassin and Ribeiro, then a gap to Moore leading Binnie and Jelinski in another bunch. Kroeber and Byrne were wheel to wheel during the last lap, but Byrne denies that he pushed off Kroeber. Byrne crossed the line on his own ahead of Village, just 0.2sec ahead of Morris. Smith and Lampe were involved in another car's accident, but otherwise the British contingent did well.

BOB CONSTANDUROS

Townsend Thoresen European Formula Ford championship round 3 (3 laps): 1, John Village (Royale RP26) 27m 58.0s, 91.323mph; 2, Rick Morris (Royale RP26), 27m 58.2s; 3, Thierry Tassin (Van Diemen RF79), 27m 59.0s; 4, Willy Moore (Royale RP26), 27m 59.9s; 5, Fernando Ribeiro (Van Diemen RF79), 28m 00.2s; 6, Cameron Binnie (Van Diemen RF79), 28m 00.5s. **Fastest lap:** Moore, 9m 05.0s, 93.725mph.

Mallock's class record to take the class with a smooth 55.85s.

First of the single-seater Racing Car classes was a small but select gathering of 500's, won fairly comfortably by Jack Dillard's Excalibur (66.03s). Russ Ward was in devastating form with the Chevron B9/15, shattering the 1100cc single seater record on both his runs to leave it a full 1.3secs lower at 56.08s.

Having lost his 1600cc Sports Racing record didn't seem to worry Richard Mallock unnecessarily, for as well as having a conventional Sports Racing U2, he had also brought along the prototype of a new Formula Atlantic U2. Richard needed just one run to take Peter Kaye's old record with a completely deceptive 54.10s run.

Martyn Griffiths had been fastest in practice with the 2.2 Severn Advertising Pilbeam MP40 and set the pace for the Top Eight qualifying times with a neat 52.01s, slowing slightly on his second class run but still managing to stay ahead of RAC and Guyson/BARC FTD Championships leader Chris Cramer who seemed to be slightly off his peak form with 52.45s (could it be clutch problems again?). Following his excellent results at the Scottish RAC rounds, Rob Turnbull brought the B & W Motors March 762 into a strong third place with 53.55s, ahead of the Marches of Roy Lane (771), Godfrey Crompton (79B) and Tony Westwood (772P).

Leading off the Top eight runs, Andy Smith was only able to make one run in the March 722 and was already clearly having problems. Martin Bolsover found another tenth to set 54.74s in the U2, but Tony Westwood slipped back a little in the March 772P to 55.28s. Godfrey Crompton made a rapid climb through the lower part of the hill and moved into the lead with the March 79B on 53.62s, to be followed by Roy Lane's Guyson March on 53.80s.

Rob Turnbull didn't quite find his best line and the March slowed to 54.16s, which gave Chris Cramer a chance to move into the lead with the second of the March 79Bs on 52.32s. Martyn Griffiths now took the chance to storm the hill and got right down to Franklin's record with a 51.71s.

The second runs started badly with the first three drivers failing to complete the course. Godfrey Crompton couldn't quite match his first run time and dropped back to 54.00s for an eventual fifth place. Roy Lane made a good start, but somehow, the big March 771 (now running in conventional four wheel form) never looked really fast and the improvement only came to 53.53s. This gave Rob Turnbull the chance he wanted and the neat little March scorched off up the track to take third with 52.82s.

Could Chris Cramer take the lead from Martyn Griffiths? Chris was clearly trying, with the immaculate red March weaving slightly under power, but the improvement wasn't enough and 52.17s meant second place. With the pressure off and the meeting in the 'bag', Martyn Griffiths now decided to go for outright record. With a thunderous approach to the finish and a last gear change before the line, he clocked 50.81s. Nearly a full second off the old record — what a magnificent way to end a meeting.

BOB COOPER

results

BTD: Martyn Griffiths (2.2 Pilbeam MP40), 50.81s (**record**).

Class winners: Tony Lusted (1.3 Mini Cooper S), 66.76s; John Meredith (1.0 BL Mini Chrysler), 60.37s; James Thomson (2.3 Vauxhall Chevette HS), 58.11s (**record**); Alan Clennell (1.6 Lotus Elan), 64.73s; Charles Barter (1.1 Davrian Mk7), 58.46s (**record**); Josh Sadler (2.8 Porsche 911), 60.24s (**record**); Alex Grenfell (1.6 Mallock U2), 59.21s; Martin Bolsover (1.6 Mallock U2 Mk 18c), 54.88s (**record**); Peter Blankstone (1.6 Mallock U2 Mk 20), 55.85s, (**record**); Jack Dillard (500cc Excalibur), 66.03s; Russ Ward (1.1 Chevron B9/15), 56.08s; Richard Mallock (1.6 Mallock U2 Prototype), 54.10s (**record**); Martyn Griffiths (2.2 Pilbeam MP40), 52.01s.

Guyson/BARC Championship Top Ten: Alan Cox (1.1 Harrison), 57.30s; John Meredith, 60.17s; Nick Lambert (1.6 Lotus 7), 60.66s; Norman Hutchins (1.8 Phoenix), 56.17s; Des Richardson (1.3 MG), 64.34s; Charles Barter, 58.10s; Josh Sadler, 59.14s; Jim Robinson (1.6 Mallock U2 Mk18bw), 56.57s; Russ Ward, Failed; James Thomson, 58.73s.

Guyson/BARC FTD Awards Top Eight: 1, Martyn Griffiths, 50.81s; 2, Chris Cramer (2.2 Douglas & Gavin/Grunhalle March 79B), 52.19s; 3, Robin Turnbull (2.0 B&W Motors March 762), 52.82s; 4, Roy Lane (3.0 Guyson March 771), 53.53s; 5, Godfrey Crompton (2.2 Douglas & Gavin March 79B), 53.62s; 6, Martin Bolsover, 54.74s; 7, Tony Westwood (2.0 Datamatic March 772P), 55.28s; 8, Andy Smith (1.1T March 722), 57.30s.

Guyson/BARC Championship — positions after 6 rounds: 1, Charles Barter, 36.61pts; 2. James Thomson, 35.94; 3. Des Richardson, 35.52; 4. Josh Sadler, 30.79; 5. Chris Cramer, 27.85 etc.

