A Haymarket publication

NIKI LAUDA AND FERRARI WIN THE AMERICAN GP

AUTOSPORT

TT dominated by Stuart Graham's Camaro

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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EDITORIAL

On its feet again

Just over a year ago the future of Formula 3 looked very bleak. The British promoters had virtually decided to kill it off and European interest was at a low ebb. A number of interested parties, ourselves included, thought this was a poor state of affairs and a concentrated revival campaign was launched. By the beginning of the year BP's enthusiastic support had been enlisted for a BARC run championship — the stage was set.

With eighteen rounds completed and just one to go, the championship was decided at Oulton Park last weekend; it is perhaps time for reflection on the current situation.

In the British rounds of the BP series there have been no less than seven different winners while the European rounds produced two other names. With the exception of the obvious rounds such as the Monaco and British GP supporting races, the grids have been of quality rather than quantity, but the racing has been really superb. It has been keenly and cleanly fought with about 20 drivers making the effort to support all the races. There is not a great deal of money to be won in the series, prestige has the higher value, yet without any complaint the competitors have thrown their full support and enthusiasm behind the series. There has only been one major problem for the competitors during the year — the excessive tyre wear rate. But they have not lept around hysterically and demanded trebled prize money to pay for the tyres; with a positive lead coming from BP Motor Sport co-ordinator Les Thacker they have started to tackle the problem from the root cause — the tyre manufacturers. Undoubtedly an amicable agreement will be made to stabilise the situation for next year and the Formula will go from strength to strength. This is a sound and professional way of solving the problem as has been proved by Formula Atlantic and F5000 this year. If one tyre and one price can be fixed before November then it is going to help prospective competitors, privateers especially, prepare budgets for next year.

Looking forward to next year the future looks bright. At the moment it appears that there could be two championships in Britain and, providing the CSI see sense, there could be a good European series also. (Incidentally we gather that yet more pressure from influential French organisations has created the current distasteful position regarding this championship.)

International interest in Formula 3 is very much on the up at the moment following wins by a Swede, two Americans, a Belgian, two Brazilians and an Australian in the British rounds this year.

The MCD all-single-seater championship looks as though ultimately it will benefit F3 and F2 as competitors with an eye to making progress seem to want to stick to a pure class of racing as their springboard to the top. When next year's plans are announced for the leading F3 runners of this year it will undoubtedly show just what success in this class of racing can do for a driver.

Formula 3 racing has put some real life back into the British domestic scene this year, it has also brought forward some drivers of real talent. Congratulations to BP and the BARC for making it possible and the competitors for supporting it throughout the year and putting the Formula back on its feet.

our cover picture

Stuart Graham took his total of TT wins to four last Sunday when he won his second successive Access TT at Silverstone in the Brut Faberge Camaro. The other two were, of course, on motor cycles. *Photo: David Winter.*

Canadians block US GP payment to the F1CA

Henry Valent, President of the Watkins Glen Grand Prix Corporation and an attorney at the Glen were served with papers from the courts of New York state freezing $130,922.66 of the prize fund due to the Formula 1 teams at last weekend's American Grand Prix. That was the beginning of the drama which occured at 6.30 pm last Saturday evening and nearly disrupted the entire race.

Apparently the Canadian Grand Prix organisers, led by Harvey Hudes and Bernie Kamin, are still extremely upset over the so called "boycott" of their Grand Prix by the Formula 1 Constructors Association.

A company was formed called Mosport New York and thus the legal manoeuvre was filed, not toward the F1CA, but at the promoters who pay them.

The courts will hold the above mentioned sum until it is decided what will be done with the money. Neither the Watkins Glen GP Corporation, F1CA or the organisers knew anything of this sudden move beforehand and were powerless to prevent such action. It comes as a blow to the Glen Corporation, which itself is a committee formed by the townspeople of Watkins Glen who own the circuit.

It is expected that the matter was brought up at the CSI meeting between circuit promoters and the F1CA earlier this week.

Roy James breaks leg

Roy James, the former Formula Junior driver who was jailed for his part in the Great Train Robbery in 1963 and released quite recently, was planning on making a comeback to motor racing in the next few weeks. However, he has had a slight mishap and will have to wait a little longer.

The incident occurred at Silverstone last week where James was trying out Ted Wentz's Wella Lola T360, the first time he's driven a racing car for 12 years and on slicks too.

Apparently Roy was caught out going through Abbey "while changing into 5th gear" and he spun off. The car was heavily damaged and the unfortunate James suffered a broken leg for his trouble. However, it's not a bad break and Roy hopes to be back having another go in a month's time.

James, who is 36 years old, raced cars for only one season after driving karts between 1960 and 1962. In 1963 he raced a Formula Junior Brabham, the ex-Denny Hulme 1962 Boxing Day Brands car which he bought. Before his arrest in mid-season, Roy made quite a name for himself, winning 16 races at Aintree, Brands, Cadwell, Goodwood, Oulton and Snetterton. He also set fastest lap eleven times, including class records at Oulton, Snetterton and Phoenix Park plus equalling Peter Arundell's record at Aintree.

Commenting on his ambition to return to the sport he loved so much, Roy said: "The first thing to do is to find out whether I can set competitive times, then think about finding the right sponsor and arranging a programme for next season. I want to get back to the sport, but only as a racing driver."

GPDA row with the F1CA

Reaction to the impounding of the monies by the Mosport New York action group caused a real stir among the Grand Prix drivers themselves. They were worried that they wouldn't get paid and threatened to strike if their individual teams didn't agree to guarantee them their race salaries.

After much gesticulating and talking, an agreement was reached between both parties concerned and the race went ahead.

Another issue brought to a head was the so called driver "transfer system". Apparently the GPDA had asked, as long ago as the Austrian GP for the F1CA to draw up a statement saying that such a system didn't exist. Nothing was done and the matter came up again at the Glen when Roger Penske told our reporter that Bernie Ecclestone had asked him for £30,000 *in lieu* of John Watson's Brabham contract.

There followed a row between Emerson Fittipaldi and Ecclestone which apparently got a little heated and eventually the F1CA gave the GPDA what they wanted, even though several F1CA members were still adamant that a "driver transfer system" has never existed.

Roger Penske – refused the request.

Amon's progress

More news on Chris Amon, who sustained injuries to his foot in a road accident last week.

Apparently Amon's right foot was heavily smashed and at one stage it looked a bit bleak. However, he has undergone another operation this week and things look a lot better.

It's expected to be at least two months before Chris can drive again, but he's expected to return to Britain some time next week.

The car which crashed into Amon's was stolen, driven by a 17-year-old youth and uninsured so Chris can't claim damages.

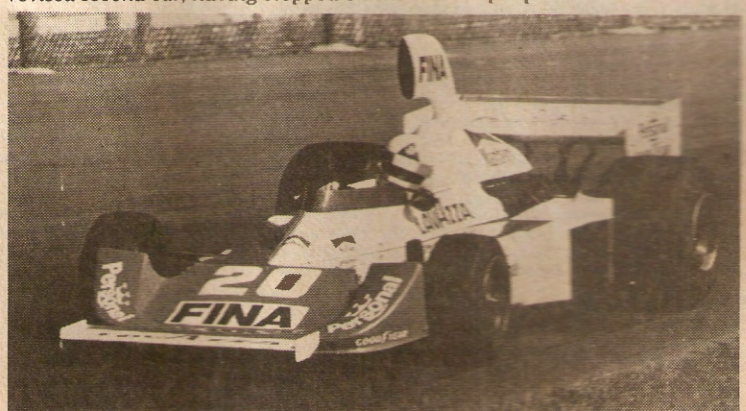
USA v GB?

Busy talking to various US F5000 teams during the recent Long Beach meeting was Brian Redman's entrant Carl Haas. Apparently he was sounding out opinion for a proposed Anglo American series in Britain during the early part of next year.

Our man in America reports that reaction was favourable and that negotiations could start soon.

- Jim Crawford tested the new Lotus 77 at Hethel last Thursday. His time of 1m 3.8s was a new F1 record for the 2-mile circuit.
- Jorg Obermoser in his 2-litre ToJ-BMW won the Gerhard Mitter Memorial Hillclimb at Meschede last Sunday. Of the British competitors, Ian Bracey, crashed his Ibec / Lloyds Lola.

Michel Leclere (above) didn't have a very satisfactory F1 debut at Watkins Glen last Sunday, retiring the third Tyrrell early on with engine problems. As for Lella Lombardi (below), she never even started in Frank Williams' revised second car, having stopped on the warm up lap.



Shadow quit Matra project

Don Nichols, head of the AVS Shadow team, told our man in America last weekend that it looked highly likely that Jean-Pierre Jarier would be staying with their UOP-sponsored Grand Prix for next season.

Nichols added that, up until Monday of this week, Jarier had yet to sign a new contract with the team but he thought this was a mere formality. However, opinion on Jarier is divided within the team.

As to the future of the Shadow's Matra-engined project, it was confirmed at the Glen that the whole idea has now been dropped as the team can't find any advantage in using the V12 over the more economical Cosworth Ford V8.

- Bob King, former owner of Royale (*nee* Racing Preparations), has set up a hovercraft business based in Peterborough called Surfacecraft.

Atlantic series

With the creation of the new Shellsport 5000 championship for next year, which will allow Formula Atlantic cars to compete, one of the current National championships for this category will be dropped for next year. The other, as stated last week, will continue unchanged.

However, in its place will be a low level single seater series along the lines of the new major championship, open to all classes, but with a prize fund of around £500 per race.

Winner of the Private Ear *Moet & Chandon Champagne competition for the Watkins Glen American GP was Mr A. J. Smith of 52 Church Street, Aberbargoed, Bargoed. Glamorgan who was one of only two of the 50 plus entries who thought that Niki Lauda would win the race. He predicted a winning average speed of 118.55 mph; the actual speed was 116.10 mph.*

A bottle of Moet will be on its way at the end of this week Mr Smith.

Can-Am Atlantic "series"

The expected dovetailing of the Canadian Formula Atlantic championship with an American series next year could result in one of the best North American single-seater series yet.

Fred Opert, who was present at Nogaro ten days ago, told us of the prize fund and the projected calendar of events if such a series gets the final all clear.

The Player's series is now back up to seven qualifying races and the prize fund for each one has been raised by $5,000 to $25,000 per race. Then of course there'll be the Trois Rivieres non-championship event which will no doubt carry a slightly larger purse.

Making a total of 13 "rounds" are a further six American dates, two of which have been confirmed and all of which will be televised by ABC tv, and shown the following weekend on Wide World of Sport.

The calendar has been arranged so that the Atlantic circus can follow a reasonable course across country without too much travelling between venues. Although no dates have been confirmed, the schedule could well be as follows: Riverside (USA), Laguna Seca (USA), Westwood (CDN), Edmonton (CDN), Gimli (CDN), Brianerd (USA), Elkhart Lake (USA), Mosport (CDN), Watkins Glen (USA), St Jovite (CDN), Halifax (CDN), Newfoundland (CDN) and Trois Rivieres (CDN).

Ted Wentz' latest Lola

The appearance of the "new" Lola Formula Atlantic car at Oulton Park last weekend was not really by choice, more likely necessity following an accident in mid-week testing (see elsewhere) to Ted Wentz's regular Wella car.

The car which Wentz had up at Oulton was the 1976 prototype which the American has been extensively testing for the works at various circuits recently.

The car has a new monocoque tub but the most noticeable feature is the front and rear suspension geometry. Bob Marston of Lola Cars isn't saying very much about how the system works and neither is Ted, but lap times have shown considerable improvement over existing Atlantic records.

The dampers are located in their conventional position but the coil spring arrangement, both front and rear, run in a direct opposite diagonal to the damper, picking up at the bottom from inside the chassis.

The car also has a revised track and the new geometry gives the car a very stable appearance, especially through fast corners.

Bobby Rahal – quick times

Apparently American Bobby Rahal tried the car at Silverstone last week while he was over here on a visit and lapped sufficiently quickly to record a time that would have put him on the front row for the British GP Atlantic race.

Wentz' times at private testing at Oulton, prior to the colder conditions on race day where the combination were beaten by Gunnar Nilsson's Chevron, were down to 56.2s and this had the Cool Swede rather anxious beforehand.

British F3 for one tyre

A positive step towards solving the current tyre problem in F3 was taken in London early this week. At a meeting convened by Les Thacker, motor sport co-ordinator of BP, the British championship sponsor, looked at ways of finding a tyre that would last around 500 miles of use against the current 50.

Among those present were all the chassis manufacturers, with the exception of March and Ralt, although Ron Tauranac was in touch by phone, respresentatives of the drivers, entrants, and the BARC, the championship organisers.

Proposals from all the tyre companies for solving the problem were put forward and discussed. All those interested in making F3 tyres, Goodyear, Dunlop, M & H, Michelin and Kleber, will be invited to a test day later this month to demonstrate a long lasting tyre and all the chassis manufacturers whose views were heard have agreed to attend; invitations will also be extended to a leading competitor from Sweden, Italy and Germany.

F3 is, of course, an FIA controlled Formula and they will have to ratify any decision taken. Neil Eason Gibson from the RAC was present at the meeting and agreed to present the final decision to the CSI.

Petty by 26/100ths sec

"The way I look at it is they are paying $10,000 for a mile and a half and then I've got to go out there and run 500 miles for a chance to win a little over $19,000." That was Richard Petty commenting on the $10,400 which the promoters had put up for whoever won the pole at last Sunday's National 500 Grand National NASCAR race at the Charlotte Motor Speedway.

That money went straight into the pocket of Dave Pearson who put his Purolator Mercury on the pole for this, the 25th round of the GN NASCAR trail. Pearson may well have scooped the dollars but it was Petty who had the last laugh and "King Richard" hung on by 26/100ths of a second to beat Pearson and virtually secured his sixth GN NASCAR title by taking his 12th win of the season. The race, run over 334 laps, was dominated until the latter stages by Petty and at the halfway stage the STP Dodge was 8s clear.

Then came a yellow caution period and when the green appeared with just 27 laps to go, Pearson and Buddy Baker's Ford Torino had sucked themselves back into contention. But Petty held on to pip Pearson with Baker a couple of lengths further behind.

David Pearson – $10,000 for pole!

Fourth, four laps down, was Benny Parsons (Chevrolet Chevelle), six laps clear of Cecil Godon's similar car. A. J. Foyt and Cale Yarborough in their respective Chevelles both held second spot during the early stages until they both retired with engine failures.

With finishes like that, you've just got to make the effort to come to the Daytona 500 in February with AUTOSPORT and Page & Moy.

Jody stays?

It was still in doubt after the American GP whether Jody Scheckter will stay after all with Elf-Team Tyrrell for next year.

Now it's Parsons' turn

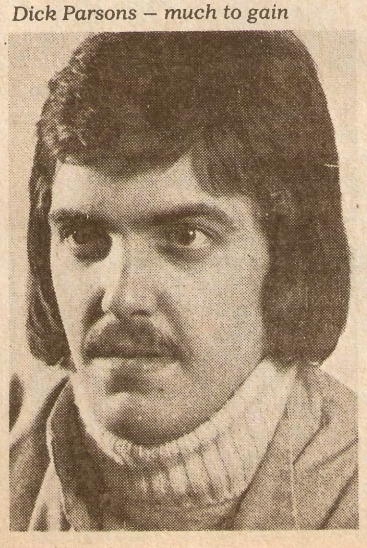
Now it's Dick Parsons' turn to see if he can do anything about Gunnar Nilsson's Brise-like dominance of Formula Atlantic for this weekend see's the promising Briton make his Atlantic debut at Thruxton.

Parsons will be given a run in Tony Brise's works Modus, the car in which Danny Sullivan practised at Oulton Park last weekend.

Parsons, whose appearances in F3 this year with his privately-run Modus has been all-too-spasmodic through lack of adequate finance, has shown a great deal of promise with some "press-on" drives. His last F3 appearance was in the second works loaned F3 Modus at the Brands Polydor F3 race several weeks ago where he led eventual winner Larry Perkins before finishing second.

It will be interesting to see how Parsons fares against Nilsson, Ted Wentz and Brian Henton.

Dick Parsons – much to gain



FSV in Brazil

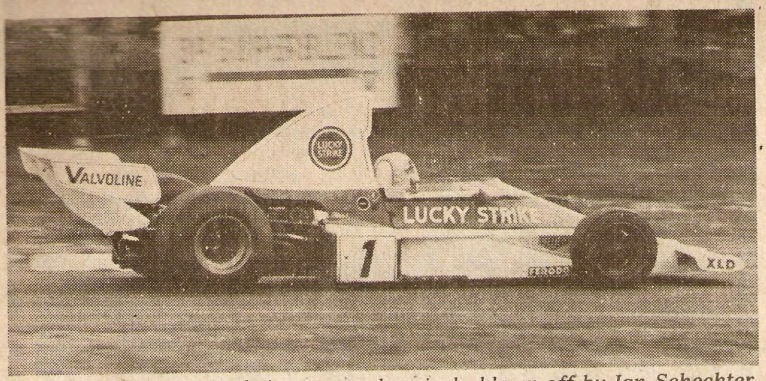
Super Vee is the *in* formula in Brazil at the moment and the man currently winning the races over there is Jose Chateaubriand, team-mate of Brian Henton in the works March F3 team last year.

Chateaubriand is driving a Kaimann and has won races at the Taruma and Interlagos tracks. The Brazilian Super Vees, unlike Europe and the States, run without wings.

However, two new names emerging from the FSV series and unknown to Europeans are Nelson Piquet and Alfredo Guarana, who drive a Polar and Kaimann respectively. While Chateaubriand wins, these two usually set fastest practice and race laps, lead but so far haven't finished too often.

Chateaubriand is currently contemplating a return to Europe next year as are Pequet and Guarana. It will be remembered that the current Brazilian rising star, Ingo Hoffman, starred in Brazilian FSV racing last season before coming over to Europe.

● Despite the new freeze on the USAC rules, the Vel's Parnelli team have plans to continue with their turbo DFV powered Indy car. They are confident that the "freeze" won't do them any harm and still intend to run the car at the final USAC race at Phoenix in November.



Dave Charlton, despite being comprehensively blown-off by Ian Scheckter yet again, was still able to cruise home and take yet another SA F1 series in his ex-works McLaren M23.

Ian's win is in vain

Ian Scheckter dominated the final round of the South African Formula 1 championship which was held at Kyalami last weekend. However, despite six wins this season in nine races, Scheckter lost the title to Dave Charlton, the reigning champion finishing a comfortable second to the Lexington Tyrrell driver in his Lucky Strike McLaren M23.

Scheckter recorded a scintillating 1m 16.4s in unofficial practice, a time which would have put him on pole for this year's Grand Prix. His actual pole was a more sedate 1m 17.27s, good enough for the sixth row had it been done eight months earlier.

Charlton occupied the front row in 1m 18.62s, just 0.23s faster than Eddie Keizan's Gunston Lotus 72E. The sister car, that of Guy Tunmer, was next while everyone else was over 80s.

Just to make sure of the championship, Charlton brought out his ex-Peterson March 721 and lapped in the mid 1m 23s! Scheckter, knowing that the ridiculously close SA scoring system had cost him any chance of taking such a well deserved title, still forged on to totally dominate the 32 lap race with ease.

Tunmer led Charlton for a few laps before the McLaren pushed past while the unfortunate Keizan broke a drive shaft on the line.

Although Tony Martin retired his Chevron B27 with a blown engine after a couple of laps, he still took the F2 category and third overall in the SA series.

Brian's T400

Having won the USAC/SCCA Formula 5000 Championship driving his Carl Haas/Jim Hall prepared Lola T332, Brian Redman will be switching over to the T400 version at Laguna Seca and Riverside, the final two races in the series.

The team have a few ideas on how to sort out the troublesome car and it could well be that they will try this new suspension arrangement that Ted Wentz and Redman have tried recently on Lola's 1976 prototypes in recent testing.

BL's bell rings

The impressive Leyland ST/Broadspeed Triumph Dolomite Sprint which Andy Rouse drove at Silverstone last weekend was due to be stripped down again and rebuilt to full European G2 specification straight away.

Although the ST management are tight lipped at the moment Ralph Broad was openly enthusiastic about a possible programme in Europe next year. Andy Rouse would, of course, be among the drivers and rumours persist of perhaps a big international name in the team too and it was interesting to see Derek Bell taking an interest in the set up after his Alfa failed to turn up at Silverstone.

Bagley wins– Miller's title

America seemed to be the place for ultra close finishes last weekend. The closest (which British circuits would call a dead heat because our eggtimers aren't that accurate) was at Watkins Glen on Sunday where Tom Bagley, driving the works Zink, pipped Eddie Miller's Lola by 2/1000ths of a second for the Super Vee honours.