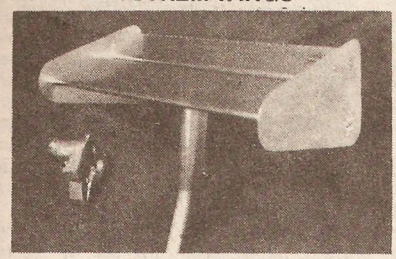
Guyson/BARC FTD Awards Series — positions after 6 rounds: 1. Cramer, 36pts; 2. Griffiths, 31; 3. Lane, 29; 4. Kaye, 20; 5. Turnbull, 15 etc.

Jim Thomson Senior finds the Chevette a bit of a handful.



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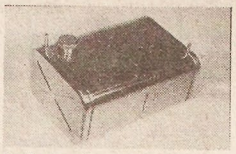
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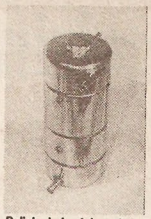
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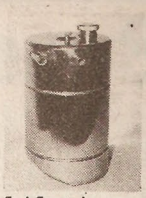
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Stiles hustles Arif at 750 MC Lydden

There were no fewer than nine races at the 750 Motor Club's meeting at Lydden last Sunday, catering mainly for the club's own low-cost formulae. Wil Arif continued his winning ways in the Marchant & Cox Trophy series with his FF1600 Crosslé 35F, rebuilt after its substantial shunt at Brands the previous week, Arif, still nursing some heavy bruising, won from Trevor Stiles's 32F.

Special Saloons opened the programme and, once again, promised much but failed due to retirements among those most likely to challenge Eddie Punt's 2-litre Escort. Punt strolled home, an easy winner. Brian Leeks (1300 Escort) dropped way down the field after a hairy spin at the Elbow when in second place, and was climbing back up the field only for his engine to expire in a cloud of smoke on his ninth lap. Alan Jones (2.3 Chevette) held second place, surviving an early challenge from Mike Scott (1.7 Anglia-BDA) until the latter coasted to a halt on the fourth lap. Alan Brooker (1.3 Cooper S) was a class winning third overall until his engine cut out when he was going down Hairy Hill on the last lap, just allowing Phil Sharland into the place with his similar car.

Richard Stephens (Centaur Mk16) held pole for the Reliant 750 Championship round but was led away by current leader Simon Fry (DNC 5TF). Stephens nipped inside Fry at Chessons on the third lap, and gradually drew away for a comfortable victory. Fry came under strong pressure from Bob Simpson (SS Reliant) and there was some exciting side by side stuff between these two before they settled in that order at the flag. In a similar battle, Iain Sclanders (Centaur Mk16) just held off 17 years old Mark Storer (Hague 78), while Phil Stone (Trans Brit Centaur Mk16), the 750's magazine editor, slotted into sixth spot once early sparring partner Dick Harvey (Darvi Mk5B) had spun into retirement at Chessons.

The Pre-1957 saloon cars were red-flagged after one lap when Steve Postles (Standard Vanguard) crashed at Pits and was led away, clearly shaken up. This gave Barry Clark (MG Magnetta ZA) the opportunity of making a better start in the re-run, the only man capable of challenging poleman Terry Heley (Ford Zephyr). Heley held a slender lead over Clark, who was working very hard, until a spin at the Elbow delayed the latter; the Magnette still held on to second place. Tim 'the timekeeper' Colman (MG Magnette ZB) held third place throughout, a brief challenge from Brian Pollard (Standard Sportsman) disappearing when Pollard retired at half-distance. After a fraught scrap, Dave Burrows just held off Michael Jordan these two Morris Minor drivers having hauled themselves clear of Wendy Taylor (Austin A35) and Les Howes (Standard 8).

Trevor Stiles bustled Wil Arif from pole for the Marchant & Cox Formula Ford race. Concentrating on each other at the start, they were caught out by Tony Howard (Crosslé 32/35F) who simply flew up the outside from the second row to lead into Chessons. But Howard was hustled out of the lead by Wil entering the Elbow, and demoted to third by Stiles at the hairpin. Arif and Stiles stayed locked together, Wil conserving, as best he could, an overheating engine and Trevor getting noticeably awkward at the Elbow each lap. Tony Trevor (Double R Plant Hire PRS RH01) — this could get confusing — grabbed third place from Howard down Hairy Hill on lap 4, and Howard lost a further place to Nick Pearce (Saracen 79) two laps later. Glenn Bosch (McGregor FF1) and David Wigdor (Sark RF77) were equally closely involved in this hectic scrap, slotting home sixth and seventh.

In contrast, a Reliant 750 'consolation' race would have been more consoling had they not bothered! Graham Thaxter retired his gearless Red Baron Mk3 at half-distance and Kevin Rogan (Celron) took the flag from two other finishers.

Roy Goff (Allan Mk5) made a storming start from pole in the Excel Lithoplates F1300 Championship race and, with John Harrison (Mallock U2 Mk11B) scraping into second place from the third row, normal front runner Keith Messer (Messer 3) found himself back in third place at the end of lap one. As Goff made good his escape, Messer took to the outside at the Elbow to demote Harrison on lap 3. Harrison came under attack from Chris Kite (ERM U2 Mk20B) and a three-cornered U2 dice behind featured Tony Batten (Mk16), John Law (Mk18B) and Alan Hill (Mk18). Messer gradually closed on leader Goff, and tried on successive laps for the outside at Devil's Elbow again. Goff was having none of that, though, and in a desperate last-lap attempt Messer slewed sideways and was thumped by the hotly pursuing Harrison and Law, all three retiring. Thus Hill and Batten were promoted to second and third places. David Wale (U2 Mk2) slotted into fourth place ahead of Richard Gilmour (U2 Mk16), who had been on the back row and was making good progress. The delayed Kite was also assisted by the last-lap shunt, and recovered sixth place.

A parade of Austin Sevens followed, and after ten laborious laps Don Rawson (Sports Special) was an easy victor from Kevin Martin (Special) and Bob Gray (Ulster).

A full grid of Modified and Roadgoing Midgets and Sprites produced another fine race in a mixed day. Steve Everitt's Delight Industries Group 1.4 Scrofer Midget was an impressive winner from Andrew Shilstone's Sussex Cars backed model and Lawrence Cutler (1.5 Sprite). After John Baggott (1.4 Ingott Midget) had spun at Chessons Drift and retired the next places went to the Midgets of David Paige and Colin Charman. The closely matched roadgoing cars were led home by Tim Cairns (1.3 Sprite), who was too far ahead to see a really close struggle between John Vernon (1.3 Sprite), Steve Dowler (1.3 Midget) and Mark Hales (1.3 Sprite).

Stewart Phillips took the Winchmore Hill Garage entered Sparton FF2000 to a copybook win in the closing *Formule Libre* race, thus proving that the comparatively new car can and will win races. In determined mood, the Enfield garage manager gradually drew away from Lorina Boughton's FF2000 Sark CROI, who was not hanging around either in her efforts to interest would-be sponsors. John Allan took his own Allan Mk5 into third spot, winning the F1300 class, once he had disposed of Glenn Bosch's McGregor at Devil's Elbow on lap 7. John Oxborrow (Rostron CT8) and Pete Williams (Crosslé 32F) completed ten laps, while the other runners, all F1300s did not — the last to go being Graham Matheson (Gelding) (!) who was a fair cut above Graham Stoten (Dino Mk6/7).

PAUL HARMER

results

Special Saloons (10 laps): 1, Eddie Punt (2.0 Ford Escort BDG), 8m 11.7s, 73.72mph; 2, Alan Jones (2.3 Vauxhall Chevette), 8m 32.8s; 3, Phil Sharland (1.3 Mini-Cooper S), 8m 39.3s; 4, Alan Brooker (1.3 Mini-Cooper S), 8m 40.8s. **Fastest lap:** Punt, 47.6s, 75.63mph. **Up to 850cc:** 1, Trevor Williams (850 Hillman Imp), 68.04mph; no other finishers. **Fastest lap:** Williams, 51.1s, 70.45mph. **1001-1300cc:** 1, Sharland, 69.32mph; 2, Brooker; 3, Bob Kirk (1.3 Mini Clubman BDA). **Fastest lap:** Brian Leeks (1.3 Ford Escort) and Brooker, 50.0s, 72.00mph. **1301-2000cc:** 1, Punt; no other finishers. **Over 2000cc:** 1, Jones, 70.20mph; no other finishers. **Fastest lap:** 49.8s, 72.29mph.

Reliant 750 Formula Championship round (10 laps): 1, Richard Stephens (Centaur Mk16), 8m 20.3s, 71.96mph; 2, Simon Fry (DNC 5TF), 8m 24.6s; 3, Bob Simpson (SS Reliant), 8m 25.1s; 4, Iain Sclanders (Centaur Mk18), 8m 28.3s; 5, Mark Storer (Hague 78), 8m 28.9s; 6, Phil Stone (Trans-Brit Centaur 16), 8m 52.9s. **Fastest lap:** Stephens and Storer, 48.9s, 73.62mph.

Pre 1957 Saloon Cars (10 laps): 1, Terry Heley (2.5 Ford Zephyr), 10m 11.9s, 58.83mph; 2, Barry Clark (1.5 MG Magnette ZA), 10m 23.7s; 3, Tim Colman (1.5 MG Magnett ZB), 10m 25.5s; 4, Dave Burrows (1.0 Morris Minor), 10m 48.3s. **Fastest lap:** Heley, 59.8s, 60.20mph. **1902-2700cc:** 1, Heley; 2, Stuart Gross (2.5 Lancia Aurelia B20); no other finishers. **1251-1901cc:** 1, Clark, 57.73mph; 2, Colman; 3, Jan Pearce (1.5 MG Magnette). **Fastest lap:** Clark, 1m 00.1s, 59.90mph. **Up to 1250cc:** 1, Burrows, 53.50mph; 2, Michael Jordan (1.0 Morris Minor); 3, Wendy Taylor (1.0 Austin A35). **Fastest lap:** Jordan, 1m 02.4s, 57.69mph.

Marchant & Cox Formula Ford Championship round (10 laps): 1, Wil Arif (Crosslé-Auriga 35F), 7m 49.8s; 76.63mph; 2, Trevor Stiles (Crosslé-Auriga 32F), 7m 50.2s; 3, Tony Trevor (PRS-CES RH01), 7m 53.0s; 4, Nicholas Pearce (Saracen-Minister 79), 7m 55.5s; 5, Tony Howard (Crosslé-Rowland 32/35F), 7m 55.6s; 6, Glenn Bosch (McGregor-Auriga FF1), 7m 55.9s. **Fastest lap:** Stiles and Trevor, 46.3s, 77.53mph.

Reliant 750 Consolation race (10 laps): 1, Kevin Rogan (Celron), 9m 24.3s, 61.61mph; 2, Kelvin Rawles (Time 3), 9m 47.6s; 3, Chris Radcliffe (Mongoose), 10m 18.2s. **Fastest lap:** Graham Thaxter (Red Baron Mk3), 54.3s, 66.30mph.

Excel Lithoplates Formula 1300 Championship round (10 laps): 1, Roy Goff (Allan Mk5), 7m 46.6s, 77.15mph; 2, Alan Hill (Mallock U2 Mk18CW), 8m 00.8s; 3, Tony Batten (Mallock U2 Mk16), 8m 01.5s; 4, David Wale (Mallock U2 Mk2), 8m 12.6s; 5, Richard Gilmour (Mallock Mk16BW), 8m 19.2s; 6, Chris Kite (Mallock U2 Mk20B) 8m 32.4s. **Fastest lap:** Keith Messer (Messer 3), 45.4s, 79.30mph.

Pre-War Austin 7 (10 laps): 1, Don Rawson, 10m 46.7s; 55. 67mph; 2, Kevin Martin, 10m 56.0s; 3, Bob Gray, 11m 11.4s; 4, John Garood, 11m 43.2s; 5, Nick Morgan, 11m 55.2s; 6, Vince Leek, 9 laps. **Fastest lap:** Rawson, 1m 02.5s, 57.60mph.

MG Midget (10 laps): 1, Steve Everitt (1.4 MG Midget), 8m 07.1s, 73.91mph; 2, Andrew Shilstone (1.4 MG Midget), 8m 18.3s; 3, Lawrence Cutler (1.4 Austin-Healey Sprite), 8m 23.0s; 4, David Paige (1.3 MG Midget), 8m 36.5s. **Fastest lap:** Everitt, 48.0s, 75.00mph. **Roadgoing Class:** 1, Tim Cairns (1.3 Austin-Healey Sprite Mk1), 62.91mph; 2, John Vernon (1.3 Austin-Healey Sprite Mk4); 3, Steve Dowler (1.3 MG Midget). **Fastest lap:** Cairns, 56.0s, 64.29mph.