Practice had seen Bagley, a Glen expert in the Kent Oil Zink, on the pole from Howdy Holmes in the E-Z Wider (cigarette papers!) Lola T324 and Formula Atlantic ace Bobby Rahal in Bill Scott's Royale RP19A.

Current championship leader Miller was next up while an addition to the American Gold Cup grid was European FSV sensation Keijo Rosberg in a brand new Fred Opert-entered Supernova. Rosberg qualified eighth.

Bagley won the 15 lap race at an average of 100.81 mph in the Zink which had been totally rebuilt following his heavy crash at the last Mosport round, but it wasn't enough to stop Miller from clinching the Eosch Gold Cup FSV title. With one round remaining, at Daytona, Miller, in the Carl Haas Lola T324, can't be overtaken. Third was Rahal after another impressive showing with Holmes, Bob Lazier (Lola T324) and Rosberg completing the top six finishers.

Judy shows them how

South Africa's Formula Ford driver to Europe is Bobby Scott but his sponsor wants him to remain in SA and concentrate on Formula Atlantic next season. This means that Trevor von Rooyen may accept the sponsored trip instead.

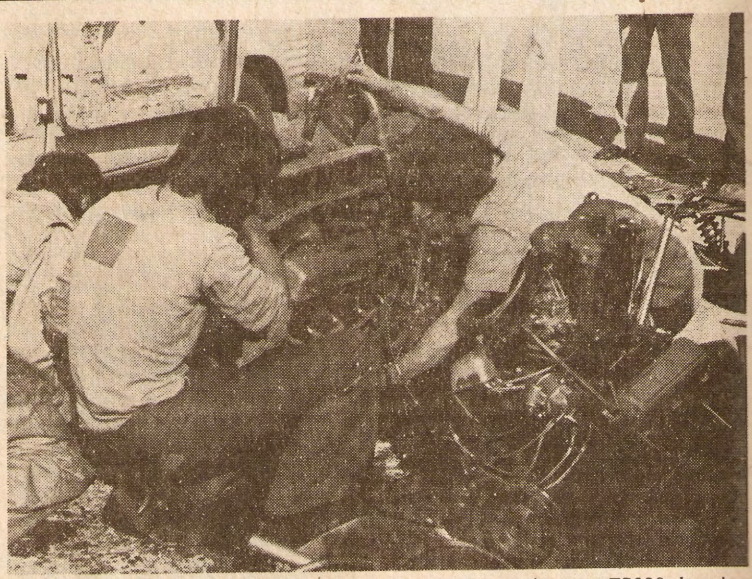
However, both drivers were eclipsed at Kyalami last weekend by 22-year-old Judy Charlton, sister-in-law of local F1 champion Dave, who blew off all the men . . . in her Merlyn Mk25 to score her second FF win this year.

Richard Robarts — moves to F2

Chubb move into F2

Stuart Chubb, entrant of the 2-litre Lola T294 which Alan Jones and John Sheldon have raced this year on occasions, is moving into Formula 2 this weekend.

Chubb wants to run a full F2 programme next year as well as a 2-litre sports car and, as a tryout, is to run an F2 car at Vallelunga this coming weekend. The car he has acquired for Italy is Bill Gubelmann's March 742 and, with backing from PAV Casa, an Italian company who build holiday villas, has entered it for former Brabham F1 driver Richard Robarts to drive.



Blown engines (above), just one contributing factor to the poor F5000 showing over the weekend at Snetterton. Richard Morgan (bottom) was back in Formula Atlantic at Oulton having hired Jim Crawford's Chevron B29.

Brazil's 'FAt'

The Brazilians are currently thinking of running their own version of Formula Atlantic in the near future. They are hoping to use the 2-litre Ford Maverick engine which is expected to push out something like 185 bhp.

Alex Ribeiro told us recently that it was doubtful whether the unit would be able to produce very much more power although a cylinder block had already been sent over for John Nicholson to have a look at.

The chassis the Brazilians have in mind, according to drawings in one of their magazines, is the current Lola T360. Whether they intend to purchase a batch of them or, as has been known, make a straight copy as they do with their Super Vees, is unclear at present.

McCormack's F5000 win

Former Gold Star champion John McCormack, driving his Elfin-Repco MR6 won round three of the Australian Drivers' Championship at Oran Park Raceway on September 21 and is now right back in the fight for this year's title.

Defending champion and poleman Max Stewart dominated both of the heats in his Lola Chevrolet T400, winning the first and then leading the second until a collapsing nosecone sent him scurrying to the pits for repairs, and he finally took out second place in the overall results.

John Leffler was third in his Bowin-Chevrolet P8 after a spectacular display of driving that had the crowd on their feet throughout the heats. The top six were completed by Johnnie Walker (Lola-Repco T332), Garrie Cooper (Elfin-Repco MR5) and Kevin Bartlett (Lola Chevrolet T400).

The unluckiest driver of the day was young Bruce Allison, who was all set to take third place when the throttle stuck open while he was challenging McCormack for the lead of the second 24-lap (130 km) heat. The black Lola slammed into the concrete retaining wall at the notorious BP Bend and was severely damaged, although Bruce was unharmed.

John McCormack – title chance

Another unlucky driver was John Goss, currently starring in a B-film supporting *French Connection 2*. He had engine problems in his Matich and didn't start, despite qualifying at the back in Chris Milton's old McLaren M22, while Geoffrey Brabham, handling his F2 Birrana 274, retired from the first heat with black box failure having been *three* seconds under the circuit's F2 record in practice.

Emerson's Lotus test

Emerson Fittipaldi tests a Lotus sports car! Shock News? Well, not really. The McLaren F1 driver isn't thinking of changing teams again nor has Colin Chapman built a new car. Prior to Watkins Glen the ex-World Champion was testing his McLaren at Silverstone and Historic racer David Friend happened to be there with his Lotus XI. Fittipaldi expressed interest in the car and did a handful of laps in it during the day.

No F1 sale

Ian Scheckter's Lexington Tyrrell, although now obsolete for racing in South Africa next season as will be all the other local F1 cars, will be retained by the team for use in next year's South African Grand Prix. After then it will go into a musuem along with the Team Gunston Lotus 72s. The chassis written off earlier this year by Guy Tunmer is being rebuilt to original spec by the Lotus factory, as this is the car in which Emerson Fittipaldi won his first World title.

Lexington and Gunston have decided to run just one Atlantic car next season. Eddie Pinto of Gunston would like to run a Ralt and has approached Roy Klomfass to drive it. Lexington, on the other hand, will retain Scheckter and look likely to run a Chevron.

● With one round of the Australian Formula Ford series to go, Paul Bernasconi has clinched their Driver to Europe award. Bernasconi has also been driving a F5000 Lola T330 in recent local races as team-mate to Max Stewart.

Having a whale of a time.

● Apart from the works Ford Capris and BMW CSLs, the Autodelta Alfa Romeo team are also expected to send one car to the forthcoming Wynns 1000 kms touring car race at Kyalami on November 1.

Autodelta have entered an Alfetta GT for Arturo Merzario/Jean-Claude Andruet but strong competition will also come from works Datsun 140Ys and Mazda RX3s plus the 2-litre Zakspeed Escort RS of Hans Heyer/Klaus Ludwig.

● Cosworth Engineering are having a race against time in an effort to ready their new Keith Duckworth designed 750 cc water cooled four stroke twin motor cycle unit for Dave Crockford to debut on the works Norton at Brands at the end of next week.

● Decals displaying the initials LPS were seen upon Gunnar Nilsson's Rapid Movements Chevron B29 at Oulton Park last weekend. LPS is, in fact, an American water protective substance which is available in an aerosol and marketed in this country by Metprotek in Guildford.

Nicholson's Modus ride

Dave Price, who looks after Nick May's Formula Atlantic Lola, was a busy man last week preparing John Nicholson's works loaned Modus Atlantic car as well up at Oulton over the weekend.

The former Atlantic champion and ace engine builder, having returned from the Canadian Atlantic series, was interested in having a go in a Modus chassis and an agreement was reached whereby the works and Dave Price built up the ex-Ruedi Gygax car.

Although outwardly identical to the car used by Tony Brise, Nicholson's chassis featured small detailed changes to the fuel system and so forth.

In the race Nicholson was running well and had got up to 4th before he fell off, creasing the tub unfortunately.

● Remember a fellow called Sleepy Tripp? We took an interest in him earlier this year. Well, he's become the American USAC Midget champion for this season.

Championship positions

IMSA Camel GT Championship (leading positions): 1, Peter Gregg, 141½ points; 2, Hurley Haywood, 130; 3, Al Holbert, 127½, 4, Hans Stuck, 91; 5, John O. Steen, 73; 6, George Dyer, 72.

IMSA/SCCA Bosch Gold Cup Super Vee Championship (leading positions): 1, Eddie Miller, 118 points; 2, Tom Bagley, 95; 3, Howdy Holmes, 85; 4, Richard Melville, 82; 5, Bob Lazier, 64; 6, Fred Phillips, 53.

USAC Championship (leading positions): 1, AJ. Foyt,* 4620 points; 2, Johnny Rutherford, 2870; 3, Bobby Unser, 2480; 4, Wally Dallenbach, 2290; 5, Billy Vukovich, 1900; 6, Roger McCluskey, 1675. * champion.

SCCA/USAC Formula 5000 Championship (leading positions): 1, Brian Redman*, 195 points; 2, Al Unser, 113; 3, Mario Andretti, 93; 4, Jackie Oliver, 69; 5, Eppie Wietzes, 60; 6, David Hobbs, 45. *Champion.

European Shellsport Formula 5000 Championship (leading positions): 1, Teddy Pilette, 124 points; 2, Guy Edwards, 107; 3, Ian Ashley, 101; 4, Peter Gethin, 97; 5, David Purley, 90; 6, Richard Scott, 84.

Tarmac British Racing Championship (leading positions): 1, Tony Brise, 211 points; 2, Stuart Graham, 210*, 3, Richard Lloyd, 203*; 4, James Hunt, 190; 5, Andy Rouse, 168*, 6, Derek Lawrence, 166*. *Best scores.

Gunnar Nilsson clinched the BP Super Visco F3 title last Saturday at Oulton Park.

BP Super Visco Formula 3 Championship (leading positions): 1, Gunnar Nilsson*, 73 points; 2, Danny Sullivan, 52; 3, Alex Ribeiro, 49; 4, Patrick Neve, 47; 5, Larry Perkins, 38; 6, Ingo Hoffman, 34; 7, Eddie Cheever, 21; 8, Richard Hawkins, 20; 9, Pierre Dieudonné, 18; 10, Conny Andersson, 12. * Champion.

Australian Gold Star Championship (leading positions): 1, Max Stewart, 15 points; 2, John Leffler, 13; 3, Johnnie Walker, 12; 4, John McCormack, 11; 5, Bruce Allison, 6; 6, Kevin Bartlett, 5 pts, etc.

Patrick Neve – testing the F3.

New F3 from Van Diemen

Van Diemen, having now sorted out their factory to accommodate the GRD set-up, are starting to test their Formula 3 car and sort out the bugs which it has on certain circuits.

Patrick Neve will be testing the car once again and it is hoped that the Belgian will be able to debut the new "Van Diemen" at the televised Thruxton F3 race next month.

Safir plan for 1976

After leading the BP F3 championship for the early part of the year and always lying in a challenging position to Gunnar Nilsson, Patrick Neve had to concede defeat after the last Silverstone round. Nevertheless for a first season of F3 in a one off car and running an unfashionable, although obviously still very competitive, Holbay Ford twin cam engine, it has been a good year.

Safir's Ray Jessop is hoping to be able to keep Neve for next year, 'I rate him very highly'. Jessop says he is tentatively thinking of F2 for next year using one of Brian Hart's 420R engines. Neve is continuing to test the Safir F2 with the Holbay Pinto engine and M&H F2 tyres, so that Jessop can develop a car for next year if the money can be found. 'Ideally I'd like to be able to run a two car F2 team as it would be economically more viable. And if the championships don't clash too much I'd like to do F3 as well. Having seen the Silverstone F2 race I don't think it would be too difficult to make a go of it. I've got a lot of faith in Patrick. However, if we cannot raise the money for F2, we'll probably run a two car F3 team.'

● American drag stars Don Garlits and Richard Tharp made a bit of history at a recent meeting at Bristol, Tennessee, when they both clocked three runs apiece at under 6s! In doing so Garlits won his sixth IHRA event this year (5.94s, 5.90s and 5.97s) while Tharp got the distinction of establishing a new speed record of 247.25 mph for the standing ¼-mile at this particular strip.

All your weekend sport

LAGUNA SECA

Following his sensational performance at Long Beach ten days ago in the Sid Taylor-entered Theodore Racing Lola T332, Tony Brise will be having another crack at the American F5000 stalwarts when the penultimate round of the USAC/SCCA series takes place at Laguna Seca this weekend.

Although Britain's Brian Redman has already clinched the championship in the Carl Hass/Jim Hall Lola, you can bet that Brian will be out to win and keep Brise, 15 years his younger, in his place.

Challenging hard will be Mario Andretti and Al Unser in the Viceroy/Hilton Lolas plus similar cars for David Hobbs, Eppie Wietzes, Elliot Forbes-Robinson, Gordon Johncock and Graham McRae while Jackie Oliver (Shadow), Vern Schuppan (Eagle), John Cannon (March) and Warwick Brown (Talon) form the spearhead of the other challengers.

Brise must finish in order to keep his British Tarmac Championship (and £2,000) hopes alive.

VALLELUNGA

It'll be interesting to see if Jacques Laffite, after all his problems with Schnitzer BMW engines, changes allegience at Vallelunga where the final round of this year's European F2 Championship takes place on Sunday.

Laffite, this year's champion, hasn't fared too well of late in his Martini and all the honours have been going to the works Elf March team who, between Michel Leclere and Patrick Tambay, have won the last three races. They are equal in the championship and are keen to beat each other for that runner-up slot. The question is can Tambay maintain his Nogaro form?

As usual Jean-Pierre Jabouille and Gerard Larrousse will be there in the Elf 2Js but naturally, with Vallelunga skirting the edges of Rome, the locals will be hoping for an Italian victory. That could possibly come from either Maurizio Flammini, Giorgio Francia, Gabriele Serblin, Alberto Colombo, Giancarlo Martini, "Gianfranco", Alessandro Pesenti-Rossi or a host of others, probably including Arturo Merzario who is bound to organise a ride somewhere.

MALLORY PARK

Hopefully recovered from their bout of engine maladies the Shellsport F5000 circus will be making their second visit of the year to the Leicestershire circuit at Mallory Park on Sunday. Teddy Pilette's win last weekend puts him in a strong position to take his second championship for VDS. However, with two rounds remaining and the races so unpredictable anyone from Ian Ashley, Peter Gethin, Guy Edwards or David Purley could take the title outright, while theoretically Richard Scott could tie on points. Pilette won the last Mallory round but the Ford V6 showed strongly so watch for a strong challenge from Alan Jones.

A man a lot of people will be watching is young FF star Geoff Lees in the National Organs qualifier. He'll be out to win this one to keep him in with a chance of taking all three championships in the Rob Roy/A&M Records/CHS Publicity Royale, but he'll also be racing at Thruxton keeping his BAF hopes alive, so it's going to be a hectic day for him. The opposition looks tougher at Mallory with Phil Dowsett, Mike Blanchet, Geoff Smailes, Kenny Gray, Rad Dougall, Matthew Argenti and Bernard Vermilio among the contenders.

There's also a round of the Radio One Production saloon Championship with all the usual entries including Jock Robertson, Tony Lanfranchi, Jean-Pierre Aux, Ivan Dutton, Wendy Markey, Peter Jopp, Danny Alderton, Simon Watson, Brian Rice, Roger Payne, Gerry Marshall, Noel Edmonds and Marc Smith.

The meeting also features the final round of the BRSCC (Midland) Modsports Championship. John Evans currently leads with 16 points from Peter May (9), Brian Murphy, Ian Clark, Peter Richings and Max Payne who have six apiece.

First race is at 2.15 pm.

THRUXTON

The Southern Organs Atlantics top the bill at Thruxton on Sunday. Few details have been forthcoming from the BARC about this meeting but we do know that Gunnar Nilsson will be there in Ted Moore's Rapid Movements Chevron looking for their fourth successive win. It's worth going some way to watch this combination which has really shaken Atlantic out of its lethargy in recent weeks. Ted Wentz will again be the main challenger in the Wella Lola and hopefully the battle will be as good as at Oulton Park. Dick Parsons takes over the works Modus while John Nicholson should also feature in his Dave Price run model as should Nick May in the same organisation's Lola.

A last minute confirmed entry was for Brian Henton in the Wheatcroft. This has got to be worth watching.

As stated above Geoff Lees will be commuting by air to contest the BAF FF round where Rick Morris and Jim Walsh will be the main opposition. The SuperVee contenders will be there lead of course by John Morrison, and confirmed champion Mike Young.

Other races cater for Miller Modsports, Monopostos, Simoniz Special Saloons and Thoroughbred sports cars.

Racing starts at 2 pm.

BRANDS HATCH

TEAC are in charge at Brands Hatch on Sunday for an eight race programme. Tiff Needell will be looking for more of that long overdue success with Chris Hiatt-Baker's Crossle in his quest for Townsend Thoresen FF points, while there are two races for the LEC Clubmen's Supersports contenders headed, inevitably, by Geoff Friswell. Other entries include Peter Cooke, Frank Sytner, Andy Houston, Nick Adams and Alex Ferrada.

Other races cater for Mini 7s and Special Saloons.

Racing starts at 2.30 pm.

CROFT

The BRSCC (N) are in charge of the final championship meeting at Croft on Sunday with Production Saloons, Formula Fords, Special Saloons, *Libre* and Clubmen's cars filling the programme. Among the entries are regulars Chris Meek, Rod Gretton, Valli, Kelvin Hesketh, Mick Starkey, Peter Harrington, Pete Clark, Joe Applegarth, Tim Wood and Ray Edge.

The meeting starts at 2 pm.

INGLISTON

There will be nine races on the bill at Ingliston on Sunday, eight of them being the final rounds of SMRC championships. There'll be a big Irish contingent present while Eddie Cheever will be paying respects to his new sponsor, Shand Carpets, by taking his F3 Modus to the *Libre* events. The Special Saloon event will see the first appearance of Jim Dryden's SMT Firenza and the final appearance of Doug Niven's up-for-sale Boss Capri.

Other races cater for Production Saloons, FFs, Sports and GTs, Modsports and Historics.

Racing starts at 2 pm.

LYDDEN

The West Essex CC take control of Lydden for the final championship meeting on Sunday. Over 140 competitors have entered and all nine races are oversubscribed. The varied programme includes events for FVs, Mini 7s, Formula 4, Special Saloons, Mini Miglia, 750 and F1300 cars.

Ian Flux should confirm his position as FV champion and will also receive the Colborn Trophy, presented by the Canterbury based VW dealers.

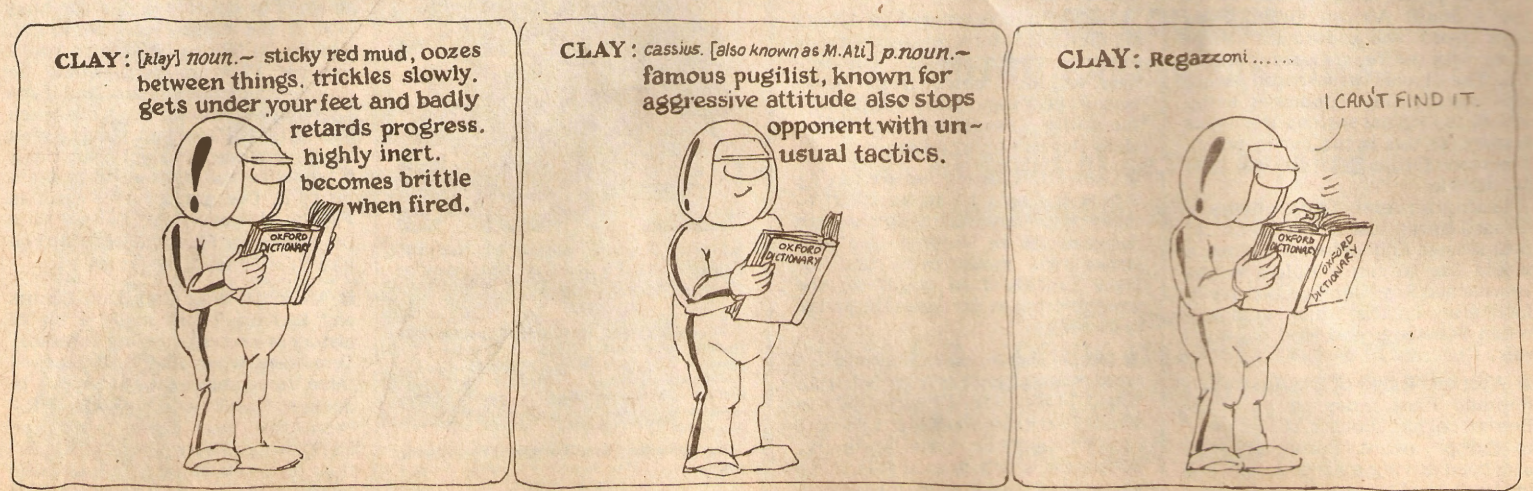
Racing begins at 2.30 pm.