Formule Libre (10 laps): 1, Stewart Phillips (2.0 Sparton-Titan FSF), 7m 40.5s, 78.18mph; 2, Lorina Boughton (2.0 Sark-Ford CR01 FSF), 7m 51.2s; 3, John Allan (1.3 Allan Mk5), 7m 57.7s; 4, Glenn Bosch (1.6 McGregor-Ford FF), 7m 59.9s. **Fastest lap:** Phillips, 45.2s, 79.65mph. **Formula 1300:** 1, Allan, 75.36mph; 2, Graham Matheson (Gelding); 3, Graham Stoten (Dino Mk6/7). **Fastest lap:** Allan, 46.8s, 76.92mph.

Dave wins at Spetchley

Making his first appearance of the season in his rebuilt 1293 Mini, Dave Humphreys of Rugby gave notice of being a strong contender for the RAC Autocross Championship when he blasted to an easy victory at the Sixty & Worcs MC round at Spetchley, near Worcester, last Sunday.

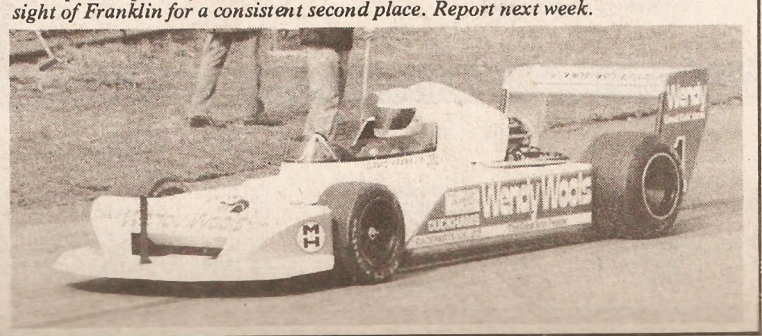
On his first timed run he set best time of the meeting, getting round three laps of an 1100yds course in 1m 31.7s, a time which was very nearly 3secs quicker than runner-up and class winner Brian Betteridge in the 2.1 Volkswagen. Although he had victory sewn up so easily, Humphreys came out for a second run and did 1:32.3.

The day's best fight among the 62 competitors in the seven classes was among the small Minis, where Steve Weaver pipped Martin Morrey by a tenth of a second in a class of 15. The day's biggest class, for 20 rally cars of all capacities, went to Alan Corns in his Escort who beat Paul Kendrick by four tenths of a second.

BTD: Dave Humphreys (Mini), 1m 31.7s.

Class winners: Steve Weaver (Mini), 1m 40.2s; Brian Betteridge (VW), 1m 34.5s; Albert James (Mini), 1m 41.5s; John Behan (Ford Escort), 1m 34.8s; Trevor Lawson (Mini), 1m 37.1s; Harvey Verrall (Grotbox), 1m 41.8s; Alan Corns (Ford Escort), 1m 40.7s. **Ladies:** Miss Angela Martin (Mini), 1m 45.4s.

As everyone expected, David Franklin took his Wendy Wools March 782 to an effortless win at St. Eval last Sunday, in the fifth round of the RAC British Sprint Championship. Only the Allwood Cars March 762 of Allan Humphries got within sight of Franklin for a consistent second place. Report next week.



Harlshead to Squire

Only 15 contenders in the BTRDA Autotest Championship turned out for the Airedale & Pennine MC's Mintex Autotest at the Harlshead Moor service area on the M62 last Sunday, and Richard Squire had no trouble in collecting another best time with his Sprite.

He completed the 10 tests in his Sprite in 439.2s, and in the small Mini class battle Steve Connor beat Dave Everitt out of sight, the latter having a really bad day. In the absence of Mike Sones and John Larkin, the big engined Mini class fell to John Mantle in his Cooper S, who saw off Phil Darbyshire by 26secs, while the third class went to Nevil Smith in his DHW Special who was given a fairly close run by Peter Draper's Dutton Phaeton.

Fastest of the two dozen clubmen was Chris Fishwick, who finished 7secs ahead of the rest in 474.8s.

BTD: Dick Squire (AH Sprite), 439.2s.

Class winners: Steve Connor (Mini), 446.7s; John Mantle (Mini-Cooper S), 463.6s; Nevil Smith (DHW), 467.6s.

Clubmen BTD: Chris Fishwick (Clubmans, 474.8s. **Class winners:** Ian Burn (Mini), 551.7s; Richard Ineson (Mini GT), 481.1s; Chris Cotton (Datsun), 559.0s; Rob MacKinnon (Ford Escort RS2000), 615.2s; Alan Forrest (Lotus 7), 515.9s.

Bill's first for 15 years!

"Is this your first win in Formula Atlantic" this writer asked Bill Gowdy after he had won the Atlantic race at Kirkistown on June 23. "It's my first *win* in 15 years", came the reply from the delighted little Banbridge man, who has supported Irish racing since the Formula Junior era. Many times he has displayed flashes of aggressive brilliance, but this time he and his neat Ralt RT1 got everything together for a full 20 laps.

From before the start this was an interesting race, as Gary Gibson (Chevron B42) and Viv Candy (Chevron B29) went off on their warm-up lap as if they were racing and it seemed probable that Candy would be a non starter as he spun in the chicane and bounced sideways over the kerbs to spin in a cloud of dust onto the grass. Miraculously, no damage seemed to be caused and, at the same place on lap 1, he was leading the field by a good margin from Gowdy, with Gibson well back having half spun at Colonial One. For a time, Candy looked to have things well in hand as he slowly edged away from Gowdy and, though driving like a man possessed, Gibson's efforts were doomed to comparative failure as the clutch began to slip.

Gowdy began to catch up and on lap 10 he was past and simply never put a wheel wrong until the welcome sight of the chequered flag. Candy finished second and Gibson a rather unhappy third. Patsy McGarrity must have got some of his confidence back with a good fourth place in the ex-Nugent Modus after David Lambe had executed a lurid spin at the chicane in his Chevron B27. That most elegant of all drivers! Nelson Todd had an unhappy return to racing after a 2½-year lay-off when his Isaac Agnew-sponsored Chevron B29 had insoluble carburation problems, while last year's champion Mike Nugent must have felt that his "Agro", as the programme would have had it, was well named as he finished second from last.

On arrival at Kirkistown last week drivers and spectators suddenly realised that Northern Ireland was at last getting a race circuit worthy of the name. Complete resurfacing during the previous two weeks — which included easing the notoriously tight Colonial One making it into a part bend with Colonial Two and a realignment of the two Fishermans Bend — had the twin benefits of removing the many bumps and making the circuit much less of a stop and start affair.

After the Vintage Handicap had taken the worst of the slipperiness off the new tarmac, it was the Lindsay Leasing Escort Sports which opened the scratch racing programme with a fine display of close racing from the near capacity field. After burning much midnight oil Club chairman David McCullough had obviously put his car into fine fettle and led away at the start from John Megaw and Phil Sparkes. Trevor Gourley christened the new Esses and thumped the Armco while Lennis Fisher did the same at Fishermans. By lap 3 McCullough was virtually out on his own as Megaw spun several times under braking for the Esses and Sparkes spun at the Chicane. However, at the end of lap 9, it was suddenly Megaw in the lead as poor McCullough started to drop back with no third gear, to be overtaken in turn by Maurice Hassard, Robert Barr (a good result for this ex-track marshal) and Lennis Fisher.

A full field also graced the Formula Ford grid and, as usual it was Arnie Black and Colin Lees who dominated the race. After a lap Black was in the lead and for half the race it stayed this way, about 20yds separating the cars. Then Tommy Connelly put the fat in the fire by spinning at the Chicane as he was about to be lapped and, in the resulting mêlée, Lees closed right up and took the lead by getting the inside line under braking at the Hairpin. That might well have been it but, with five laps to go, a group of backmarkers blocked the way at the Hairpin and, as Lees tried to make the most of this, his back brakes locked up — he had almost lost the points early in the race — and he spun off and right out of contention. Thus Ivan Robinson was a distant third from Brendan McKenna and Dennis McGall.

Hamish Irvine in his Opel GS/E led the Production Saloons from start to finish and his win looked more comfortable than the 1sec margin over Frank O'Rourke's similar car at the finish would indicate. The main excitement happened on the first lap when George Aston spun his Opel GS/E at Fishermans without damage but then Russell Connell got his BMW 3.0Si well entangled with Ian Mawhinney's Capri 3000 and left the already tatty Capri in an even more tatty condition. The graunched BMW continued mechanically OK and at the finish was involved in a dead heat for third place with Laurence Davison's Capri 3000.

For several laps Tom Graham, John Uprichard, Tom Dougherty and Brendan McKenna fought an incredibly close Formula Ford Invitation even, but gradually they stretched out to finish in this order while the superenthusiastic Will Corry rounded off a long day's racing by winning the Open Handicap in his fruity sounding MG TC.

ESLER CRAWFORD

results

Production Saloons (12 laps): 1, Hamish Irvine (Opel GSE), 15m 34.2s, 69.18mph; 2, Frank O'Rourke (Opel GSE), 15m 35.2s; 3, Russell Connell (BMW 3.0 Si), and Laurence Davison (Capri 3.0), 15m 53.0s. **Class winners:** Brendan Montgomery (Opel GTE); Robert Barr (Escort Sport). **Fastest lap:** O'Rourke, 1m 15.6s, 71.25mph.

Formula Atlantic (20 laps): 1, Bill Gowdy (Ralt RT1), 19m 14.4s, 93.31mph; 2, Viv Candy (Chevron B29), 19m 18.4s; 3, Gary Gibson (Chevron B42), 19m 30.0s; 4, Patsy McGarrity (Modus), 19m 34.2s. **Fastest lap:** Gowdy and Ken Fildes, 56.6s, 95.15mph.

Vintage Handicap (7 laps): 1, John McShannon (MG TD), 11m 07.0s, 60.11mph; 2, Paddy Heron (Talbot), 11m 19.8s; 3, James Fairley (Frazer Nash), 11m 20.0s; 4, Harvey McWhir (Frazer Nash), 11m 21.8s. **Fastest lap:** McWhir, 1m 20.8s, 66.65mph.

Escort Sports (12 laps): 1, John Megaw, 16m 43.2s, 66.42mph; 2, Maurice Hassard, 16m 45.2s; 3, Robert Barr, 16m 48.2s; 4, Lennie Fisher, 16m 54.6s. **Fastest lap:** Hassard, 1m 21.8s, 65.84mph.

Formula Ford Championship (20 laps): 1, Arnie Black (Crosslé 32F), 21m 57.0s, 81.79mph; 2, Ivan Robinson (Crosslé 35F), 22m 07.2s; 3, Brendan McKenna (Crosslé 35F), 22m 09.0s; 4, Dennis McGall (Crosslé 32F), 22m 22.6s. **Fastest lap:** Black, 1m 03.6s, 84.68mph.

Formula Ford Invitation (15 laps): 1, Tom Graham (Crosslé 32F), 16m 40.2s, 80.77mph; 2, John Uprichard (Van Diemen RF 79), 16m 42.4s; 3, Tom Dougherty (Crosslé 32F), 16m 48.2s; 4, Brendan McKenna (Crosslé 35F), 16m 52.6s. **Fastest lap:** Brendan McKenna, 1m 04.8s, 85.81mph.

Open Handicap (7 laps): 1, Will Corry (MG TC), 14m 03.00s, 61.12mph; 2, Bryan West (Escort Sport), 14m 14.2s; 3, Robert Barr (Escort Sport), 14m 14.8s. **Fastest lap:** Steve Coulter (Mazda RX3), 71.51mph.

DONINGTON

Johansson's first win?

With all the pressures of the previous day's British GP forgotten, one of the best days out in the entire year is promised at Sunday's Donington Racing Club promoted meeting. The Radio Trent F3 race, at 20 laps, is the longest on an ambitious nine event programme and a huge international field has been assembled.

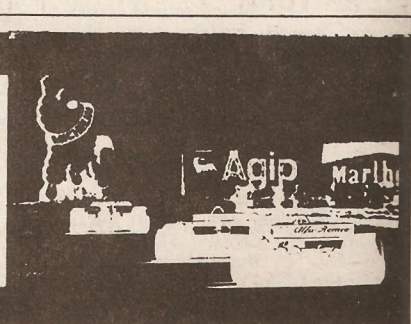
Most of the regular Vandervell runners will be present, their cohorts led by Stefan Johansson, Brett Riley and Kenny Acheson (Marches), Bernard Devaney and Mick Roe (Chevrons) and the Ralts of Eliseo Salazar and Trevor Templeton. In addition, however, a number of overseas competitors have entered, the most noteworthy being Michael Bleekemolen, Fermin Velez and Thierry Boutsen (Marches), Jan Ridell (Argo), Canadian Brian McLoughlin, Hans-Georg Burger and Slim Borgudd (Ralts) and the attractive Lola-Renaults of Philippe Alliot, Alain Hubert and Jean-Louis Bousquet.