● Tickets are now available for the sixth annual Dog House Owners Charity Ball organised this year in aid of the Royal National Lifeboat Association. Tickets are £10 each and tables can be booked for parties of eight, ten and 12. The venue is the Dorchester Hotel and the date is October 31. The usual hilarous Doghouse girls cabaret is top of the bill and their very generous tombola is another main feature.

Tickets are available from John Morgan at the Steering Wheel Club, 47 Curzon Street, London W1 (01-493 4551). For those unable to attend, donations made out to the Dog House Owners' Ball will be gratefully received at the same address.

CATCHPOLE

By Barry Foley



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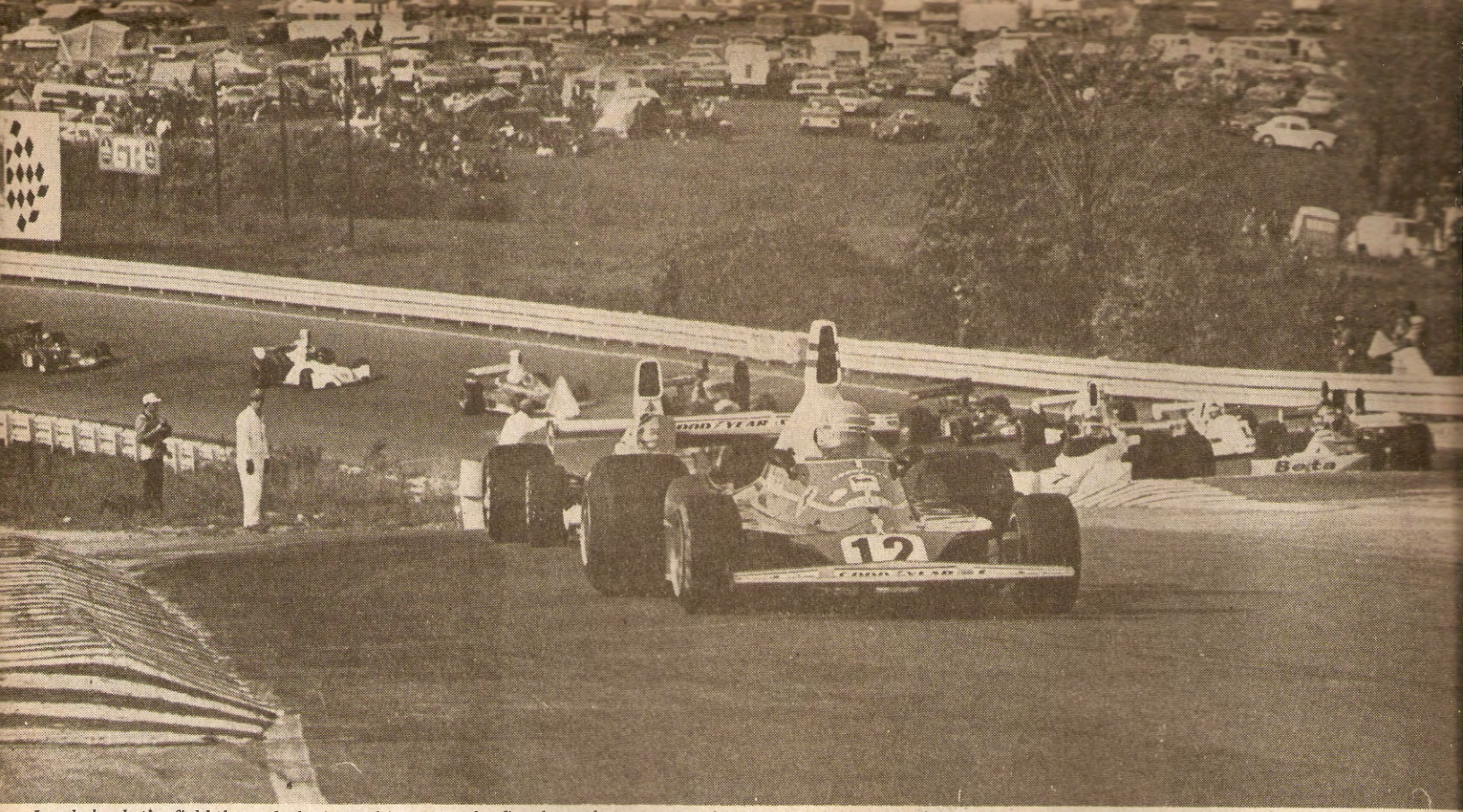


Lauda leads the field through the new chicane on the first lap – he was never headed during the rest of the race.

AMERICAN GRAND PRIX/WATKINS GLEN

Exile on Main Street

By PETE LYONS **Photos by PHIPPS PHOTOGRAPHIC**

Race data by ALAN PHILLIPS

Niki Lauda displayed Ferrari's World Championship form to the Americans at Watkins Glen, but there were hisses mixed with the cheers. His teammate Clay Regazzoni destroyed most of the effect of the victory and totally ruined the race by flagrantly baulking Emerson Fittipaldi's McLaren, the only man/machine combination that stood any chance of running with Lauda.

It started with Lauda on pole and Fittipaldi alongside, and the two set off in a nose to tail running in that order, rapidly pulling away from everyone else. Twice in the early going Emerson nearly overtook Niki at the end of the long straight. Then, just after a quarter distance, they came across the second Ferrari. Never very quick anyway, Regazzoni had got himself involved in a shunt and had made a pit stop to replace his nose piece. On being lapped, he let Lauda by but then simply sat in front of Fittipaldi. For five laps he stayed in the way, while the gap, expanded from 1.2s to 12.2s. In the end it was only a black flag, furled in warning at the startline, that induced him to move over. By that time the race was a hopeless memory.

Emerson, driving as hard as he knew how (hard enough to win the Siffert award), had lost the tow and it was only Niki slacking off in the final stages that brought the interval down to 5s at the finish. Meanwhile Regazzoni had been brought in by a proper flag, which caused an incident of actual physical violence between the Ferrari team manager and the Clerk of the Course; the Ferrari man ultimately called his second driver in and retired him in a sort of lame protest.

It was a fitting climax of a meeting that had been bedeviled by acrimony from the opening minutes: there was a legal action involving the prize monies, a threatened driver walkout, and at least one arm-waving shouting match even before the race day. In this the final GP of the year, the F1 *"Circus"* fully lived up to its nickname.

ENTRY AND PRACTICE

First thing on Friday everyone walked out to The Scheckter Chicane to pass judgement upon it.

It was smack in the middle of what used to be called "Graham Hill," the ultra fast uphill Watkins Glen Esses at the exit of which Francois Cevert had his fatal accident. It was necessary to slow the cars through here, we understood, because the topography – specifically a vehicle tunnel – prevented moving the guardrail back to a safe distance.

It was a real eyesore, a raw construction of tarmac kerbings and wire catch fencing. The drivers were entering on the bias, out of the long, dipping right-hander at the base of the hill; in the middle of this they had to get on the brakes and change down and veer out to the outside (the left) to line up for the chicane which was a tight right-left dogleg. They were using either second or third gear, depending on how they felt about it, and leaving in fishtailing powerslides on up the hill and passing the crest at significantly slower speeds than the year before.

Jackie Stewart used to say these Esses were, with the Monaco Chicane, one of the two most demanding corners in the road racing world. Now in 1975 it was still important to come out of the chicane well, because of the very long, climbing straight beyond, but it was a matter of driving the car well at something less than 100 mph rather than something over 150.

It was all in the furtherance of safety, we were told.

Practice had not been going on long when Carlos Pace's Brabham came along, rather slowly out of the pits road. Haring up behind was Carlos Reutemann's Brabham, at speed with everything warm from several fast laps. Big Carlos must have reckoned that Other Carlos was going to give way to him. Indeed, the leading car seemed to make its approach to the chicane just a bit wide, as if making room; anyway the faster one ducked down to go underneath.

But the slower one wasn't making room, it was taking its normal line. The faster one had abruptly no option but to veer further to the inside and slam up over the high, 45 degree kerbing. It bounced quite spectacularly high.

Exactly alongside at this point, Pace reacted by veering sharply to the left, which lead him over the steep kerbing at the other side of the road. As Reutemann's car came crashing down, Pace's went crashing up. It bounced even higher. It was quite an engaging *pas-de-deux*.

On the track, Reutemann kept on driving and went away up the hill. Over on the left verge, Pace coasted to a stop with his engine dead. He found it wouldn't restart on the button. Then he tried to bump-start it by rolling backwards, but before the engine fired the car ran against some "sleeping policemen" moulded into the kerbing surface and stopped. Pace climbed out and was standing alongside his car when Reutemann next appeared.

Big Carlos stopped alongside and made hand gestures. "What happened?" Other Carlos threw up one hand and turned away. "Did we come together?" He threw up both hands and turned away again. "What's wrong with your car?" Gestures of pushing starter buttons and crankshafts rotating, but slowly. Big Carlos nodded and drove away. Other Carlos watched him, helmeted head shaking.

All of us along the other side of the guardrail had grown weak with laughter, but we had time to recover because a moment later practice was stopped so that the silent Brabham could be pushed out into the road and bump started and driven around to the pits.

During the interval, there was time to notice that the bolts holding the nearby guardrail to the steel posts were devoid of washers under the bolt heads. This was true not only nearby but farther along, and in fact it seemed to be true all around the circuit.

There was time to wonder what Barcelona had been all about.

Back in the pits, one found that Marlboro Team Texaco had two McLarens, unchanged from normal spcification, for Fittipaldi and Mass.

It was a brilliantly clear autumn day, the sky very blue and the foliage a riot of crisp yellows and reds, but the air was very cold. There was a wind blowing as a headwind on the long straight.

Elf Team Tyrell had three machines familiar in every way except for the addition along the bottom edges of the chassis of "skirts" much like McLaren skirts but made of glass fibre rather than plastic. It was thought that the drivers said these seemed to make the cars more stable, although direct questions to drivers brought forth

responses not quite so sure. The new driver was Michel Leclere, alongside Scheckter and Depailler.

Around the rest of the circuit, guardrail had been moved back from three significant corners creating run off areas that were refilled with acres of new catch fencing.

John Player Team Lotus had their nornal pair of unalike Lotus 72s, the one for Peterson as usual with old-type suspension and the other, for Brian Henton this time, with long wheelbase and coil-spring rear suspension.

Everyone was disappointed to see neither the new JPS nor the new six-wheeled Tyrrell. In the latter case it was probably just as well, for even without the presence the very idea was a fount of humour . . .

To discourage certain spectator-area festivities as had earned world wide renown last year, the infamous Bog had been filled in with dry earth and all persons arriving with either motorcycles or "All Terrain Vehicles" were directed to an Impound Area where the machines were to remain under guard for the duration.

Brabhams had their familiar trio of Martini 44Bs, unaltered in any respect. For the first day of practice they were fittted with the underside air dams, but these were removed for the rest of the meeting. Reutemann stayed with his normal car, while Pace practiced both his own chassis and the spare (because of radiator damage in the first session contretemps) and finally raced the spare (because of a water leak on race morning).

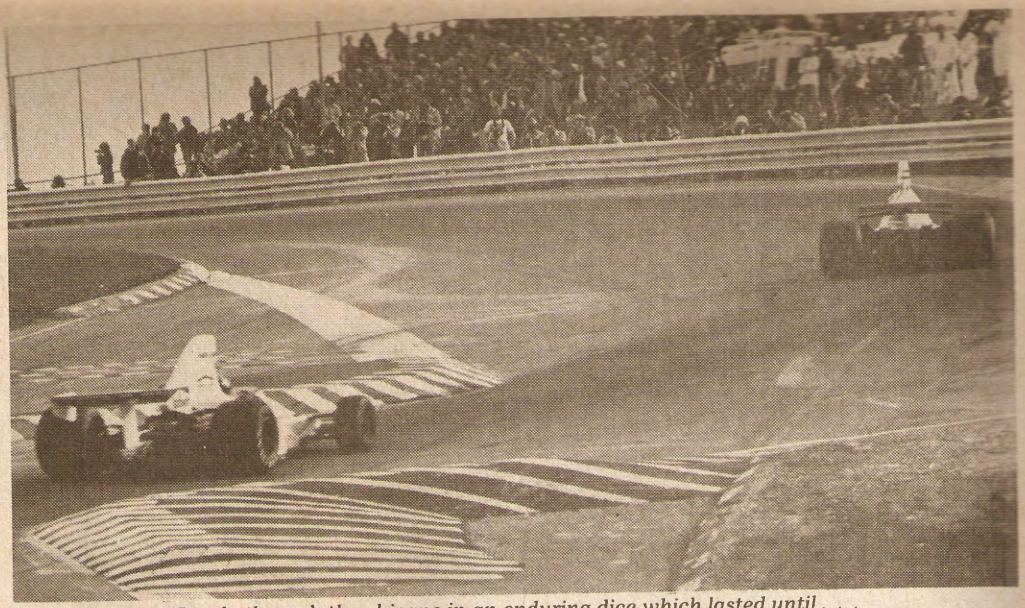
The USA GP organizers had found themselves faced with far higher costs than originally anticipated (the increased financial demand from the entrants, the added safety measures), but rather than pass the increase on to the public in higher entrance charges they elected to try to boost the numbers of the public. Thus were laid on all sorts of attractive sideshows: Navy parachute jumps, camera contests, free film shows, races for Super Vees, G1 Volkswagen Sciroccos, Vintage racing cars and also an "economy race" involving more Sciroccos and amateur drivers — the "32 ounces of Watkins Glen" with a prize of a holiday in Peurto Rico to the man who could go farthest on one quart (US measure) of petrol.

The works Marches, Beta and Lavazza sponsored for Brambilla and Stuck respectively, were back on their original wider track measurements. The team have apparently given up trying to get acceptable handling with the narrow track, although there is with the wider track a slight penalty in drag in a straight line.

"Say, did you hear about the telex the CSI have sent out? It directs all organizers of Grands Prix to ignore any agreements made with the Constructors about money for next year. There's going to be a giant meeting of everybody in Paris next week and the whole thing is going to be thrashed out again."

Ferrari brought along their normal trio of machines for the new champion Lauda and his teammate Regazzoni, and both raced this time with the new cylinder heads that worked for the Monza winner. Both drivers practiced with the spare car, both for reasons of damage to their regular machines.

"Say, Roger Penske is saying that Bernie Ecclestone has demanded £30,000 for John Watson's services next year!"



Fittipaldi chases Lauda through the chicane in an enduring dice which lasted until . . .

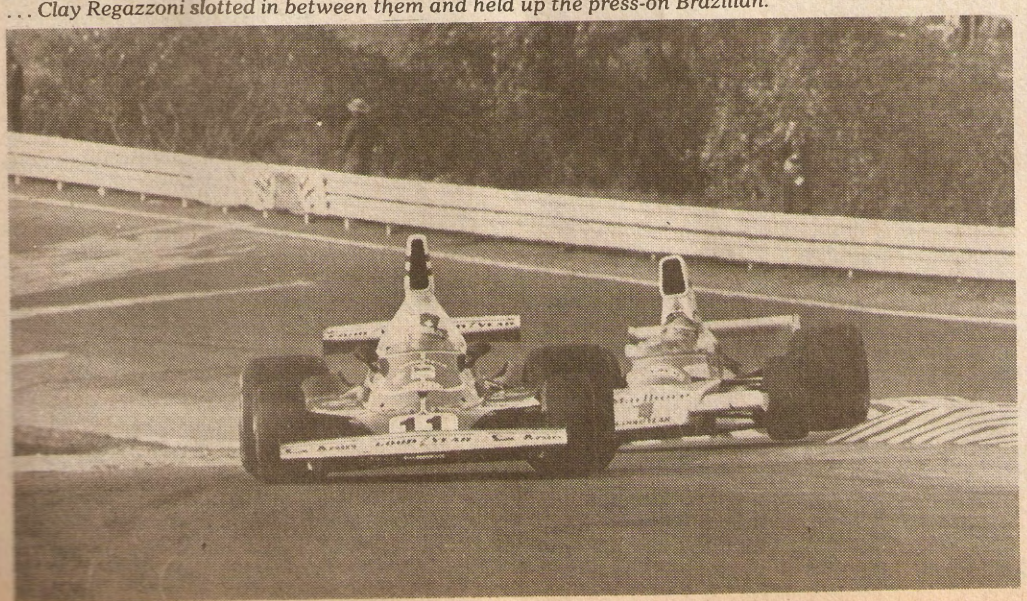
The UOP Shadow team had three cars along, and ended up racing their two Ford Cosworth cars (in short wheelbase configuration) for both Pryce and Jarier. The latter spent all of Friday running the Matra car, and ended with a time as close as makes no difference to Pryce's; then he spent all day Saturday with the Ford car and was half a second quicker. Team manager Alan Rees said the Matra project is probably now a dead issue. "It just doesn't show any advantage."

Penske personally confirmed the £30,000 "transfer fee" story and then went on to say, in an uncharacteristicly mild tone of voice, that "we may have to go and race on our own. We may go away and race F5000, hey John?" Watson didn't say anything to that, but he did say any contract with Brabhams was finished now.

Frank Williams had put Lella Lombardi into his exciting new-model car, the FW04, and produced a brand new example, FW04-2, for Laffite. Both cars were extensively modified, with water cooling moved to the sides of the engine bay through twinned fore-and-aft radiators and the noses now adorned with second-generation Hesketh bits. Laffite reported that the transfer of weight to the rear noticeably improved the handling and traction, and the new nose aerodynamics worked much better too. Both drivers spent much of practice running without airboxes, as testing had shown no difference in the car's straight line performance in either configuration; however, both finally fitted the boxes for race day. (Unfortunately neither driver actually started the race.)

"Say, the drivers are getting very worried about this transfer fee business. They're going to have a meeting about it." They did have a meeting, and it went on for over four hours, and apparently they did discuss the transfer fee system among other things. They wanted a paper from the Constructors stating that the idea was, in fact, dead, as had been promised verbally in Austria.

. . . Clay Regazzoni slotted in between them and held up the press-on Brazilian.



Graham Hill brought two of his GH-1s, both for Tony Brise as sole driver. Both were used in practice, much experimenting with suspension was done, and in the end the older, initially training, chassis was chosen for the race because of it's slightly better engine.

The Constructors were giving out that the transfer fee was indeed a dead issue, and they wished the drivers would stop acting like children and getting so excited about it.

His Lordship Alexander was exposing his chest to anyone who asked, upon which was a T-shirt with a slogan in support of Saving Whales. His team had their usual trio of Hesketh 308 types, with only small (and secret) modifications. After using the older B-model for much of Friday, Hunt decided the C-model was indeed better and settled on it for all of Saturday and the race. Lunger got on about tuning his B for his first American GP.

The organizers of the aborted Canadian GP, through a USA corporation formed for the purpose, filed some sort of a lawsuit against the Formula One Constructors Association and induced a judge to issue an attachment order on some $130,000 of the USA GP money. The F1CA issued a press release, saying they didn't know anything about it.

Vel Miletich's Parnelli team brought two cars, of which one was extensively modified around its rear suspension: new geometrics, new mounting points, and coil springs. Andretti reported the handling was immediately better, with much less "inside wheel spin" coming out of corners. There was also a subtly revised nosepiece with more bulge at the sides.

The race prize money was supposedly about $330,000, but it appeared that this included such essential expenses as transportation and hotels and thus the real money available was rather less. So much less that the attached $130,000 was upwards of three-quarters of the total. A quake of unrest went through the drivers, and they got worried that, if their teams were going to get much less prize money, their own share would inevitably suffer. Their four hour meeting covered this too, and presently there was a full scale confrontation with the Constructors.

It was a secret meeting, but it was conducted behind glass windows, and there was a good deal of arm waving and shouting observed from the outside. It was generally understood that certain teams who are not members of the F1CA expressed that they thought it unfair to be penalized financially through a dispute between the Mosport organizers and the F1CA.

The outcome was, apparently, that the race prize monies would be paid out by the F1CA (normal procedure) according to normal European scales (reportedly about £92,000 per race) and not any grandoise New World amounts. The drivers would all be paid by their teams according to their individual arrangements, regardless of any complications arising from the suit.