The fabulous and unique Donington GT championship has another round at the meeting with two races, split at 1500cc. The 'big bangers' spectacle could well be a Czechoslovakian walkover with Skodas of various hues and sizes down for local favourite Mick Hill, Derek Walker, Tony Sugden, Richard Simms, Jim Price and Tony Dickinson (Dave Wilson's 1300cc version features in the smaller capacity race) against such 'unreal' machinery as Bob Trotter's Robinson-RS2000, Alec Wheeler's Escort-Buick, the VW derivatives of Doug Niven and Wally Robertson and Rob Mason's mighty Mason-Stiletto-Hart. The Davrians of John Pugsley and Pat Longhurst uphold modsports honour in the 1500cc event while some of the saloons are also entered in the BFG 1-litre series round.

Two FF1600 events feature Martin Longmore, Derek Freathy (of Dunlop fame) in a Jubilee Crosslé and Mark Antwis's Jailbird Van Diemen. A Fabergé ladies Fiesta race is programmed as is the Dinwoodie Lodge Hotel Clubmans thrash starring 'Rainmeister' Kimber Crossley (Phantom) and Barry Webb (Delapena U2). The Triple Crown Atlantic race has 18 entrants from Ireland, Scotland and England (Spain is represented by Aurora ace Emilio de Villota in the Lyncar). Mike Nugent (Argo), Patsy McGarrity (Modus) and Viv Candy (Chevron) head the Emerald Isle runners with Laurence Jacobsen and Andy Jeffrey (Chevrons) and Bernard Hunter (Ralt) waving the flag of St Andrew. On paper the strongest team, the English are led by Paul Smith in the superb BMTR March 782/79B, Jim Crawford (Econopallet Chevron) and Rick Gorne in the Barratt Argo. Practice gets under way at 8.45am with racing from 2pm.

International events

Date	Venue	Event
Jul 12/13/14	Silverstone, England	Marlboro British Grand Prix — World Championship for Drivers round 9, F3, ProCars, G1, Historics
Jul 14	Nashville, USA	Nashville 420 — Winston Cup Grand National Championship (NASCAR)
Jul 14/18	New Zealand	Motogard Rally — World Rally Championship
Jul 15	Lexington, USA	IMSA Winston Cup GT Championship
Jul 15	Zandvoort, Holland	European F2 Championship



British events

Date	Venue	Event	Status	Club	Start	Details
Jul 12/13/14	Silverstone, nr Towcester, Northants	Race Meeting	INT	RAC	10.00	Marlboro British Grand Prix F1, F3, G1, ProCars, Historics
Jul 14	Netherdale, Galashiels, (MR73/506350)	Rally	R	Hawick & Border CMCC	10.30	Border Counties Rally — Esso/BTRDA Championship, Scotsman BA Championship
Jul 14	Langar Airfield, Langar, Notts	Rally	R	Eastwood & DMC	—	Eastwood Phoenix Stages Rally
Jul 15	Donington Park, nr Castle Donington, Derby	Race Meeting	R	Donington RC	—	Touring Cars, Special Saloons, FF1600
Jul 15	Lydden Hill, nr Canterbury, Kent	Race Meeting	R	TEAC	14.00	Special Saloons, F Libre, FF1600, Modsports
Jul 15	Goodwood, nr Chichester, Sussex	Sprint	R	Farnborough DMC	—	—

Secretaries of the Meeting are requested to send details of all forthcoming events to Miss Linda McRae, Autosport Editorial, Haymarket Publishing, 190-204 Kensington Church Street, London W8 4EJ.