The First National City Bank, presenting the United States Grand Prix around the theme of "the Fastest Travellers Checks (or Cheques) in the World," were of course sponsoring the Penske team, and they had two cars. One was the new PC3, which had undergone some testing in the weeks leading to the official practice and with which Watson had done encouraging times. All during the meeting one of the original PC1s was

sitting on the grass near the sponsor's hospitality tent as a static display. It was never used nor was it even race prepared, but at at the last moment on race day when the intended race car gave mystifying electrical trouble it was pushed into service.

"If they'd only gone and asked their team managers, and not flown off into a rage without thinking, they would have *known* they were going to be paid.Honestly, they're such *children*."

Wilson Fittipaldi was back in action with his own Copersucar, which was in familiar form and probably doing its last race pending a new car.

"They told us they'd give us a paper saying the transfer system was dead but they haven't yet done so. We just wanted to be sure, that's all this was about, but it's been blown up way out of proportion – wouldn't you agree?"

It was Wunderink in the HB Alarmsystems Ensign, as following the F5000 meeting in Long Beach the previous week Amon had been involved (as a passenger) in a road shunt and suffered some broken toes. Mo Nunn ("Now please, *don't* be going off and writing about the Chris Amon Luck, will you?") related how his very trim car had been further improved with the removal of 22 pounds of excess weight, as well as revised oil coolers, a different wing and wing frame, the removal of the battery to the front, and the adoption of an older pattern airbox. This had been tried on race day at Monza, and in one fell swoop the mysterious lack of straight line speed was solved.

The business of having a pause whenever someone went off during practice came from the flag marshals. Upset to the point of militancy, their chief directed them outright not to go to the aid of a crashed driver until other drivers "learned to slow down" when shown a yellow flag. The best way to get the message across, it was felt, was simply to wait until the starting officials waved the chequer and the cars stopped coming around. This was done a total of about seven times during the two days of practice. (Finally, the GPDA man reported, the drivers got the message and the flagmen were satisfied the race would go well.)

Practice started out an interesting dice between Lauda and Brambilla. On the previous Saturday, after a week bedevilled by bad weather, there had been a test period during which Lauda got down to 1m 45.1s on the circuit slowed by the new chicane. On the opening of official practice at 10 am on Friday, first Lauda and then Brambilla cut fractions off this, alternating as fastest, until by 11.30 am Lauda had improved to 1m 43.493s. At this he'd left Brambilla behind him by over a second, and menaced by Fittipaldi half a tenth behind, so the way things were going was beginning to tell.

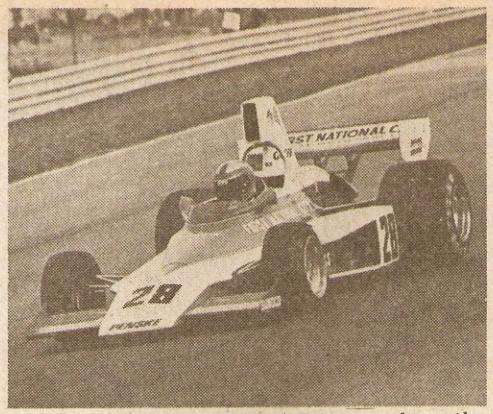
The normally reliable Ferrari, however, now broke its engine, and the new Champion had to carry on with the *muleta*. Still he kept on top of things, ending the 1 to 2 pm session still on top at 1m 42.423s. Brambilla, still second best, was within half a second now however, and Fittipaldi was still close behind, just within the 42s bracket.

But this was where Vittorio dropped it. He came into the chicane just that fraction too hot, got sideways, and went bouncing spectacularly into the air. Wire Service photos posted in the pressroom later showed the March sideways across the road, nosepiece scraping the surface but back wheels kicking a man's height into the air as they rebounded from the steep kerbs. The car came smashing down into the catch fencing at the exit of the dogleg and was very badly crumpled. Indeed, under normal circumstances the car would have been written off and a new tub ordered, but with the enthusiasm of a team backing a driver who is going well the March lads stuck themselves into the two-day chore of putting some order into the mechanical chaos. After all, it wasn't the first time they'd done it this year . . .

"Say, it was a good thing none of them there fenceposts didn't come up through the bottom of the car, you know?"

There was another pause that day, as Laffite went off in the bends leading to the pits entrance. He was actually going slowly, cooling off, but spun on what he thought was dust. The new Williams had to be straightened that evening.

Wilson F. had a nasty fright when, just as he put the brakes on at the end of the long straight, one of his back wheels went flying right off the car. He spun harmlessly to a stop, but was a disturbed looking owner/driver for a while afterward. Investigation indicated the offending wheel had been imperfectly machined, and had started unscrewing itself with enough violence to tear the safety pin at the end of the stub axle bodily out of the parent material!



After a last minute switch John Watson drove the original Penske to a commendable ninth place.

Yet another shunt was performed by Depailler, again in the bends before the pits, and here too there was much late labour to put things right.

In this latter incident especially much credit was given to the newly modified Glen corners for minimizing the damage. "If he'd hit the old guardrail there instead of the new fences, it would have been much worse."

Lesser drama befell others. Brise, feeling rotten anyway because of an apparent bad bit of food, had an oil tank split on one car. Watson had to stop with a break in the new car's rear subframe. Henton had a spoiler lip tear off his rear wing. And so on.

The day ended up with, behind Lauda, Brambilla and Fittipaldi, Andretti as best of a closely vying bunch. There was by now a lot of unhappiness with handling, which is to say with tyres. The Goodyear supply was "Monza tyres," that is to say constructions numbered 35 for fronts and 27 for rears, while they also brought along a stiffer front numbered 40 for March. But there was something else too.

In testing a while earlier, good comments had been received from a type of tyre numbered 05 and 06. This was in fact a new version of a construction that had been current in 1973, and was much stiffer with extra plies. Everyone started calling it "the safety tyre" because of the supposed resistance to puncturing, but certain drivers found the stiffer construction suited their cars better than the looser current designs. In particular Peterson liked their behaviour on his softly-sprung JPS, saying it made the car feel like it used to. But teammate Henton, with his modified 72, couldn't get on with them at all.

Most drivers found the compound, on all constructions, was very, very hard.

Saturday's weather continued fine, in fact it was milder. The wind had backed around so it was almost a tail wind on the straight.

Right away there was a pause, and it was Reutemann missing – and he was at the chicane, too! But this time it was simply that a high pressure fuel line had come off.

Things resumed, and then Scheckter had an incident that wasn't lost out around the circuit somewhere but right in view from the pits. He was coming round the final bend of the lap, "all kinked up," and the car hit a bump that put it beyond the point of no return. The Tyrrell went spinning down the road in a blur of smoke, not harming anything as it happened but perhaps the driver's pride. Here he'd been studiously avoiding trouble at his "own" chicane . . .

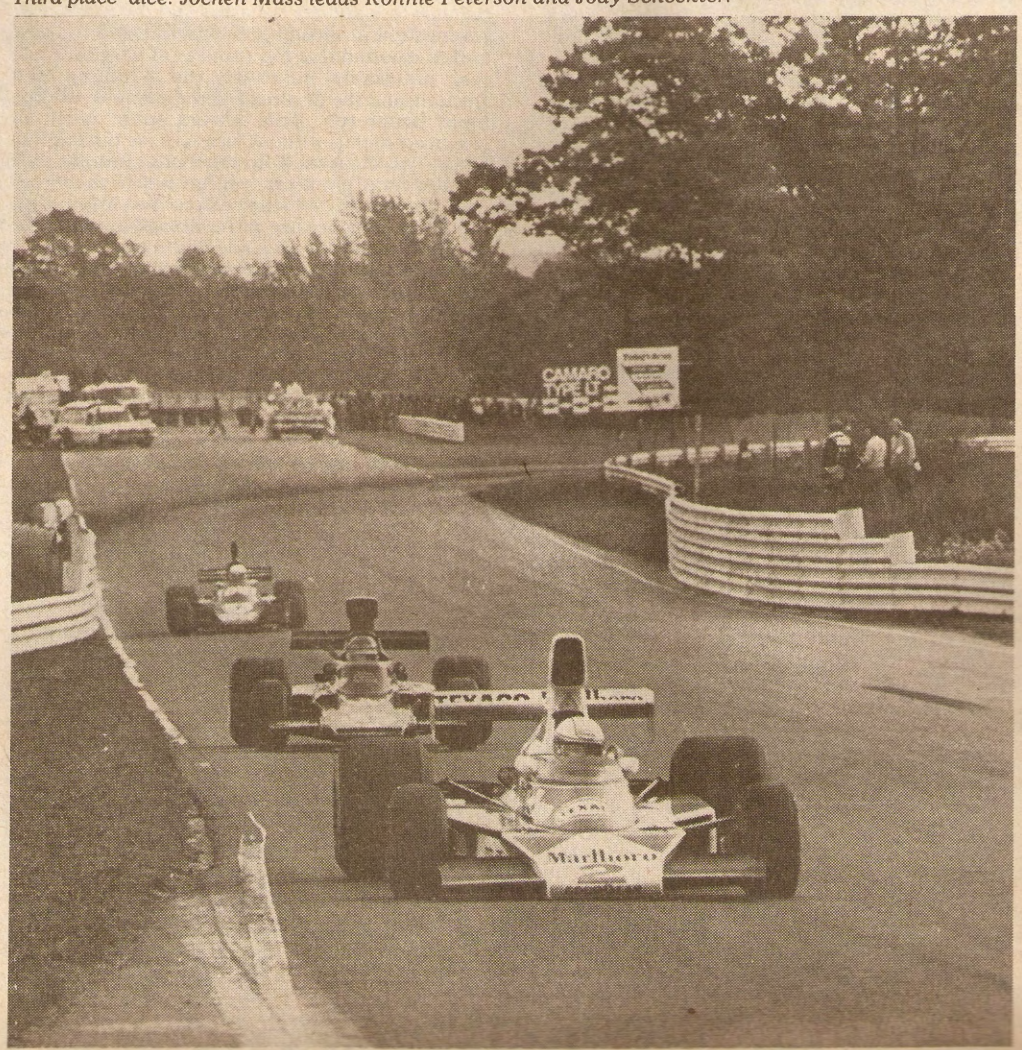
Within minutes Jarier, using the Ford Shadow today, did exactly the same thing just as publicly. When he came in there was a fine round of applause to greet him.

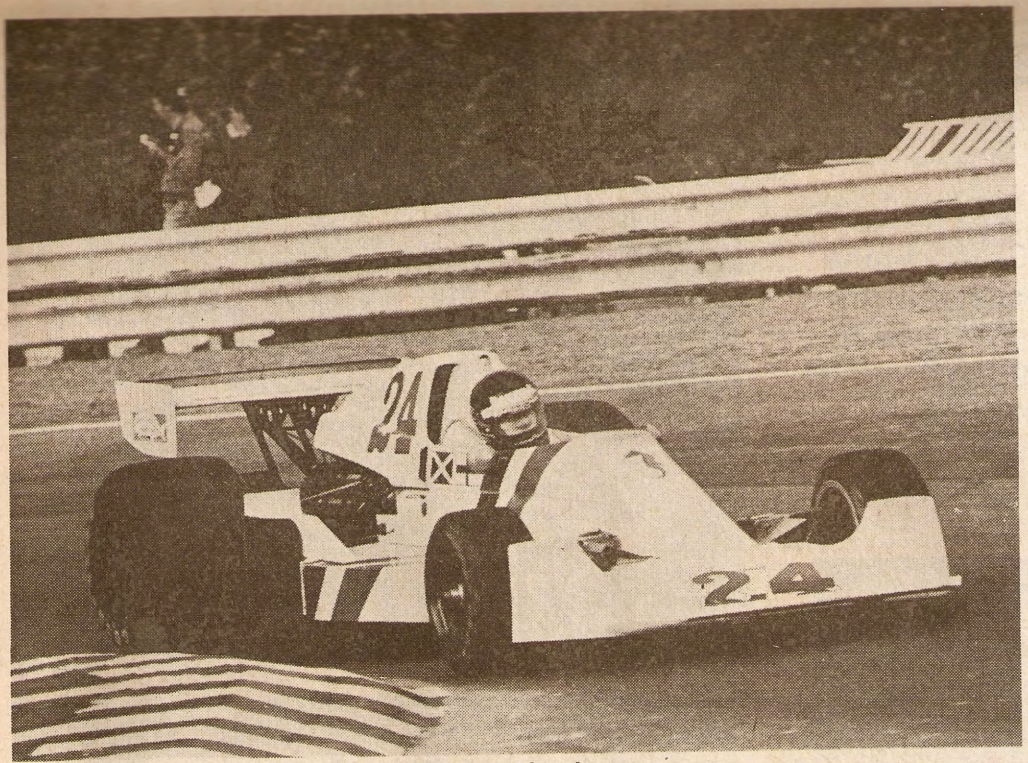
Regazzoni had a Brambilla-copy incident at the chicane and bashed a radiator.

Lauda, still using the T-car because the new engine in his own car didn't run properly, was still quickest at a new time of 1m 42.173s. Fittipaldi, with Brambilla currently running Stuck's car to set it up while his own was being repaired, was second only two tenths behind. Jarier and Pryce were next best, both breaking into the 42s bracket.

It isn't always in F1 racing that everyone progresses steadily throughout practice. But it seemed to be happening this time. During Saturday's last hour everybody took on an intent, beady eyed look and lap times continued to fall. Reutemann, having spent three practice sessions gloomily discontent with tyre temperatures ("They are not even warm. Look, they have done a Grand Prix distance already and you can still see the marks from the mould"). Finally hit upon the

Third place dice: Jochen Mass leads Ronnie Peterson and Jody Scheckter.





James Hunt drove well in the Hesketh 308C to finish fourth.

right suspension combinations and abruptly moved up to the front of the Ford bunch. Not even Fittipaldi went as fast that session.

It was all to no avail against the Ferrari, though. Lauda, handing over the training car to his teammate, took his race chassis with yet another fresh engine out for a trial spin and went effortlessly faster than ever before. He finished up well and truly on pole just three thousandths of a second short of breaking the 42 seconds barrier. That meant 119.18 mph. He was two thirds of a second faster than anyone else scrambling and stumbling over each other with no hope of winning the race but only of finishing second. It was not a situation to create a good mood outside of the Ferrari pit. It was Lauda's tenth pole of the year.

The effect of the chicane on terminal speeds along the straight seemed to be almost nil. Hunt's car was clocked at one stage at 182.8 mph, while generally cars were capable of 175 to 180 mph. There seemed to be no special advantage in having a Ferrari engine in this context. These were the sorts of speeds F1 cars were turning last year.

The effect of the chicane on lap times had been a matter of speculation, some drivers expecting a loss of as much as six seconds. As Reutemann's pole time of last year was 1 38.97s and his best this year was 42.685s, the actual handicap seemed more in the three to four second range.

But, of course, the new chicane was making the course safer. Both Peterson and Henton bounced over the kerbing there hard enough to bend the little brackets on top of their rear uprights. Lunger, like several before him, came in too hot and spun across into the catch fences, scattering dust and photographers alike.

"Say, you know, now that motor racing is so safe for the drivers, maybe we photographers will become the new heroes in the eyes of the public."

The hired Hesketh was sadly bent about the corners and a great dent in the crush space on one side had to be patched. Brett was unhurt. Nobody in fact had been hurt yet.

But in the pits the Ferrari team manager took a false step and was very nearly hit by a Lotus. Does that sound familiar? Well he wasn't hit this time, and the driver this time was Henton.

The photographers were discussing the mood of the weekend and wondering if maybe they shouldn't band together and strike for higher rates, or better toilet facilities, or something.

The story about the 30,000 pound transfer fee was all a misunderstanding, it was given out. Nothing to it at all, at all. Oh, and the 130,000 dollars would be released within minutes of the courts opening on Monday morning. No problem.

The SuperVee race was a close one and taken by inches by Tom Bagley, who had started from pole position in his Zink. He's going to make his European F2 debut at Vallelunga next weekend.

The fastest SuperVee car went through the speed trap at 136.3 mph.

The photographers had been trying to take interesting pictures at the chicane, and realizing that all their pictures were looking like all the pictures they'd taken all over Europe. Kerbings and catch fencings. They were thinking about demanding that all the cars be compelled to carry little stickers so that at the end of the year the photographers would know just where in the world their pictures had been taken.

But the chicane was making it safer, of course. The March mechanics were nearly finished cobbling up Brambilla's chassis by now.

From Reutemann down to Peterson the grid was very packed. Positions three to twelve covered by less than a second. Some of these drivers were quite happy with their cars, others weren't. None of them had any ideas left about how to improve their positions, other than waiting for the race.

Pace's engine was losing power, so it was prepared for a change. Wilson Fittipaldi's engine broke too, and Lombardi's dropped a valve and exploded. Jarier's Ford engine airbox came off, bashing dents in the back wing. He stopped and picked it up and came back to the pits with it in the cockpit. The chief steward thanked him for being tidy.

As there were only the 24 entries everybody qualified to start the race. The drivers' threatened walkout over prize money had been smoothed over. The weather for Sunday was encouraging.

The weather looked somewhat threatening by race day, with more haze in the air and more cloud in the sky, but the temperature was warmer. However, there was a stiff breeze, that had moved around to become a headwind along the straight. It was stiff enough that the Navy had to cancel the parachuting demonstration.

Local regulations about noise prevented any morning warm-up from happening before one o'clock in the afternoon. The F1 drivers got about 25 minutes to practice, then. They found the circuit quite dusty and the wind strong enough to induce both Ferraris and Tyrrells, but not McLarens or Brabhams, to change ratios.

Pace's car started belching smoke as he blipped the throttle for downchanges. A water system O ring had failed and the engine was damaged. As there was only an hour and a half before the start of the race there was not enough time to change the engine so he had to change cars instead, and the Brabham spare was warmed up. Leclere's engine too started belching smoke and misfiring, and oil was found mixed with water. For the young F2 driver there was nothing to do but start the race. Andretti came in with the gearbox leaking oil from a failed O ring. Both Watson and Lombardi were having electrical dramas.

Brise tried both the Hills and, because its engine felt better, he decided to race the spare. Brambilla, trying his rebuilt car for the first time, said the handling was "interesting" but felt it was safe enough to race.

The Penske electrical trouble seemed to be serious, and the hitherto untouched show car was rolled into the pits, given a quick checkover, and warmed up. It had not even run for weeks. The idea was to change everything possible in the PC3 and Watson would try it on the pre-race warm-up lap. If the car still was bad, he would quickly jump into the PC1 and start from the back of the grid.

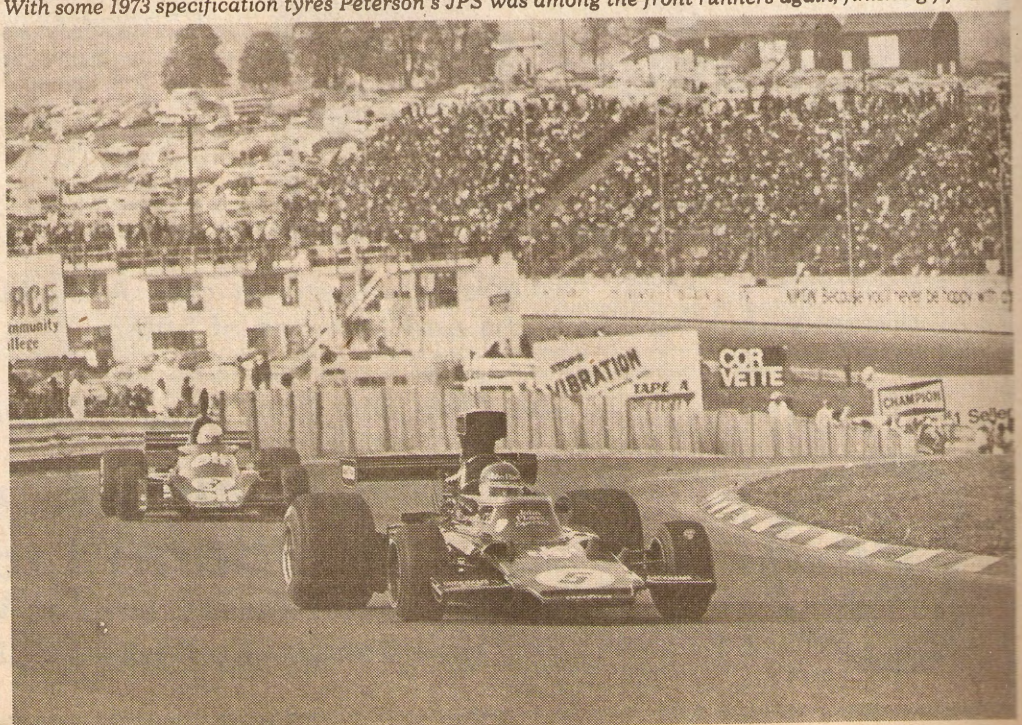
The economy race, run in virtual silence at about 40 mph, was won at an average of about 75 mph (US measure).