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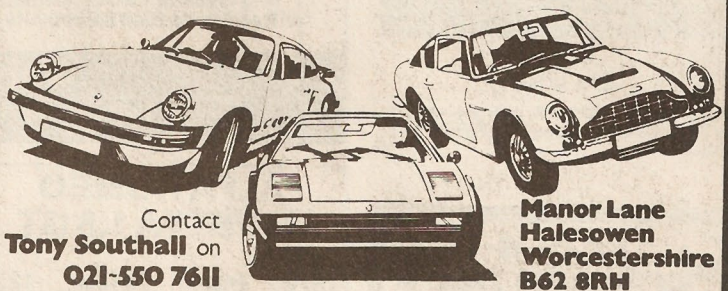
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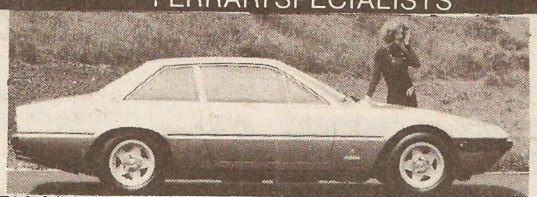
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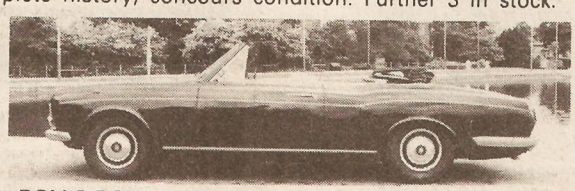
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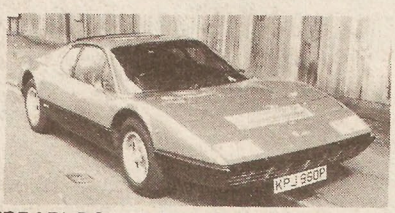
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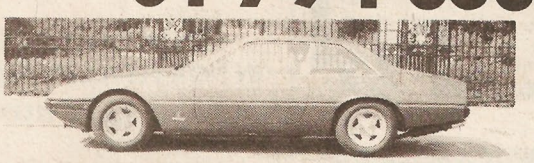
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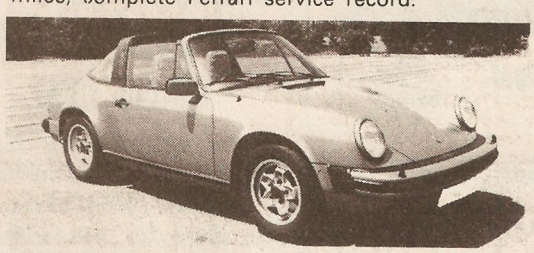
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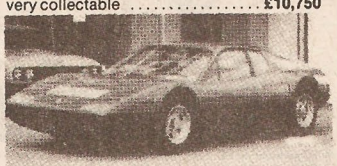
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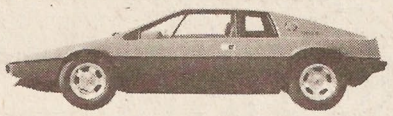
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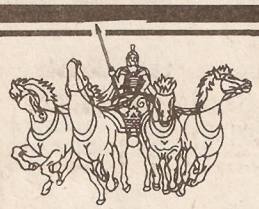
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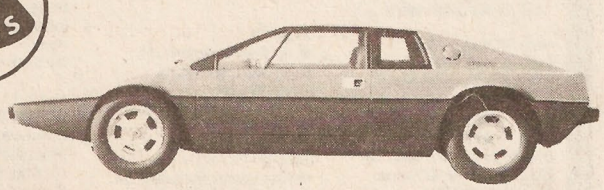
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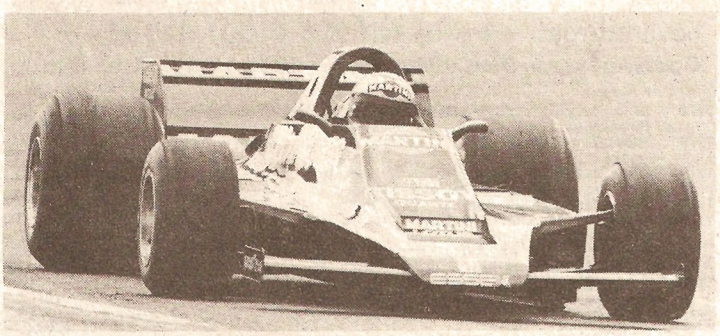
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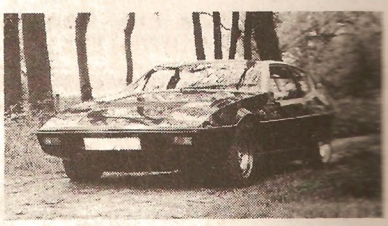
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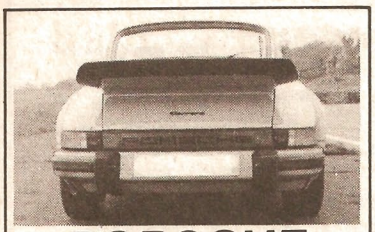
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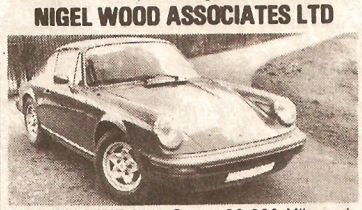
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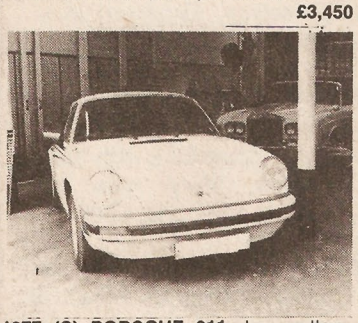
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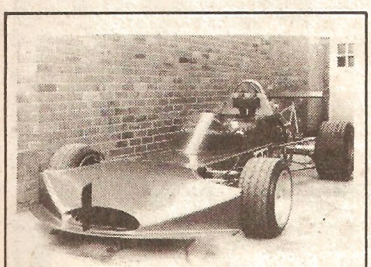
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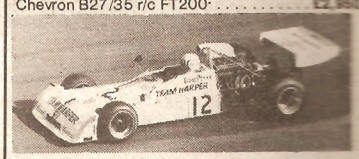
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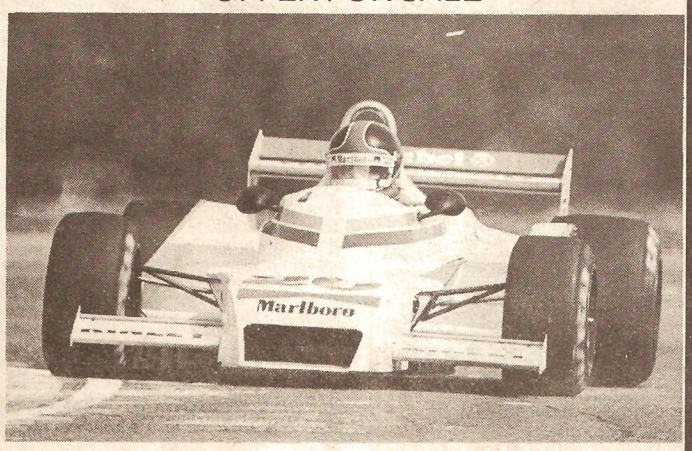
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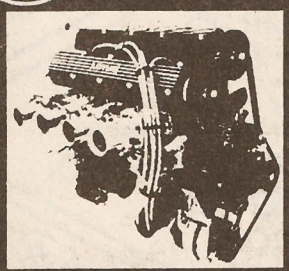
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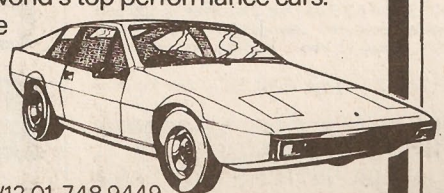
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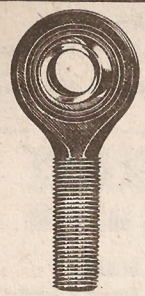
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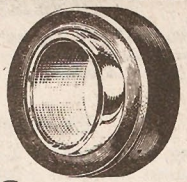
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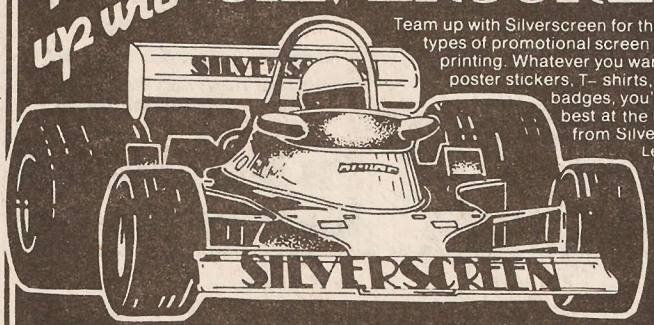