A lot of photographers stationed themselves at the chicane for the start of the Grand Prix, having, of course, carefully marked their films so as to know which of the season's shunts they were about to photograph. However the organizers had specified that a yellow flag would be displayed in the area for the first racing lap.

There was a delay of about half an hour to put some Armco to rights after the G1 race. On their single last minute warm up lap both Watson and Lombardi had their cars stop dead halfway round. Both were towed in, Watson first, and he was able to jump across into the older Penske and try it out tentatively through one further warm up lap: It was the first time he'd tried it that weekend. Poor Lombardi, of course, had nothing to do but take off her helmet and walk away.

Neither of Frank Williams' cars were going to be on the grid, for Laffite had something go wrong

With some 1973 specification tyres Peterson's JPS was among the front runners again, finishing fifth.



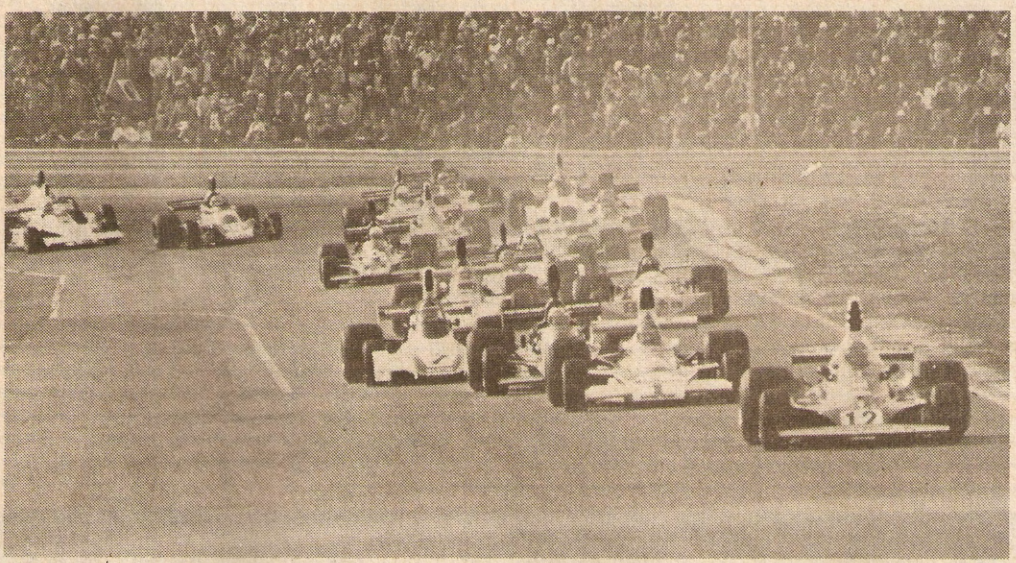
too. Apparently he made one of those simple little errors and picked up a little bottle of what he thought was eye drops and squirted it in both eyes. It was really visor cleaning fluid and in severe pain he was taken straight away to the hospital.

RACE

The 22 starters went to the grid then, half an hour or so late, under generally fine conditions although there was some high cloud and the day was no longer warm. The breeze was as stiff as ever, gratifying those who had gambled on the ratio changes.

Side by side Lauda and Fittipaldi got off cleanly. Jarier's back wheels were smoking. Hunt was over on the dust below the pit wall and making up several places. Piling down into the first turn, Andretti's nose was crammed up behind two other cars and his front wheels were smoking. Stuck got off badly and was dead last. There was wobbling and weaving but no shunting, nor was there any shunting a few hundred yards later at the chicane, and the field charged up the long hill with the pole position Ferrari leading, Fittipaldi's McLaren second. Jarier's Shadow third and Brambilla's patched and battered March a strong fourth.

As soon as the end of the lap it was a two car race behind Jarier and Brambilla, with Reutemann, Andretti, Hunt, Mass, Depailler, Peterson and Regazzoni in a close parade formation.



Lauda takes up his customary position after scoring his tenth pole position of the year and went on to take his fifth win.

Second time around and it was confirmed at the front, the Ferrari led the McLaren by no more than three quarters of a second, while the gap to the Shadow was distinct. In the middle of the second bunch Mass was charging, sixth suddenly.

So far nothing had happened at the chicane, but on the third lap at the far end of the circuit, in the descending left hander which is the first bend of the "new extension", Pace back in the third bunch came up under Depailler under braking and the two collided heavily and were both out.

On the fourth lap Reutemann, seeing Jarier getting away, got by Brambilla for fourth place, and at the same time Mass suddenly fell all the way back to ninth. Scheckter was noticeably losing the third bunch and gaining on the second bunch.

On the fifth lap Regazzoni came around late and went into the pits, his nose damaged. Leclere, his engine running badly, came in too, and so did Watson because he'd gone off course at the chicane. Seconds later, in the bend starting the sixth lap, Henton spun just in front of Brise and the Hill's right rear wheel was torn off on the JPS. Brise had to walk in, while Henton could still drive, but his rear suspension was broken and he went into the pits for six laps while it was fixed.

Regga and Watson rejoined, but Leclere walked away.

Andretti got around Brambilla for fifth place, but then retired in the pits with a rear suspension bracket broken.

By the tenth lap Lauda, lapping in the mid 44 second bracket, had a cushion of no more than nine tenths of a second on Fittipaldi. They were both about 14s ahead of Jarier, who had about five seconds on Reutemann. But this was when the surviving Brabham's engine exploded in a shower of oil on the straight. So it was Hunt who was fourth. The scramble was still going on between the Hesketh, the Brambilla March, the Mass McLaren, the Peterson JPS and the Scheckter Tyrrell. The Stuck March was chasing the Pryce Shadow hard for the next place, a bit behind. But then Pryce stopped to have a misfire traced: it took two stops before a bad connection at the distributor cap was found.

At 15 laps gone, quarter distance, Fittipaldi was seven tenths of a second behind Lauda. Emerson had done the 14th lap at 1m 44.12s quickest so far. Two times to this point he had nearly forced by Niki at the end of the straight.

Now they both came up to lap his brother Wilson, who very briefly gave the McLaren driver what assistance he could. The crowd noticed it and were gleeful about it. But it was not a big thing. Wunderink came next and the Fittipaldi dis-advantage increased to 1.2 seconds.

At 18 laps Lauda was right behind his teammate in the other Ferrari, and the tactical advantage was about to go the other way. On the 19th lap, Lauda had gotten by but Fittipaldi hadn't. The gap from leading Ferrari past backmarking Ferrari to pursuing McLaren was exactly two seconds.

On the 20th lap it was 4.4s. The crowd was murmuring.

On the 21st lap it was 5.7s. Emerson was furiously shaking his fist.

On the 22nd it was 7.9s. The commentator was talking of nothing else.

On the 23rd it was 10.4s. The flagman was holding a rolled up black flag out to Regazzoni.

On the 24th lap it was announced that Emerson had overtaken Clay at the far end of the circuit. He now had a clear road between himself and the dwindling Niki, but the gap was now 12.2 seconds.

At the end of that same lap the black flag was again held out to Regazzoni, but unfurled this time, and at the end of the 25th lap (the gap was 12.6s) the guilty Ferrari came rolling in to the cluster of officials. There too was the Ferrari team manager, and there was seen to be some coming and going and discussion, and then suddenly there was some arm swinging.

The McLaren crew chief, who is so often in the right place at the right time, takes up the narrative:

"Old Lucca came running up and he was going around shaking everybody, but he could see he wasn't getting the right bloke. So I thought I'd be helpful and I told him, 'Look, there's the man you want, he's the Clerk of the Course,' and he went over and hung one on him. Then the heavies stepped in and separated them. I don't think anybody got hurt."

Regga left all this behind him and rejoined the race, well back of course, and presently the Ferrari team itself called him in again. It looked to outsiders like a fit of pique, and Montezemolo did say that if anybody was going to stop his drivers it was going to be him and him alone. But later on he explained that he reckoned that all the excitement must have seriously upset his driver and that it would be better if an upset driver didn't stay out in the race. . . .

"You know, if he'd only held up Emerson three or four or five seconds that would have been sort of okay," the McLaren man went on, "it would have been Dirty Pool but fair Dirty Pool, if you know what I mean. But he just kept it up too long.

"We heard a story that as Regga came back to the garage somebody in the crowd reached out and took a poke at him and Regga went after him with his helmet but missed. We don't know if the story is true but we like it."

It is true, however, that persons in and around the Ferrari pit greeted their man with friendly applause.

The tow lost, the headwind as strong as ever on the straight and his gear ratios set for calmer conditions, Fittipaldi had no hope of catching up. He was taking everything possible out of his car, weaving and sliding out of the corners, putting the rev counter telltale on 11,200, but fraction by fraction the Ferrari pulled out more time. At half distance it had over 13 seconds and presently it had more than 15 seconds. As a race it was over. Only misfortune could take his fifth GP away from Lauda.

As the sun sank into the western clouds the wind grew chill. Jarier had dropped out of his good third place when a rear wheel bearing failed, and so now third place was being disputed by a four car scramble that was close enough to make up for the robbing away of the race for the lead.

It was Mass back up in charge now, with Hunt, Peterson and Scheckter strung closely behind. Ronnie, feinting at James, locked up his front wheels in plumes of smoke under braking more than once. Both the JPS and the Hesketh were right on the ragged edge many times. Still Peterson was relentless, and on the 50th lap he finally made it by into fourth.

For a moment that seemed to break the quartet into two pairs, with Peterson getting hard at Mass, one second between them, and Scheckter seeing new hope of getting Hunt with less than a second between them. But with the race running out they all closed up again.

Three laps from the end Peterson locked up his front wheels again and seriously flat spotted a tyre. Two laps from the end Mass began to lose his brakes, and had to start pumping them. On the last lap Scheckter got badly crossed up in the chicane, but just ahead so did Peterson. The JPS wobbled across the road and the Hesketh was able to pull ahead on acceleration up the hill.

Lauda, slacking off visibly in the last dozen laps, let the still straining Fittipaldi up to five seconds on the last lap. Another 53 seconds back Mass came weaving and straining out of the final turn still ahead of his dice, but only by feet and it was Hunt next from Peterson and Sckeckter, all four covered by 2.7 seconds.

Brambilla, hit once while overtaking Wilson Fittipaldi ("But one more hole in the side doesn't matter," said Max Mosely) was also struggling to hold himself in place with the steering wheel as a seat bracket had cracked. He was gradually overtaken by his teammate Stuck who would have finished seventh, but on the last lap his left rear tyre deflated and he fell back and took the chequered flag in the pit row.

There were only 12 finishers. Watson was ninth, a decent enough job with a car so totally unprepared and which was giving steering and braking trouble.

Wilson struggled on with slow cornering speeds (the tyres were only just warming to 110 degrees F) and slow straightaway speeds (the wing angles had been cranked way up in a futile effort to get the tyres working). Pryce, after his two pit stops, was eleventh, and Henton had lost even more ground with a second stop to replace a wheel broken on the guardrail at the loop.

Not far from the end Lunger fell out of ninth place by missing his downchange to second gear and crashing heavily at the chicane. Once again the kerbing there threw a car high into the air, spectacularly high. I t must be luck that kept all of them right side up on landing.

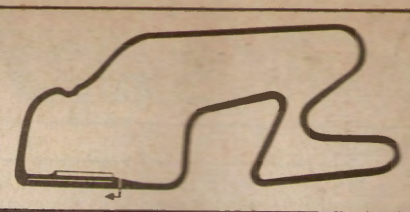
Wunderink failed to go the distance because the gearbox lost all its oil through a split cooler, while he was holding tenth place.

So Niki Lauda confirmed his World Championship with a total of five GP victories and 64.5 points for this peculiar 14 race season, so full of absurd events. Ferrari too, with 70.5 points, ended firmly entrenched as Manufacturer's Champions.

Brabham, without a finisher, retained by one point the honour of having built the most successful non-Ferrari chassis, but Carlos Reutemann fell behind to third in the drivers' standings.

His never say die run into second place at Watkins Glen, during which he set the race record at 1m 43.374s, and also gathered the most votes for the Jo Siffert award, gave Emerson second place with 45 points for the season — the fourth year in a row he has been either World Champion or runner-up.

UNITED STATES GRAND PRIX. DATE OCT. 5. 1975 CIRCUIT WATKINS GLEN



WORLD CHAMPIONSHIP ROUND 14 LENGTH 59 laps of 3.377 mile circuit. 199.243 miles

WEATHER CLOUDY. COOL. No. of STARTERS 22 FINISHERS 12

WINNER N. LAUDA in FERRARI 312T av. speed 116.10 mph

FASTEST LAP E. FITTIPALDI in TEXACO-MARLBORO M23 No. 1 on lap 43 in 1 min. 43.374 sec. 117.60 mph

EXISTING LAP RECORD C. PACE in BRABHAM-FORD BT 44 in 1 min. 40.608 sec. 120.84 mph

PREVIOUS YEAR'S RESULT C. REUTEMANN in BRABHAM-FORD BT 44 at 119.12 mph

ENTRIES

NO.	DRIVER	CAR	ENTRANT	FUEL/OIL CONTR.	TYRE	CHASSIS	ENGINE	
1	E. FITTIPALDI	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO HAVOLINE	GOOD	M 23/"8" (10)	DFV 203	
2	J. MASS	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO HAVOLINE	GOOD	M 23/6	DFV 060	
3	J. SCHECKTER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF ELF	GOOD	007/6 (9)	DFV 209	
4	P. DEPAILLER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF ELF	GOOD	007/4	DFV 172	
5	R. PETERSON	JPS-72	JOHN PLAYER TEAM LOTUS	- DUCKHAMS	GOOD	72-9 (10)	DFV 147	
6	B. HENTON	JPS-72	JOHN PLAYER TEAM LOTUS	- DUCKHAMS	GOOD	72-5 (9)	DFV 190	
7	C. REUTEMANN	MARTINI-BRABHAM BT44B	MARTINI RACING	FINA FINA	GOOD	BT 44B-1	DFV 177	
8	C. PACE	MARTINI-BRABHAM BT44B	MARTINI RACING	FINA FINA	GOOD	BT 44B-4	DFV 150	
8T	C. PACE	MARTINI-BRABHAM BT44B	MARTINI RACING	FINA FINA	GOOD	BT 44B-3	DFV 163	RACE CAR.
9	V. BRAMBILLA	MARCH 751	BETA TEAM MARCH	- -	GOOD	751-"1" (3)	DFV 117	
10	H. STUCK	MARCH 751	LAVAZZA MARCH	- -	GOOD	751-"2" (6)	DFV 195	USED AS 9T BY BRAM. SAT A.M.
11	C. REGAZZONI	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312T (024)	Type 312B	
12	N. LAUDA	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312T (023)	Type 312B	
12T	N. LAUDA	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312T (022)	Type 312B	ALSO USED AS 11T BY REGAZZONI
15	M. LECLERE	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF ELF	GOOD	007/5	DFV 206	
16	T. PRYCE	UOP-SHADOW DN5	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DN5-2A	DFV 181	
17	J-P. JARIER	UOP-SHADOW DN7	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DN7-1A	MATRA.	
17T	J-P. JARIER	UOP-SHADOW DN5	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DN5-1A	DFV 124	RACE CAR.
20	L. LOMBARDI	WILLIAMS FW	FRANK WILLIAMS RACING CARS. LAVAZZA	FINA FINA	GOOD	FW 04-1	DFV 161	D.N.S. ENGINE
21	J. LAFFITE	WILLIAMS FW	R. OATEN RACING. LAVAZZA.	FINA FINA	GOOD	FW 04-2	DFV 208	D.N.S. DRIVER'S EYE PROBLEM
23	T. BRISE	EMBASSY HILL GH	EMBASSY RACING WITH GRAHAM HILL	ESSO ESSO	GOOD	GH1-4	DFV 201	
23T	T. BRISE	EMBASSY HILL GH	EMBASSY RACING WITH GRAHAM HILL	ESSO ESSO	GOOD	GH1-3	DFV 226	RACE CAR.
24	J. HUNT	HESKETH 308C	TEAM HESKETH	- -	GOOD	308C-1	DFV 224	RACE CAR.
24T	J. HUNT	HESKETH 308	TEAM HESKETH	- -	GOOD	308-2	DFV 197	
25	B. LUNGER	HESKETH 308	TEAM HESKETH	- -	GOOD	308-3	DFV 142	
27	M. ANDRETTI	PARNELLI VPJ-4	VEL'S PARNELLI JONES RACING	- -	GOOD	VPJ-4-002	DFV 188	
27T	M. ANDRETTI	PARNELLI VPJ-4	VEL'S PARNELLI JONES RACING	- -	GOOD	VPJ-4-001	-	
28	J. WATSON	PENSKE PC3	CITIBANK TEAM PENSKE	SUNOCO -	GOOD	PC3-1	DFV 202	NEW CAR.
28T	J. WATSON	PENSKE PC1	CITIBANK TEAM PENSKE	SUNOCO -	GOOD	PC1	DFV 187	RACE CAR.
30	W. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	COPERSUCAR FITTIPALDI	- -	GOOD	FD-01 (3)	DFV 192	
31	R. WUNDERINK	ENSIGN N175	HB BEWAKING TEAM ENSIGN	- -	GOOD	MN-04	DFV 178	

RESULTS

POS	NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS
1	12	N. LAUDA	FERRARI 312T	59	1h. 42m. 58.175s.	116.10 mph.	LOCK FER	KONI	FERRARI 5 SPEED TRANS.	CHAMPION	LUCAS	MARELLI DINOPLEX
2	1	E. FITTIPALDI	TEXACO-MARLBORO M23	59	1h. 43m. 03.118s.		LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
3	2	J. MASS	TEXACO-MARLBORO M23	59	1h. 43m. 45.812s.		LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
4	24	J. HUNT	HESKETH 308C	59	1h. 43m. 47.650s.		LOCK FER	ARM	HEW FGA 400	CHAMPION	LUCAS	LUCAS
5	5	R. PETERSON	JPS-72	59	1h. 43m. 48.161s.		GIRL-F LOCK-R FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
6	3	J. SCHECKTER	TYRRELL-FORD 007	59	1h. 43m. 48.496s.		LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS
7	9	V. BRAMBILLA	MARCH 751	59	1h. 44m. 42.206s.		GIRL-F LOCK-R FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
8	10	H. STUCK	MARCH 751	58			GIRL-F LOCK-R FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
9	28	J. WATSON	PENSKE PC1	57			LOCK FER	BILSTEIN	HEW FGA 400	CHAMPION	LUCAS	LUCAS
10	30	W. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	55			LOCK FER	KONI	HEW TL 200	CHAMPION	LUCAS	LUCAS
11	16	T. PRYCE	UOP-SHADOW DN5	52			LOCK FER	ARM	HEW TL 200	CHAMPION	LUCAS	LUCAS
12	6	B. HENTON	JPS-72	49			GIRL-F LOCK-R FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS

RETIREMENTS

NO	DRIVER	LAPS	REASON
8	C. PACE	2	SHUNT WITH DEPAILLER.
4	P. DEPAILLER	2	SHUNT WITH PACE.
15	M. LECLERE	5	ENGINE.
23	T. BRISE	5	SHUNT WITH HENTON.
27	M. ANDRETTI	9	SUSPENSION.
7	C. REUTEMANN	9	ENGINE.
17	J-P. JARIER	19	WHEEL BEARING.
11	C. REGAZZONI	28	WITHDRAWN AS PROTEST.
31	R. WUNDERINK	41	GEARBOX.
25	B. LUNGER	46	SHUNT.

CHAMPIONSHIP POINTS

DRIVERS

N. LAUDA	64½	J. LAFFITE	6
E. FITTIPALDI	45	R. PETERSON	6
C. REUTEMANN	37	M. ANDRETTI	5
J. HUNT	33	M. DONOHUE	4
C. REGAZZONI	25	J. ICKX	3
C. PACE	24	A. JONES	2
J. SCHECKTER	20	J-P. JARIER	1½
J. MASS	20	T. BRISE	1
P. DEPAILLER	12	G. VAN LENNEP	1
T. PRYCE	8	L. LOMBARDI	½
V. BRAMBILLA	6½		

MANUFACTURERS

FERRARI	72½
BRABHAM-FORD	54
McLAREN-FORD	53
HESKETH-FORD	33
TYRRELL-FORD	25
SHADOW-FORD	9½
LOTUS-FORD	9
MARCH-FORD	7½
WILLIAMS-FORD	6
PARNELLI-FORD	5
HILL-FORD	3
PENSKE-FORD	2
ENSIGN-FORD	1

DATE FRI 3 OCT. WEATHER COLD. FINE

PRACTICE 1

2T	N. LAUDA	1m. 42.423s.
9	V. BRAMBILLA	1m. 42.846s.
1	E. FITTIPALDI	1m. 42.990s.
12	N. LAUDA	1m. 43.493s.
27	M. ANDRETTI	1m. 43.691s.
3	J. SCHECKTER	1m. 43.825s.
28	J. WATSON	1m. 43.892s.
16	T. PRYCE	1m. 44.086s.
17	J-P. JARIER	1m. 44.120s.
7	C. REUTEMANN	1m. 44.195s.
5	R. PETERSON	1m. 44.538s.
11	C. REGAZZONI	1m. 44.550s.
24	J. HUNT	1m. 45.017s.
2	J. MASS	1m. 45.084s.
4	P. DEPAILLER	1m. 45.244s.
27T	M. ANDRETTI	1m. 45.339s.
8	C. PACE	1m. 45.443s.
10	H. STUCK	1m. 45.630s.
23T	T. BRISE	1m. 45.856s.
24T	J. HUNT	1m. 45.951s.
25	B. LUNGER	1m. 46.204s.
21	J. LAFFITE	1m. 46.705s.
6	B. HENTON	1m. 47.134s.
15	M. LECLERE	1m. 47.317s.
30	W. FITTIPALDI	1m. 49.657s.
23	T. BRISE	1m. 50.926s.
31	R. WUNDERINK	1m. 51.045s.
20	L. LOMBARDI	1m. 54.165s.

DATE SAT. a.m. 4 OCT. WEATHER MILD. FINE

PRACTICE 2

12T	N. LAUDA	1m. 42.173s.
1	E. FITTIPALDI	1m. 42.340s.
17T	J-P. JARIER	1m. 42.827s.
16	T. PRYCE	1m. 42.960s.
2	J. MASS	1m. 43.100s.
11	C. REGAZZONI	1m. 43.246s.
28	J. WATSON	1m. 43.310s.
9T	V. BRAMBILLA	1m. 43.334s.
7	C. REUTEMANN	1m. 43.466s.
5	R. PETERSON	1m. 43.570s.
27	M. ANDRETTI	1m. 43.698s.
24	J. HUNT	1m. 43.820s.
8	C. PACE	1m. 44.054s.
23	T. BRISE	1m. 44.206s.
12	N. LAUDA	1m. 44.282s.
3	J. SCHECKTER	1m. 44.471s.
4	P. DEPAILLER	1m. 44.975s.
6	B. HENTON	1m. 45.244s.
25	B. LUNGER	1m. 45.359s.
15	M. LECLERE	1m. 46.023s.
21	J. LAFFITE	1m. 46.819s.
31	R. WUNDERINK	1m. 47.752s.
30	W. FITTIPALDI	1m. 48.896s.
20	L. LOMBARDI	1m. 49.734s.

DATE SAT. p.m. 4 OCT. WEATHER WARM. FINE.

PRACTICE 3

12	N. LAUDA	1m. 42.003s.
7	C. REUTEMANN	1m. 42.685s.
1	E. FITTIPALDI	1m. 42.715s.
17T	J-P. JARIER	1m. 42.759s.
27	M. ANDRETTI	1m. 42.822s.
4	P. DEPAILLER	1m. 43.032s.
3	J. SCHECKTER	1m. 43.127s.
16	T. PRYCE	1m. 43.271s.
10	H. STUCK	1m. 43.417s.
2	J. MASS	1m. 43.551s.
11T	C. REGAZZONI	1m. 43.857s.
5	R. PETERSON	1m. 43.885s.
23	T. BRISE	1m. 44.064s.
8	C. PACE	1m. 44.197s.
24	J. HUNT	1m. 44.315s.
11	C. REGAZZONI	1m. 44.507s.
28	J. WATSON	1m. 44.619s.
25	B. LUNGER	1m. 45.236s.
6	B. HENTON	1m. 45.345s.
21	J. LAFFITE	1m. 46.032s.
15	M. LECLERE	1m. 46.132s.
31	R. WUNDERINK	1m. 47.224s.
30	W. FITTIPALDI	1m. 48.226s.
20	L. LOMBARDI	1m. 49.734s.

STARTING GRID

POLE

12 N. LAUDA 1m. 42.003 s. | 1 E. FITTIPALDI 1m. 42.360 s.

7 C. REUTEMANN 1m. 42.685 s. | 17 J-P. JARIER 1m. 42.759s.

27 M. ANDRETTI 1m. 42.822s. | 9 V. BRAMBILLA 1m. 42.846 s.

16 T. PRYCE 1m. 42.960s. | 4 P. DEPAILLER 1m. 43.032s

2 J. MASS 1m. 43.100s. | 3 J. SCHECKTER 1m. 43.127s.

11 C. REGAZZONI 1m. 43.246s. | 28 J. WATSON *1m. 43.310s.*

10 H. STUCK 1m. 43.417s. | 5 R. PETERSON 1m. 43.570 s.

24 J. HUNT 1m. 43.820s. | 8 C. PACE 1m. 44.054 s.

23 T. BRISE 1m. 44.064s. | 25 B. LUNGER 1m. 45.236s.

6 B. HENTON 1m. 45.244s. | 15 M. LECLERE 1m. 46.023s.

21 (J. LAFFITE 1m. 46.032s. D.N.S.) | 31 R. WUNDERINK 1m. 47.224 s.

30 W. FITTIPALDI 1m. 48.226 s. | 20 (L. LOMBARDI 1m. 49.734s. D.N.S.)

* 28 J. WATSON STARTED FROM REAR OF GRID IN UNPRACTISED PC-1

AUTOSPORT

LAP CHART

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
12 N. LAUDA	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
1 E. FITTIPALDI	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7 C. REUTEMANN	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	24	24	24	24	24	24	24	24	24	24	24	24	24	24	2	2	2	2	2
17 J-P. JARIER	9	9	9	7	7	7	7	7	24	24	24	24	24	24	24	24	24	24	2	2	2	2	2	2	2	2	2	2	2	2	2	2	24	24	24	24	24
27 M. ANDRETTI	7	7	7	9	9	9	27	27	24	9	9	9	2	2	2	2	2	2	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
9 V. BRAMBILLA	27	2	2	27	27	27	9	24	9	2	2	2	9	9	9	5	5	5	(17)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
16 T. PRYCE	24	27	27	24	24	24	24	9	5	5	5	5	5	5	3	3	3	3	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
4 P. DEPAILLER	2	24	24	5	5	5	5	5	2	3	3	3	3	3	3	9	9	9	9	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
2 J. MASS	4	5	5	2	2	2	2	2	3	16	(16)	10	10	10	10	10	10	10	10	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
3 J. SCHECKTER	5	4	11	11	3	3	3	3	(27)	10	10	25	25	25	25	25	25	25	25	11	11	11	11	11	(11)	31	31	31	31	31	31	31	31	31	31	31	31
11 C. REGAZZONI	11	11	3	3	16	16	16	16	16	25	25	31	31	31	31	11	11	11	11	31	31	31	31	31	11	11	11	(11)	30	30	30	30	28	28	28	28	28
10 H. STUCK	8	8	6	6	6	10	10	10	10	31	31	30	30	11	11	31	31	31	31	30	30	30	30	30	30	30	30	30	28	28	28	28	30	30	30	30	30
5 R. PETERSON	6	6	16	16	23	25	25	25	25	30	30	11	11	30	30	30	30	30	30	28	28	28	28	28	28	28	28	28	16	16	16	16	16	16	16	16	16
24 J. HUNT	16	3	23	23	10	(6)	31	31	31	11	11	28	28	28	28	28	28	28	28	16	16	16	16	16	16	(16)	16	16	(6)	6	6	6	6	6	6	6	6
8 C. PACE	3	16	10	10	(11)	31	30	30	30	28	28	(16)	16	16	16	16	16	16	16	6	6	6	6	6	6	6	6	6									
23 T. BRISE	15	23	15	15	25	30	11	11	11	6	6	6	6	6	6	6	6	6	6																		
25 B. LUNGER	23	10	25	25	30	11	28	28	28																												
6 B. HENTON	10	15	28	30	31	28	6	6	6																												
15 M. LECLERE	30	30	30	31	(15)																																
31 R. WUNDERINK	25	25	31	28	(28)																																
30 W. FITTIPALDI	31	28					-1 LAP																														
28 J. WATSON	28	31																																			

38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
24	24	24	24	24	24	24	24	24	24	24	24	5	5	5	5	5	5	5	5	5	24
5	5	5	5	5	5	5	5	5	5	5	5	24	24	24	24	24	24	24	24	24	5
3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
9	9	9	9	9	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	9	9
10	10	10	10	10	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	(10)	
25	25	25	25	25	25	25	25	25	28	28	28	28	28	28	28	28	28	28	28		
31	31	31	31	28	28	28	28	28	30	30	30	30	30	30	30	30	30				
28	28	28	28	30	30	30	30	30	16	16	16	16	16	16							
30	30	30	30	16	16	16	16	16	6	6	6										
16	16	16	16	6	6	6	6	6													
6	6	6	6																		

The sight of a Stratos pushed hard on the loose is most exciting. Here Lele Pinto drifts through a fast left. He was sidelined with a sick engine.

SAN REMO RALLY

The survival of the fittest

By MARTIN HOLMES **Photos by HUGH BISHOP**

With a cool, calculated effort Lancia scored once more on the heartless San Remo World Championship Rally in Italy with their Stratos: Fiat with a desperation that enables impossible feats to be achieved got a 124 Rallye Abarth into second position and Alpine, once the hare of the mountains could muster nothing more than third. The San Remo is a killer, you drive your cars up and down the mountains till they will go no more. Professional teams with their passion for victory drive their cars so hard that seldom more than one car per team will see the chequered flag. The San Remo offers privateers little satisfaction other than that of knowing their car had conquered one of the toughest courses in the world.

Coming straight from an event like the 1000 Lakes in Finland where people matter most and cars count for little, one wonders just where the common denominator lies. Speed is everything in Finland. You can drive the cars flat out all rally and still they are ready for another event. Insofar as the World Championship remains a test of cars not people, the San Remo can look forward to a secure future, but come the day when people take precedence then the Italian event must surely come to an end. Cars come first, tyres come second and drivers an almost distant third. Pirelli shod both Lancia and Fiat and must take a great share in the glory, while the fact that Waldegaard, the driver of the winning Lancia, had also won the Swedish Rally (a real drivers' rally) earlier in the year, shows what a good team Lancia have assembled.

The San Remo rally lies in the mountains behind the town. It is a special stage rally, but only because it is unsafe to drive cars competitively around blind mountains. It is a rally which juggles loose surfaces with asphalt in such a way that the choice of tyres is of paramount concern. If you have only 90 per cent of tarmac on a test, you use the slickest tyres allowed, and go as carefully over the remaining 10 per cent. Tyre troubles accounted for many retirements, including those of Munari, Makinen, Clark, and Nicolas: the two Ford drivers suffering the indignity of having to start when their supply of tyres had never arrived from England. Brakes come next in the blueprint for destruction. Hardly a single driver escaped the sinking feeling at some time or other, when the pedal goes to the floor and the car fails to slow. Lancia conceived a simple system of water cooling which really worked – although even Waldegaard's Lancia had trouble from the brakes at one stage.

What of the drivers? The task of the ordinary driver is to drive at such a pace that will spare his car as much as possible yet keep him in touch should his rivals retire. Just a few team drivers are given the opportunity through weight of numbers to "have a go" and try to make a break from the others. This year the pack went for 20 stages (about four hours competition) with only five minutes separating the top seven places, but then the leading cars began to break and at the finish (after ten hours' competition) those top seven places were separated by nearly 100 minutes. Just as in the Monte, and the Tour de Corse last year, Lancia's last remaining Stratos kept going to the finish and won.

Lancis, Fiat, Ford, Opel, Alpine and Alfa were the leading teams to enter: Opel using this event to rally their Kadett GS/E for the first time although this model had been seen in the form of a training car in Portugal and by the off-shoot Dealer Team in Britain on the Mintex Dales in February. It looked smarter and far more exciting than ever the Asconas have done. Ford came too, their first WCR entry outside Britain or Scandanavia for a long, long time. It was time the Escort was good at something other than forest rallies, and the continental asphalt rallies are tough and exciting enough to be a worthwhile challenge. Alpine came with nothing new other than a colour scheme; Alfa could only boast a new Group 2 Alfasud — and that had been seen in Italy twice before — which left Lancia and Fiat to provide the interest. Technically the interest was only discovered with a magnifying glass, but it was there all the same: the water-cooled brakes on the Stratos (which were also fitted to their remaining Beta Coupe as well, during the rally) — even power steering on to Beta Coupe limousines. Fiat had fuel injection for the first time on a major event — and what an improvement it made! Verini could now keep up with a works Stratos.

The route was a little longer this year: it used stages the further side of the autostrada from Torino to Savona for the first time in some years, and many of those stages were new altogether. Favourite stages remained, like the Ghimbegna and Ceppe passes which when strung together to make an incredibly long test. This year the organisers excelled themselves by stringing them together, looping the cars around one end and using other approach roads – to the mountains as well. This gave a test that was some 85kms long, which took even Waldegaard 53 minutes. Gradually the process of surfacing the tracks proceeds and some stages like Sanctuario are now 100% asphalt whilst others like Gouta are being remorselessly treated. The tyre problems are ever present. Before the awful news that the Dunlop truck had broken down filtered through to San Remo Jim Porter explained that the worst trouble was taking the tyres you had discarded at a previous service point through to the next point when they would be required again. In fact the task was just surmountable with a team like theirs, (two cars and two service cars), but all the same there was one stage where they would probably have to compromise their requirements. Service crews cannot chase across the countryside as they might in Britain. The quickest route is over the mountain, and the only road over the mountain is closed to the public for the rally cars.

Munari had the honour of starting first, following his win last year on this event – and also on the Monte which used some of the same roads. During the first 27 hour loop, controls were placed at the start of every stage, so once at the head of the field you stay at the head, unless you suffer loss of road time. Spectators assembled in the evening up the long mountain road that lies to the north of San Remo in readiness for the rally, and shortly after darkness fell the throbbing sounds of the Stratos rang around the countryside.

It exploded into the distance and they waited for the Fiat of Alen to come – but after a seemingly interminable two minutes it was Makinen's Escort that arrived. Where was Alen? He had lost seven minutes at the first control after discovering that the final preparation of his car before the rally was never finished at all. "It was as though it was a completely different car to the one I had at scrutineering," he explained. Added to this, his fuel injected engine would not start easily, and eventually he had to resort to push starts, and this ruined the gearbox. Makinen meanwhile was flying up the hills in a way he had never experienced with an Escort before, until he came to the first of the loose surfaced stretches. He had

slick tyres (grooved by hand to comply with special requirements of the rally organisers) but these had no tubes, and in no time one tyre had deflated. This was changed on the test, but as he drove on his way another tyre began to deflate and when he reached the end he found the service crews had no replacements.

The first stage was a mammoth 46kms, by no means a record, but a nasty shock for cold rally cars and drivers to tackle. Aaltonen lost a fan belt, overheated his Ascona and retired at the end with a blown head gasket. Ferrai's Beta Coupe went off as did dell'Ava's Alfasud which retired within a few kilometres of the driver's home at San Romolo. Teo crashed his Porsche at Prale, the fourth stage, Lampinen never made the end of Teglia, the second stage (a wheel fell off his Beta Coupé) and by the fifth stage Roger Clark had lost interest in the unequal struggle of driving without a proper supply of tyres. His determination to reach the Lindisfarne was deeper than he admitted. Slowly one heard of things like the quickest way to Nice Airport being by an offshore powerboat, that the Ford company jet was doing nothing that weekend . . . that they took private jets at Newcastle Airport. He even let slip little things which gave the impression that he knew he was going to do that other event.

Munari was away in the lead. This year there was no insolent team member like Ballestrieri attempting to steal his thunder and after five stages he was nearly two minutes in the lead, with Pinto second and Waldegaard third. Pregliasco, the remaining Beta Coupe team driver, was in a strong position at ninth. The Lancia steamroller had got into gear. As night turned to dawn the Fiat challenge had begun. Verini had got rid of the Alen menace (his image in Italy had been badly dented through Alen's stage times on the YU Rally) and was driving as hard as he could. Already he had caught up with Pinto and was third, while Cambiaghi, the Fiat new boy, was among the established drivers at seventh place. Ballestrieri was driving with his heart but made little or no impression on the leaders whilst Svizzero in the other Alfetta was game. Rohrl kept charging hard with the Opel despite many silly little troubles while the Alpines were lying in wait at sixth and eighth positions.

The stages were now being repeated, this time in daylight instead of darkness. As the sun rose over the mountains so the day grew hot and the dust on the loose surfaced tracks showered spectators at every bend. The pace was at last beginning to show. First to fail was Paganelli who went off at Corsi while a few kilometres down the same test Nicolas tried to change down for a slow corner and found his differential had gone. It was a legacy of the strain of driving with a puncture several stages ago. Then on one stage during the afternoon both Rohrl and Pinto went missing. The Opel had finally suffered a problem that could not be resolved (a propshaft coupling had broken) while Pinto's engine went bad. Then as the cars headed off into the last few stages in the early evening we saw Munari for the final time. Again a puncture-initiated retirement, a wrong spare wheel was fitted in error and would not fit the wheel studs properly. Waldegaard arrived back in San Remo a surprised leader. He had been the leader at the similar stage in Greece when everyone expected he would go on to win, but then troubles had waylaid his car and he was not destined to finish. Would Italy be any different?

That night saw Lancia doing their sums. Pregliasco was lying sixth. If Waldegaard were not to finish, Pregliasco would rise to fifth and Fiat would win. This would mean that Lancia would keep a one-point lead in the championship and this would surely dissuade Fiat from thinking about Corsica and the RAC. Yes, Pregliasco was the man with the weight on his shoulders, not Waldegaard. Questionable reasoning, perhaps, but anything to ease the mental load of pressure helps. Fiat meanwhile had Cambiaghi up into fourth place behind Therier and in front of Ballestrieri and they felt pretty happy. Their cars were going perfectly, and they knew Verini had taken a full half-minute off Waldegaard on the final test, and heard it was because Waldegaard had trouble with his brakes. The second loop used longer stages, and longer stages demanded maximum reliability.

Fiat were the people with the headaches to come. After a couple of stages Cambiaghi was out – with a rod through the block of his engine. Had he been overrevving? "He says not," explained Piero Sodano, "but you can never tell. Last year my Fiat broke its engine, at 5000 rpm on a road section, and nobody believed my driver." Was Verini, with the more powerful engine, about to blow up as well? And then gloom fell over Alfa: Ballestrieri went off the road. Somebody mentioned that his brakes had failed, but he has been off the road too often in the past year to trust that rumour. And as others had misfortune befall them, the worries of the world began to descend on Lancia. Pregliasco lost second gear – still that model has gearbox trouble – and continued with a gasp after every slow corner. Ormezzano had the awful shock of having his handbrake stick on in his Alfa. He had already let the Group 1 award slip through his grasp through a 20-minute road penalty in the first half – now he had a 24-minute penalty through this disaster. Betti and Presotto both retired their Opels with only a few remaining stages to go, and every driver still in the race wondered if he would still be running at dawn. In the end 36 of them were, and Waldegaard had driven the event of his life to keep Verini at bay yet strain his Stratos no more than necessary. It had been a professional's drive, yet even more than the work of a professional rally driver the success of Lancia was a tribute to the machanics and designers who produced a masterpiece of machinery capable of being handled in conditions like these by a master driver.

Pregliasco and Sodano were fourth as if to prove to the world that Lancia are good for producing wonder production cars as well as wonder dream cars, while Fiat seem to have rounded off an amazingly long career with their 124 Rallye in world rallying with a second place for the second year running. From here the circus goes to Corsica, for the "Rally of the 10,000 Corners," where personal endurance of the drivers counts in a way that few other rallies can claim. One driver when asked how the human frame could tolerate le Mans merely countered by saying that le Mans was nothing compared with Corsica.

Verini drove with great maturity to second place and gave notice that an injected 124 Spyder still has plenty of punch.

Jean Luc Therier grapples with his Alpine as it hurtles down the mountainside. The French cars were outpaced during the event.

13th Rallye San Remo

1, B. Waldegaard/H. Thorzelius (Lancia Stratos) 10hr 22m 52s; 2, M. Verini/F. Rossetti (Fiat Abarth 124 Rallye) 10hr 25m 40s; 3, J-L Therier/M. Vial (Renault Alpine) 10hr 59m 04s; 4, M. Pregliasco/P. Sodano (Lancia Beta coupé) 11hr 20m 11s; 5, C. Bianchi/M. Mannini (Porsche Carrera) 11hr 33m 29s; 6, S. Bray/"Rudy" (Opel Ascona) 11hr 59m 16s; 7, A. Brambilla/G. Bottini (Alfetta GT) 12hr 01m 28s; 8, G Fischer/H. Gottlieb (Opel Ascona) 12hr 16m 26s; 9, F. Ormezzano/E. Cartotto (Alfa Romeo 2000 GTV) 12hr 18m 30s; 10, P. Isnardi/S. Scimone (Opel Ascona) 12hr 27m 45s.