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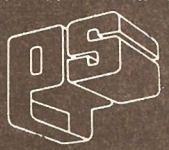
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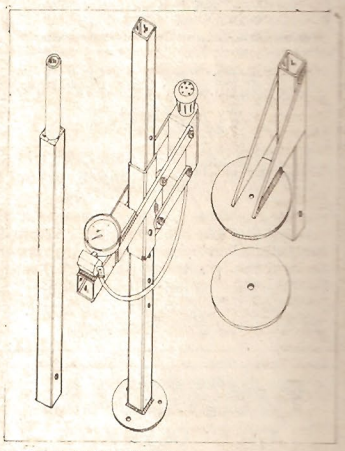
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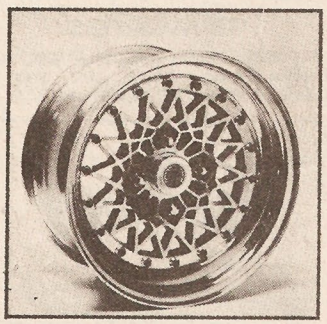
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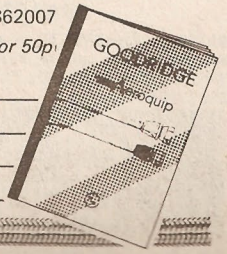
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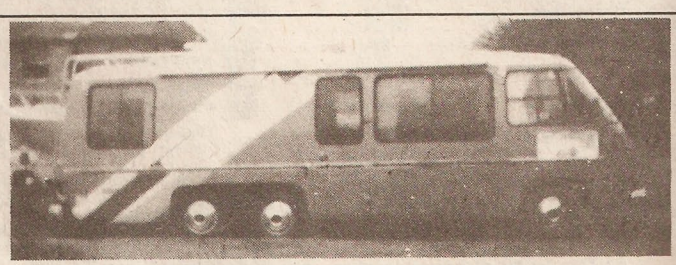
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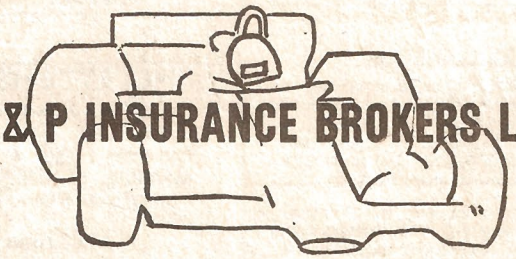
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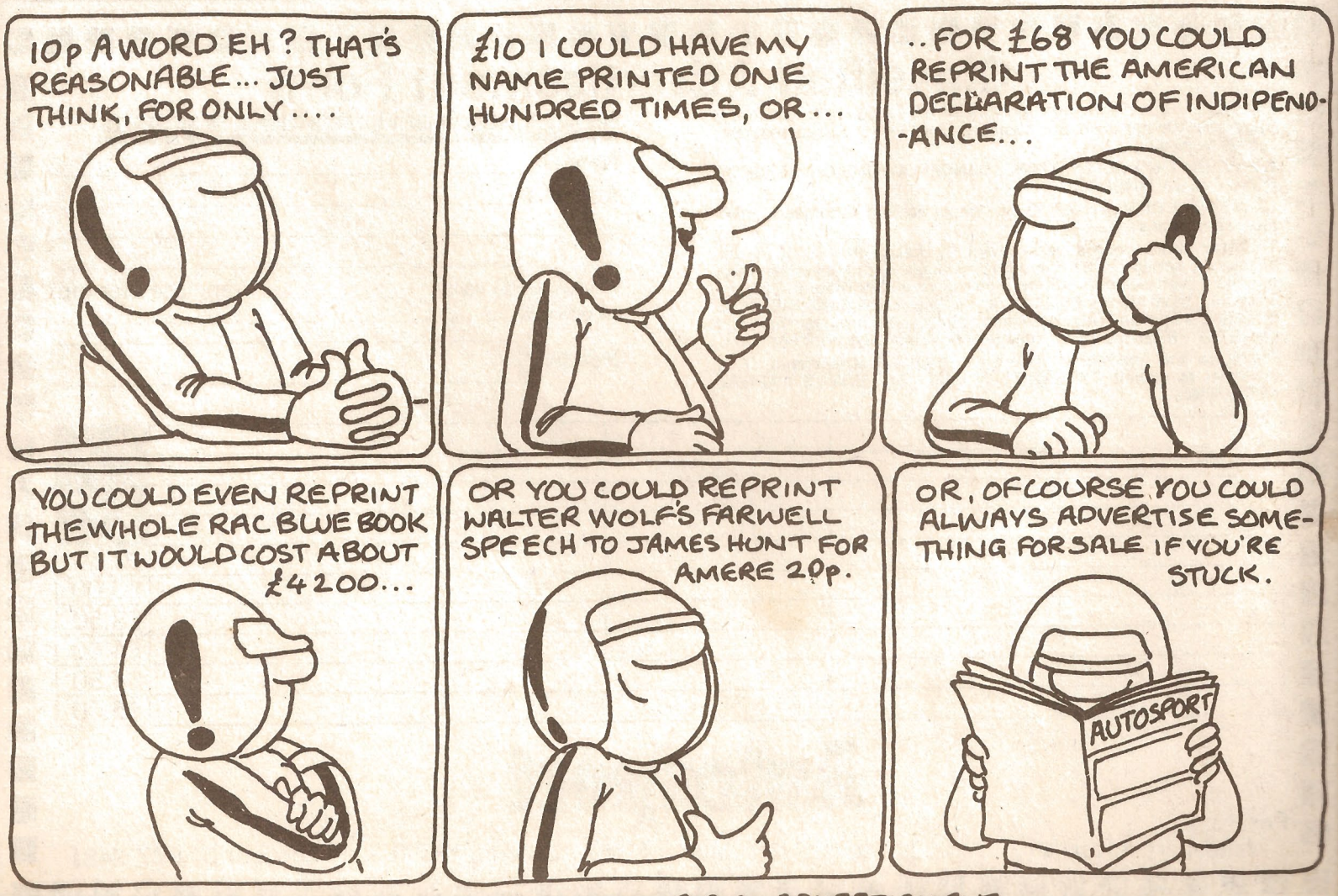
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