(118 starters — 36 finishers)

How they fared . . .

First: Bjorn Waldegaard/Hans Thorzelius (Lancia Stratos). Won a close fought battle against Verini. Only serious trouble was persistently fading brakes which were only cured by changing the front calipers at halfway. He took over the lead when Munari retired. 14 fastest times. Bjorn now leads the unofficial drivers' world championship, with two firsts (Sweden and San Remo) and one third. Stratos success second year running.

Second: Maurizio Verini/Francesco Rossetti (Fiat Abarth 124 Rallye) Fuel injection car which gave no trouble throughout the event. The European Champion showed maturity which many observers felt that the ECR events could not have taught him. Verini was also second in 1973, whilst Rossetti was also second in 1974. Five fastest times.

Third, Jean Luc Therier/Michel Vial (Alpine Renault). Winner last time his team entered the event (1973) the Alpines were outpaced by both Lancia and Fiat — with Therier only scoring two fastest times, the same number as Rohrl, who had a poor car. Push rod bent during the second night: this was changed but the car was driven more easily afterwards in case the trouble recurred. Hard driving by Therier kept the car within 10 seconds of stage times behind Verini at end of first loop, but three minutes were lost on the road after suffering three punctures.

Fourth, Mauro Pregliasco/Piero Sodano (Lancia Beta Coupé) Steady run with car that still needs development. Second gear lost during second loop and following brake trouble the car was fitted with water cooling for the front brakes at halfway. Car was best on stages with slight, rather than severe bends; best time at Santuario, outside his home town of Millesimo, when he was second fastest, a stage which since last year has been made asphalt.

Fifth, Carlo Bianchi/Marco Mannini (Porsche Carrera). Group 3 winner after a steady run. Two fifth-best times on the long sections during the second loop. Marco is cousin to the co-driver of Ballestrieri.

Leading retirements

1 Sandro Munari/Mario Mannucci (Lancia Stratos) Led the rally from the start until the final stage of the first half, with 4-valve head Stratos. The winner last year then suffered a puncture on a rear wheel, and changed this with the spare, which was of a wrong design when fitted there were only a few millimetres of stud left for fixing the nuts.

2 Markku Alen/Illka Kivimaki (Fiat Abarth 124 Rallye) Possibly final rally for Fiat — this depends on talks this week. Fuel injection engine. Gearbox failure after stage 3. Between scrutineering and the start mechanics were unable to finish final preparation, and Alen started with loose shock absorbers and no oil in gearbox. Engine was difficult to start and gearbox trouble started when trying to bump-start car in reverse. Seven minutes lost at first time control. Best time: stage 3, 14th.

3 Timo Makinen/Henry Lidden (Ford Escort RS1800) Same car as Tour de France but new engine: "Best I ever have in Escort". Troubles during training with this car included two electrical failures and brakes. Engine fitted with DCOE 48s, "Zakspeed"-type wheel extensions and softer suspension. Received puncture at Monte Ceppe which broke shock absorbers. They were changed and on arrival at end of stage found to have another puncture; no spare. Waited until OTL in case tyres would arrive.

4 Walter Rohrl/Jochen Berger (Opel Kadett) Many troubles with new car including lost fan belt, constant trouble with brakes (only rear left brake would work), loss of power due to injection pump not working properly, starter motor not working, accelerator jammed open and finally broken propellor shaft coupling. Lying fifth at time, best time, fastest, stages 19.22, the stage before retirement. Four times third fastest always on loose stages.

Amilcare Ballestrieri/Mauro Mannini (Alfetta GT) After little training due to recent national championship Liburna Rally, Ballestrieri drove hard on this, his home town event. Despite lurid style, best time was only fourth, at Ghimbegna at end of first loop. Finally went off and rolled badly on second night. Changed co-drivers at short notice before rally from Enrico Gigli to Mauro Mannini with whom he started the season, allegedly because Gigli let Ballestrieri run out of petrol on stage during Liburna Rally.

Rafaele Pinto/Arnaldo Bernacchini (Lancia Stratos) 2-valve head car which went well, scoring three fastest times (twice on tarmac tests, once on loose). Had been lying as high as second early in rally before overtaken by first Waldegaard and then Verini and was fourth when valve broke five stages before end of first loop.

Alcide Paganelli/Nini Russo (Fiat Abarth 124 Rallye) carburettor engine. Still one of the best Italian drivers on the loose surfaces he was trying to finish rather than put up good times but he crashed on stage 16 (on the loose). He slid wide and caught the right rear wheel on a tree, which damaged the suspension.

The Jolly Club entered Group One Alfetta GT of Alberto Brambilla (no relation) on the way to 7th place.

Waldegaard and Stratos – unbeatable pair.

Roger Clark/Jim Porter (Ford Escort RS1800) Car in identical specification to the Manx, although restored to white colour. Lack of time restricted training to little more than one time around the route, although he found that the substantial change from loose to tarmac over the past few years had not caused many changes in his notes. Suffered like Timo from non-arrival of tyres. Eventually after buying two Kleber tyres he abandoned the rally after 5 stages, and flew back to Lindisfarne where he scored an easy victory.

Rauno Aaltonen/Claes Billstam (Opel Ascona) Probably final works entry with Ascona: there was insufficient time to prepare two Kadetts and in any case the Ascona was group 2 instead of group 4 and it was possible to win the group. Head gasket failed due to overheating after fan belt broke on stage one.

Jean Pierre Nicolas/Vincent Laverne (Renault Alpine) Suffered two punctures on the first test and drove for 10 kms on a flat tyre. This is believed to have damaged the differential which eventually failed on stage 16. Twice was third fastest, and bettered Therier on several tests.

Simo Lampinen/Silvio Maiga (Lancia Beta Coupé) Not his lucky rally'. After an impressive eighth fastest on first stage he was driving slowly up a loose road to the start of the second test, Teglia, when the front suspension failed. This was caused when the bolts connecting the bottom of the Macpherson strut to the hub fell out. He drove as slowly down Teglia as possible hoping to reach the service point at Rezzo but the suspension broke one kilometre before the end of the stage.

Enrico Svizzere/Gianfranco Massetto (Alfetta GT) Identical works car to that of Ballestrieri, the driver having become a works driver for the first time earlier this year. Best time a promising eighth but the car suffered an untraced electrical fault and the crew went OTL at the end of the first night.

Roberto Cambiaghi/Bruno Scabini (Fiat Abarth 124 Rallye) Roberto is another Italian to be absorbed into a works team for the first time this year, following a third place in a four year old pre-Abarth Fiat Spyder at Elba. He is currently leading the Italian national series ahead of Pinto. Like Paganelli he had a less powerful carburetter engine with orders to finish rather than win, and at halfway was lying a promising fourth overall. On the second night a connecting rod broke and he retired. Scabini is the regular co-driver for Fulvio Baccheli, who is second in the ECR but who did not enter this event. Third fastest stage 17.

See Special Stage for information on the major works teams . . .

Orlando dell'Ava/Sergio Maiga (Alfasud) The third event for this works Group 2 car and the first major outing. Dell'Ava had been running a Group 1 version earlier in the year. Like Ballestrieri, dell'Ava is a local hero and owns a restaurant beside the roads used for stages behind San Remo. He hit a rock with his rear left wheel on the first special stage and this bent the axle.

Group one . . .

Group 1 is a hotly contested category in the Italian championship, with official teams entering cars. Leading entrants were: Alfa Romeo with GTV 2000s for Alfredo Fagnola (third overall and first Group 1 last year at San Remo with Opel) and Federico Ormezzano (who went well last year with Alfasud under name of "Bancer") both entered by Jolly Club, and two Alfetta GTs for Alberto to Brambilla (no relation to the Grand Prix driver!) and the lady Anna Cambiaghi, also Jolly Club. Cambiaghi did not compete as she has already clinched the Italian ladies' series although it seems that Michele Mouton is to be Ladies' ECR champion. Opel are the main rivals to Alfa, under the guidance of Conrero who assists various private owners like Angelo Presotto and Salvatore Bray, both with Ascona 1.9s. Ormezzano appeared to be the quickest Group 1 driver but he suffered two serious troubles, 20 minutes of road time in the first loop with a broken 'Silentbloc' mounting and 24 minutes in the second loop with the handbrake stuck on. Presotto left the road and broke his radiator which left Fagnola the group winner until post rally scrutineering when it was discovered that the car had illegal work on the cylinder head. He was duly disqualified and this gave the award to Bray.

G1 Dolomite

While British Leyland's competition plans for '76 are still being finally settled, we hear that Brian Culcheth will be entered in a G1 Dolomite Sprint on the RAC Rally, complete with all the latest modifications which should boost power to a figure closely approaching his present G2 device . . .

Shellsport Dean

Newport CC have announced the first official information on the opening round of the RAC championship next year — the Shellsport Dean Rally (formerly the Tour of Dean) which is to take place on the 11th January. The alteration to the title of the event is a reflection of the increased support from Shell and there is now a £1,000 prize fund. Joint Clerks of the Course are Richard Lakes and Owen James and the organisers hope to publish regulations at the end of October. These will be available from the Secretary of the event, Ian Carter, 4 Caerau Crescent, Newport, Gwent. Those requiring regulations should send an SAE.

Uniflo Starlight

Starting from Hartford Motors (Oxford) this Saturday will be the CSMA West Middlesex Group's Uniflo Starlight Rally at 22.31 hrs. The 190 mile route for this restricted event includes five selectives. Spectator information will be available at the start. First car away will be the Opel Ascona of Ray Hall/Brian Titchmarsh followed by the Escorts of Mick Linford and Martyn Sims before the Mini-Cooper 'S' of Bernhard Kendall.

Wyedean action

This Sunday the Forest of Dean MC are holding their first ever Wyedean Stages rally which will involve at least 50 stage miles (12 stages) in the forest of Dean. There are just 80 road miles on the route. The rally starts at 09.00 from Watts premises in Lydney and the final control will also be situated here while the prize giving and celebrations are being held at the Anchor Hotel, Tintern. Three spectator car parks have been organised. Car park A is off the B4136 (162/595136) and a short walk from here allows access to the Sallow Vallets special stage. Cars will be in this vicinity from 10.00 to 12.30 and then from 14.30 to 16.30. Car park B, Serridge (162/613133) allows access to what are described as two spectacular corners; while the third park at 162/621109 allows access to the entire Speech House area. Cars will be in the vicinity of B between 10.20 and 12.50, and then again between 14.50 and 16.50. The Speech House complex will be seeing the action between 10.40 and 1.25 and then between 15.20 and 17.30. The organisers wish to urge spectators to use the car park areas since they may otherwise jeopardise the future use of this area for rallying. Traffic congestion is a major problem in the Dean and the new byelaws in the forest prohibit parking on the verges. Around 90 starters are expected and the top ten are as follows: 1, Graham Elsmore/Stuart Harrold (Escort RS); 2, Robert James/Brian Tilley (Escort RS); 3, Terry Brown/Mike Jones (Escort RS); 4, Frank Pierson/Jim Smith (Escort RS); 5, David Stokes/Stephen Bennett (Escort RS); 6, Jeff Churchill/Roger Evans (Escort RS); 8, Brian and John Thomas (Opel Ascona); 9 John Simpson/Peter Cresdee (RS 2000); 10, John Griffiths/Mike Turner (Escort).

With great stages and a strong entry, the Wyedean Stages seems to offer competitors a really pleasant event.

Videan for Datsun RAC team

The Datsun team for the RAC Rally will consist of two Twin Cam Violets to be driven by Harry Kallstrom and Kevin Videan. These two cars are being prepared and run by Old Woking service station and Ron Hicks was expecting the first of the two cars on Tuesday when we spoke to him. There also seems to be a possibility that a South African driver will be joining the team, but whether he is to get the car originally promised for Videan, or whether he will be provided with another car is not yet certain. Andrew Dawson was to have used his Kleber prize drive single-cam Violet saloon on the RAC and he would most probably have shared in the service arrangements of the Old Woking team, but the experiences of the Lindisfarne may have persuaded him to alter his plans. Another Datsun out on the RAC will be the little Sunny coupé run by Glovers of Ely for Barry Lee/John Gittens, who, gearboxes permitting, will be going out to clinch the 1300 class.

Barry Lee — Datsun contract.

Here is a familiar face we should be seeing much more of next season. Barry Lee will be driving for Cambridge Datsun Dealers, Glovers, throughout the '76 season. Before then, however, Barry will be tackling the RAC with the Dukeries class winning "Sunny". Their assault on the RAC will be a wholly serious attempt for a class win and support will be provided by two fully equipped service cars and a back-up van. For next year Barry will be staying with the 1300 class, a new model car and only after next season's class-win programme will Glovers consider a car for outright wins. Almost all of the development will be carried out by Geoff Glover and Barry Lee. Barry hopes to begin pre-RAC testing next week, including development with rally and racing five speed gearboxes. A possible target for the team could be the production of a competitive 1300cc Group Two car for an all-up price tag around £4000.

● The organisers of the Lindisfarne would like to take the opportunity of saying a special "thank-you" to all the marshals who stuck to their tasks so unflinchingly in the evil weather conditions.

● Cyril Bolton's Mini, complete with co-driver David Stephenson won the Illuminations last weekend from Mick Briant. See Sports Extra for report.

Lancia secure

Positions in the World Championship series after the San Remo are as follows: Lancia 75; Fiat 58; Opel and Alpine 45; Peugeot 40; Toyota 32; Saab 30; Datsun 26; Mitsubishi 22; Ford 15; Citroen 14; Porsche 12; Alfa Romeo 11; Volvo 9; Renault and Audi 8; Skoda 4; Chrysler 2; BMW and Lada 1.

Curley scores a win at last

At last Cahal Curley has achieved a win this year. In the company of Austin Frazer and driving the Chequered Flag supported 3-litre Porsche Carrera RS, he won the all tarmac Cork 20 last weekend. Second was Brian Evans, with local man Leo White co-driving, and third were Harold Morley/Richard Morris; the Mancunian cosmetic dentist making one of his increasingly rare outings. Ron Smith from Cupar, Fife, won the Group one class in his Dolomite Sprint. Principle Curley opposition was expected to come from Ronnie McCartney, driving the twin plug head 2.8 Carrera that Dessie used on the Manx. Regrettably Ronnie suffered a broken oil pipe on the Saturday run. However, he got it all together on the Sunday session and was easily fastest all day, receiving a special award for his efforts.

RAC Rally decides Championship

Following the result of the Lindisfarne where Roger Clark completed another hat trick of wins, the RAC championship has developed into something of a cliffhanger and it is not often that the series has to go to the RAC rally itself to be decided, both in Group one and the overall sections. Competitors can count their best seven scores and Billy Coleman has amassed 62 points from seven events while Roger Clark has 60 from six. What this means in real terms is that Coleman must finish either first or second on the RAC to score any further points and in any case his maximum now is just 64 since he must drop eight. If Coleman was to finish in the first two Roger would be required to finish seventh at least to take the championship, otherwise nineth or better would suffice. Overall points as follows: Billy Coleman 62; Roger Clark 60; Russell Brookes 39; Nigel Rockey 38; Tony Fowkes 36; Brian Culceth 27; Andrew Dawson 22; Dessie McCartney 18; Bob Bean 16; Tony Pond 15.

and in Group one...

There are just two men in the battle for Group one and they are as close as it is possible to be. Paul Faulkner, representing the fortunes of Vauxhall, and Robin Eyre Maunsell, for Chrysler, enter the RAC Rally level on points. Both have scored from six rounds so neither drop any points — thus it will be a straight fight in November. Third in group one is Ian Gemmell who also had the big enginerd Avenger on the Lindisfarne. Ian finished 16th overall and fifth in Group one after a day which included running three miles on a flat tyre and going off 300 yards from the finish of the final stage. The steering wheel was knocked out of his hands in the incident and his wrist was caught in between the spokes, thus in addition to losing a minute he had a very painful arm to show for his trouble.

One of the most popular and deserving road rally victories recently — Cyril Bolton/David Stephenson winning the Morecambe CC's Illuminations.

Shellsport Tour of Mull entry

The Shellsport Tour of Mull starts this Saturday at 15.00 from Tobermory main street on the beautiful Scottish island. The format is very much as in previous years and the event has never been more popular. There are four stages scheduled before an evening supper halt. The rally then restarts at 10.30 and carries on through the night, finally finishing back on Tobermory main street at 06.30 on Sunday morning. With 120 entries, excellent T-shirts and legendary hospitality, the Isle of Mull could well be one of the better places to be this weekend. Top crews are as follows: 1, Chris Coburn/-Rodney Spokes (Vauxhall Magnum, (last years winners); 2, John Price/Mike Sones (Porsche Carrera RS, or Renault Alpine or RS 2000); 3, Alan Conley/Crawford Dunn (Clan Crusader); 4, Willie Crawford/Nigel Raeburn (Escort RS); 5 —— (Peter Rook has just sold his car and thus has scratched from the entry list); 6, Alastair Kesson/Ken Chrystie (Escort RS); 7, John Burton/Dave Cabena (RS 2000); 8, Peter Kirk/Stephen Bye (Escort RS); 9, Dave Cowan/Fez Parker (RS 2000); 10, Alasdair Findlay/Isobel Findlay (Escort RS).

● Bernard Banning, running at number 21, did remarkably well in the circumstances to finish 13th overall and fourth in Group one on the Lindisfarne with his now rather battered 1600 Avenger. From the 10th stage Bernard was denied the use of third and fourth gears so he did the rest of the rally in second! . . turning a partially blind eye to the rev counter in the process. He is hoping to get hold of an 1800 engine for next year.

● The 10th Monte Carlo Rally, Junior MJC, scheduled for the night of 22/23rd November, will offer 97km of stages within a 384km overall route. One-third of the competitive driving will be on the loose. Tests include Col de la Madone — Col des Banquettes (first stage) and 16.5 km of Loda — La Cabannette.

● Hamish Cardno will be partnering Andrew Cowan in a works Colt Lancer on the RAC in November.

Night Owl Blues

Malcolm Neill to run a road rally? A little strange for the former Clerk of the Course of the Circuit of Ireland perhaps, but true enough nevertheless. He will be taking charge of the Ulster Automobile Club's round of the Northern Ireland rally championship, the "Night Owls" which is being run over the 14th/15th November. Meanwhile Austin Frazer will be running the Enniskillen round, "the Erne Safari," on the 17/18th of this month.

● The powers that be at Hereford College of Art have asked Ron Summerfield to put together a course on rally navigation this autumn. The first of the lectures took place yesterday and nine more are planned before the completion of the series. John Brown will be covering the bulk of the talks (new, slim-line JB that is) and Colin Francis will be doing a couple to give his views on navigation. The map to be used is 149M. Cost of the course is £3.20. Those interested should go to MR: 149M/522405 next Wednesday at 7 pm. Further information is obtainable from Ron Summerfield on 0432-3409.

On the Border

Regulations are now available for the Berwick and District MC's Border Rally, the last round of the Gaelic Oil/*The Scotsman* rally championship, which is scheduled to start from Hawick on Saturday, October 25. There are ten stages in Keilder planned and the competitive mileage will be around the 45 mark with minimal road miles. Entries should be sent to the Clerk of the Course, W. J. Fairbairn, Tamara, 27 Barony Park, Kelso Roxburgh; Kelso 2722. The event is sponsored by Lombard North Central.

● Designed to take the place of the late "Pancake" and "Norfolk" rallies, the SCC of Norfolk will be promoting a restricted status event on the night of November 8-9. Sponsored by the Phoenix Self Adhesive Label Company, the AEMC qualifier will weigh-in at 180 miles over maps 133/134 and 144. Entries Secretary is: Keith Evans, 29A Whitehall Road, Norwich (telephone 0603-611980 — evenings). Crews of marshals are required and various inducements have been arranged. Offers of help should go to: Brian Martindale, 2 Malvern Road, Norwich (telephone 07603-261, extension 713 — office hours).

The new Kadett had a fraught though promising first outing in Walter Rohrl's hands.

SAN REMO

Works team news...

LANCIA

Five cars: three Stratos and two Beta Coupés. One Stratos (that of Munari) had four valve heads, which gave the car another 50 bhp, that is about 300 bhp. The other two cars had the usual 2-valve heads. The 4-valve car had appeared only once before in a rally, on Tour de Corse when a valve broke. The other innovation on the cars (so far as rallying was concerned) was the use of water injection into the ventilated front brakes. Mike Parkes explained that it was the simplest system he had ever seen: "You could buy all the parts from Woolworths." The foot pedal operates the brake light in the usual way, and wired into this circuit was a windscreen washer. This was then taken to each front brake, so that the water was squirted outwards from the stub axle into the inside of the disc. Parkes claimed that the system reduced the temperature of the brakes by about 100°C. Other Lancia plans include two turbo and one non-turbo 4-valve Stratos on the Giro d'Italia. The winning car on the Tour de France, as reported, was a plain 2-valve car. Mystery still surrounds Daniele Audetto's future: he seems to want to go to Ferrari, but whether inter-Fiat factions will permit we do not know.

The Beta Coupés were fitted with power steering for the first time (homologated on 1st October, the day of the start), which has become necessary because of the bigger wheels and the tighter limited slip differential. Another 3in of suspension travel has been built into the cars, and this has improved the rough road handling. By coincidence the San Remo results for the past two years are familiar: Stratos first, Beta Coupé fourth.

FIAT

This is probably the last major rally for the 124 Rallyes: they are being entered on the 100,000 Trabucchi and the Valli Piacentine rallies, mainly for Cambiaghi who is leading the national championship. Two cars had fuel injection, those of Alen and Verini, and apart from being considerably easier to drive they give another seven or eight horsepower, making about 198. Fuel injection had been used by Darniche on the Touraine ECR rally in France in April, but not otherwise. The speed of Verini who was almost able to held Waldegard, shows that the car was a great improvement, but it will not have missed the attention of decision makers that the latest Fiat is still now only able to match a Stratos of old specification. Fiat will now concentrate on the 131, and have retained Verini to lead the team for European events next year. A131 with a 3-litre engine is nearly ready at Turin at the moment, for the Giro d'Italia. Whether Markku stays depends on talks due to be held last Monday, but the amazing events at the start of the rally must make things uncertain.

FORD

Two Escort RS1800s were sent to San Remo full of hope that recent development would have transformed the cars since Clark's rather dismal showing at the Criterium d'Antibes. Clark had said the cars were transformed after testing at Cadwell, and the ease of his win in the Isle of Man must have been due to a certain extent to this improvement. Nothing was new on the cars that had not been seen either in the Isle of Man or on the Tour de France, except the fresh coat of white paint on Clark's car and the engine in Timo's. One senses that the disaster of the tyres was humiliating.

OPEL

"It's incredible", said team manager Bien, "nothing, absolutely nothing wrong has happened in training. We hope it stays that way on the rally."

He was talking about the new Kadett, of which one was produced, with 2-litre injection engine, and which was about 90kg lighter than the Ascona. The car was homologated from 1st October with a variety of extras, including ventilated discs front and rear, although for this rally drum brakes were fitted at the back. This is because both Rohrl and Aaltonen use the handbrake a lot and the disc rear brakes do not work well with the handbrake. The car has been homologated into Group 4 to reduce the number of auxiliary parts that have to be produced. A lot of things were to happen to the Kadett on the rally, and as for the Ascona it retired before it had time to suffer much! Rohrl's performance, which included two fastest times, was an excellent omen. Opel Italia was represented by Conrero who looked after both Group 2 and Group 1 cars, the fastest of "his" cars being that of the brothers Betti which retired very near the end with engine failure. The other good Group 2 Ascona was that of George Fischer from Austria.

ALPINE RENAULT

The cars of Nicolas and Therier were identical to A110s seen in the past, except that the traditional blue of France has been replaced by yellow, with a black bonnet. The cars looked almost the same as the FASA Renaults in Spain, but the change of colours has been explained by a desire to identify with the marque colour scheme. Old rear suspension was used, old-type carburettor engines giving 180 bhp at 7000 rpm from 1860 cc fitted.

ALFA ROMEO

Autodelta entered three cars, two Group 2 Alfetta GTs and one Group 2 Alfasud. The Alfettas were just as before, with 200 bhp from 2-valve heads at 1984 cc whilst the Sud gave 130 bhp. The Sud is some 180 kg lighter than its bigger cousin. Semi-official Alfas were entered by Jolly Club but only in Group 1. The 4-valve Alfettas are still not considered reliable enough for rallying, and the way that Ballestrieri was being seen off by the Fiats, Lancias, Alpines and even at times Rohrl's Opel makes one think the present specification is not good enough, although it remains the quickest Group 2 car.

Cardell's choice

Howells, the Cardiff Leyland dealers, recently sold Dennis Cardell, a 1300 Allegro which he is rallying in G1 trim at present. The car's first outing was on the Cork 20. Dennis plans to turn it into a G2 example after Christmas and next year will be competing in the Welsh stage championship, selected *MN* rounds and other Welsh based events. The car is painted in Howells colours and some support is to be forthcoming from the enthusiastic garage concern who are also sponsoring a rally this weekend, called the "Howells Rali Morgannwg." This event is an all night road affair consisting mainly of short Targa sections run on map 170, the first time that this area has been competitively rallied. Extensive PR has been taking place in the neighbourhood and in fact the compulsory noise check is being conducted at Police HQ in Bridgend. The finish venue of this event has recently been changed from Bridgend to the Blue Water Club, Happy Valley, Porthcawl. Although the entry list is currently full, the organisers are still short of marshals.

Howells will of course be continuing their development of the 1300 G2 Allegro next year with Pat Ryan.

No road closure on Southern Stages

The Southern Stages Rally on October 12 will not now include closed roads, contrary to a report a couple of weeks ago — recent developments have meant that these sections have had to be scrubbed.

Approaches from the organising committee, comprising members of the jointly promoting Cosmopolitan Car Club and Southsea Motor Club, to the Hampshire County Council and the police went well.

The hitch came when the RAC were approached for insurance. Their insurers legal department pointed out that it would be *illegal* for closed roads to be used for stages.

If certain vehicles, e.g. rally cars, are exempted from a road closure order, they remain bound by the Road Traffic Act and, so far as they are concerned, it is still a public road.

This means a 50 m.p.h. speed limit applies. The only way round this is for a 30 m.p.h. average to be imposed, but that still leaves the fact that inclusion of such roads would contravene regulations concerning a specified route and timing on public roads.

This situation has left the organisers slightly disillusioned, but through their frantic efforts they have managed to tie-up several other good stages, some including private forestry-type tracks and also a stately home-style two-miler on a winding tarmac road. The organisers have allocated spectator points at a number of stages, two of these being used twice. Expected to be the most popular is the disused, all-grass, Portsmouth City Airport inside the city limits. Spectators entering via the airport industrial estate road (197/671030) can see the first cars arrive after 8.20 am for Airport 1 and 4.30 pm for Airport 2.

Woolmer, the longest stage of the rally, has a spectator point at 186/795313. First car is due at about 12.18 pm and later at 1.56 pm, giving three hours of almost continuous entertainment. The first car is due back at the Centre Hotel finish at about 5 pm.

At number one are Ricky Wall/-Dave Bullen (Escort TC) with Stan Dukes (Escort) behind them. Mike Davidson/Terry Weaver originally at three have withdrawn with gearbox problems on their Escort TC.

Summer Sort-Out winners Adrian Reeves/Norman Ward (Escort) are at five, and Alan Allard/Nick Yoward (supercharged Escort) at seven.

OUSE VALLEY STAGES

Farrington's best result to date

Valley stages, a BTRDA, CCC and The Ouse LCAMC championship event, organised by Stuart Gray John Dandy and John Harmer, was won by Lancastrian Robin Farrington and Jeff Hignet. The trio had worked miracles to provide 40 competitive miles linked by less than 100 road miles in an area where stage miles are rarer than bouquets in Banbury.

The event started at the civilised hour of 9 am in St Ives near Huntingdon. A nearly full entry list of about 100 competitors were presented with an extremely efficient set of documentation with foolproof instructions not only for crew but also service even including details of previous fastest times over various stages. The quality of entry was reasonable although somewhat weakened by either the Tynemouth heavyweight contest or end of year cash flow problems.

Robin Farrington in the ex Tony Pond Escort headed the list followed by an elevated Peter Bryant, in the *Triple* 'C' Chrysler Imp. David Stokes sorted out Dukeries head gasket problems to start at three in front of welshman Whittall Williams currently leading both BTRDA and CCC Championships. Dimunitive Mini man Terry Kaby was seeded at five in front of Fiat Fanatic Robin Langford. Sadly Malcolm Smith and Chris Wathen non-started so next up was local star Callum Barney at nine with John Priestley next up.

The opening stage, two miles of concrete track at Elsworth provided the opportunity for Robin Farrington to open out an immediate lead with Whittal Williams second and Tony Ford (Escort) third. The first drama occured on the second stage with Dick Rollet, strangely seeded at 33 comprehensively damaging his Escort after leaving the narrow track at speed. Farrington again set fastest time with second and third positions reversing this time. David Stokes annoyed himself on the longest stage of the event, going off twice although as on the Castrol 75 luck was with him with no damage sustained. Peter Bryant's Imp shed a fan belt and boiled the engine and Robin Langford complained that Fiats ought to import more horses. Two new stages Caldecote and Spinneys were included in the first half and one Colesden which hasn't been used for 12 years. Robin Farrington voiced his approval by setting six fastest times out of nine stages, with Whittal Williams, Stokes Priestley, Ford and local man David Wallis all featuring regularly in the top four placings.

At halfway Farrington had achieved his objective by pulling out a 22 seconds advantage over Randolph Whital Williams, in third place was Tony Ford (Escort) eight seconds adrift from WW with that man John Priestley breathing down his neck. David Stokes having a trouble free but slightly subdued morning was just behind in fifth place. In the smaller capacity class, Dick Lust in the Vulcan Trailers Imp was really upsetting the form book leading by a substantial margin from Mini man Terry Kaby and fellow Imp protaganists John Lloyd and an off-form Peter Bryant.

Battle recommenced with two new stages, both good in length and quality. First was Huntingdon racecourse including an interesting section over the A1, Farrington again set fastest time with Whittal Williams and Stokes in hot pursuit. The second stage, Upwood Airfield, marked the start of Farrington's consolidation for from here onwards he left the honours for fastest times, to Stokes, Ford and Whittal Williams. Stage 14 marked the only poor stage of the rally, an insignificant 1 mile grass track at Caxton End, this being far too rough for most competitors' liking. Finally came a 2½ mile grass stage which gave the organisers their only timing problem with the finish watch creeping. True to form though the organisers spotted a possible error after only eight cars had gone through, immediately checking both watches and declared the stage cancelled there and then.

And that was that, game, set and rally to Robin Farrington. For a driver who only started in 1973 he's proving to be a man to watch. Whilst he has had previous results this must rank as the best to date for the 31-year-old garage owner from Southport and augurs well for his intention to compete the AUTOSPORT Championship next year. Best result to date also for second place man John Priestley proving that his cars can be as good as the advertising blurb. An unlucky Randolph Whittal Williams lost his chance of second place with a 30 second stall on the 14th stage and had to settle for equal third, although his BTRDA and CCC championship position is now even more secure. David Stokes was the other man in third place with an equal penalty to WW, a very determined drive in the afternoon bringing its just reward.

What of the small capacity class? Sadly Dick Lust ruined an otherwise excellent performance just 20 competitive seconds away from the silverware by re-jigging his Imp with the aid of an oak tree, leaving a very competent Terry Kaby performance as the inheritor of the applause and the points, with Jon Lloyd not too far behind.

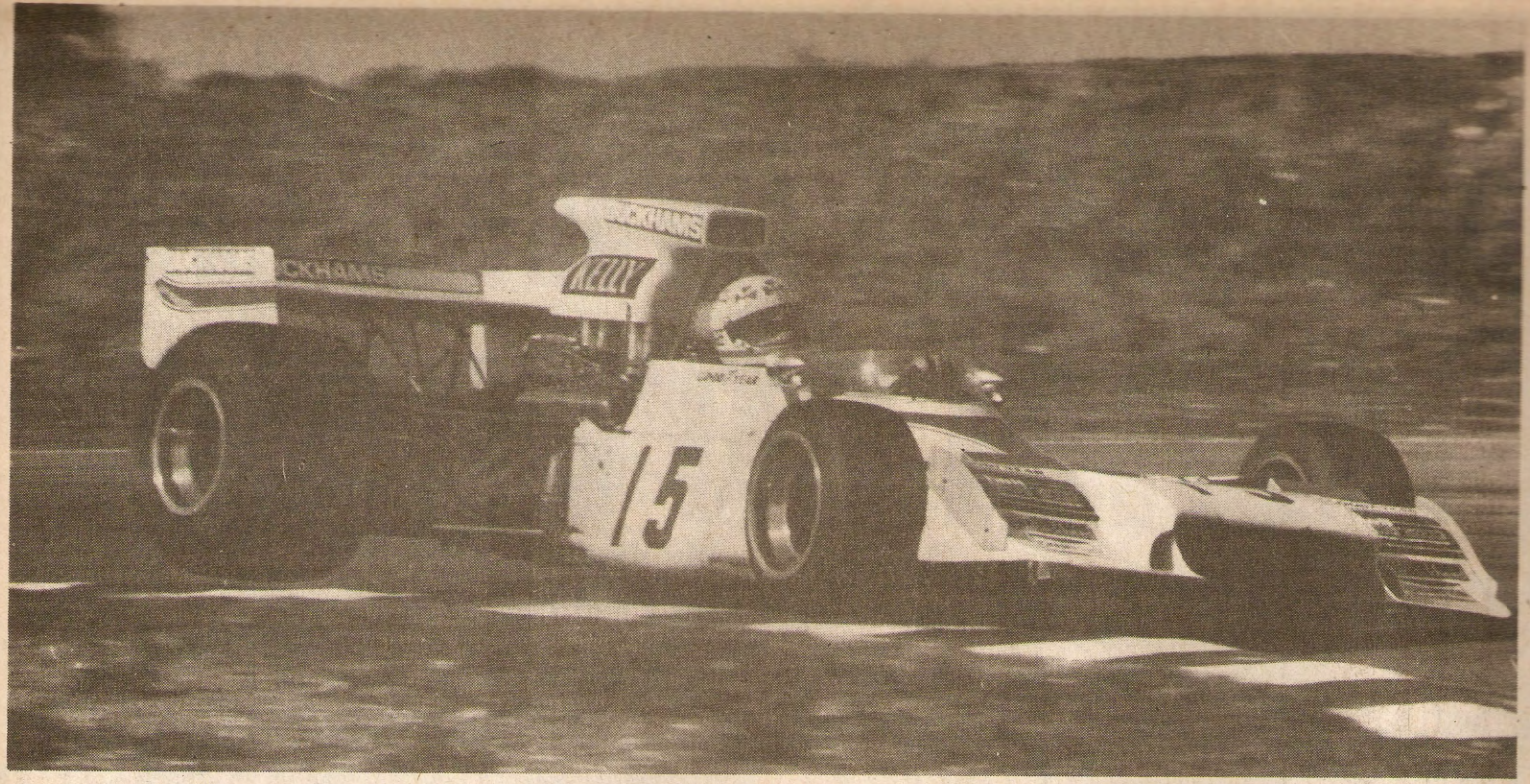
1, R. Farrington/J. Hignet (Escort RS1600) 2138.
2, J. Priestly/T. Withers (Escort RS1600) 2191.
3=R. Whittal Williams/R. Hemmings (Escort RS 1600) 2195.
3=D. Stokes /B. Andrews (Escort RS1600) 2195.
5, T. Ford/G. Baker (Escort RS1600) 2201.
6, C. Gamble/T. Howard (Escort RS1600) 2236; 7, C. Barney/M. Smith (Escort RS1600) 2262; 8, S. Hermon/N. Gurton (Escort RS1600) 2268; 9, D. Wallis/M. Chadwick (Escort RS1600) 2284; 10, B. Douglas/A. Bland (Triumph 2.5) 2298

Irish draw

Attracted in part, no doubt, by the promise of the Welsh forests, both Ronnie McCartney and Paul "Big Foot" Martin will be floating over for the forthcoming Cheltenham Festival Rally (Castrol/AUTOSPORT penultimate round). Welsh heroes Jeff Churchill and Rob James are both confirmed entries along with championship leaders George Hill and Tony Fowkes. Standard car campaigners will include Paul Appleby, Ian Lawless, Rod Badham, Colin Mack, Bernard Banning and Chris Field. Regulations are still available from: Ken Dudley, 19 Carisbrooke Road, Gloucester (telephone 66788).

● A further series of rally navigation evening classes run by Nigel Raeburn will commence at Wythenshawe Adult Education Centre on Thursday November 6. Over 100 enthusiasts have now attended these classes over the last two years. The classes cover both road and stage rallying, and are on six consecutive Thursdays at 7.15 pm. Applications and enquiries should be made to: Wythenshawe Adult Education Centre; The Birtles, Town Centre, Wythenshawe; Manchester M22 5RF. (Telephone 061-437 6722).

No superimposition, this scarcely credible shot of Jussi Kynsilehto/Martin Holmes on the 1000 Lakes adds a new dimension to the reputation of the event.



The "European" F5000 series sank into the depths of depravity at Snetterton but at least Damien Magee in Jim Kelly's aged Trojan gave visual value... for money!

SNETTERTON

Charge of the light brigade

By ANDY LEEDER **Photos by MIKE DIXON**

Whatever glimmer of hope F5000 racing had shown at Silverstone the previous weekend was eclipsed at Snetterton last Sunday. Whoever had enjoyed the spectacle of the powerful single seaters must have thought again after the race of attrition at the Norfolk circuit. Only *five* of the 15 starters were classified at the finish and most of these were lame ducks after barely 41 minutes of racing, including race winner Teddy Pilette who incurred engine problems in the closing stages.

But this should not be allowed to detract from the Belgian's popular victory. His enthusiastic handling of the large Racing Team VDS entered Lola T400 resulted in him being posted as fastest in each practice session and this flag to flag win and new outright lap record were a just reward to take him even further ahead in the Championship table.

ENTRY AND PRACTICE

The Racing Team VDS formed the front row. Teddy Pilette's pole position time was set in the first session with the team's spare Lola T400. Teddy switched to this, clocking 59.2s, 2.2s inside the old record, when his regular car had a valve head split in its Morand Chevrolet engine.

In the second session he again headed everyone but with a time just 0.2s slower. Team-mate Peter Gethin matched his speed in each practice and, apart from increasing the toe-in on his car between them to improve the understeer, seemed happy with it.

It had been tipped that the Ford V6 engined cars would have an advantage over their Chevrolet V8 rivals around Snetterton but this was not so. At Silverstone where the straights are preceded by fast 3rd gear corners, yes, but at Snetterton the main straight comes after the relatively slow, 2nd gear Sear corner which means, as does the Esses complex, changing up through the box. Every time this happens the V8s, with their superior torque characteristics, score.

Alan Jones, who was third fastest with the immaculate Thursdays/RAM entered March 751, was at a further disadvantage as his Silverstone winning V6 unit had blown during unofficial practice on Saturday and he was running a "touring car engine" which he reckoned was 35 bhp down giving away around 100 bhp to the Morand engined cars. Jones' grid time, 59.8s, was also set in the first sesssion — not because he was faster then but because the Organisers refused to publish a time for him, despite some fast lappery, as he had repeatedly ignored a black flag to tell him the time keepers could not read his number!

The second Ford engined car, David Purley's LEC Refrigeration/Southern Organs Chevron B30, was also on the second row with 60s exactly. David had retained his Silverstone engine and had his fingers crossed that it would hold together.

Ian Ashley was on the inside of the next rank, also with a 60s dead, set in the first period. A ratio change before the second did not bring about an improvement as the handling went to pot. A broken front anti-roll bar was diagnosed for the Richard Oaten Racing Ltd Lola T330 and replaced for the race.

Next to Ashley was Guy Edwards, who sat out the second period having comprehensively blown the engine in his Encyclopaedia Britannica Lola T332 after recording 60.6s. A new Alan Smith prepared power unit was fitted for the race.

The Durex sponsored Lola T400 was next and despite rumours in the local press that reigning Champion Bob Evans was rejoining the McKechnie Racing team for the event, Richard Scott was driving. Richard actually improved his time in the second session ending up with 60.6. The space beside him was allocated to Pilette's blown car!

Dutchman Boy Hayje did well to record 61.2 with the Hezemans Racing March before a hole was blown through the block of the 3.4 litre Ford. Damien Magee lapped the Jim Kelly-owned Trojan T101 in 61.8, the Irishman's only complaint being that he was tired of people rubbishing the car and its preparation — the set up is after all a generous offer which allows Damien to keep racing.

Mick Hill headed the rest with his March 74A with 62.2, the rest being Trevor Twaites' Lola T330 (63.4s), Bill Gubelmann's Road Racing Lola T332 (63.8s); Dennis Leech's Chevron B24 (64.0s), and Brian Robinson's McLaren M19 (68.0s).

RACE

Alan Jones caused a lot of consternation when he took the March into the pits after the warm up laps with the engine refusing to run properly — he had non-started at the same point in the last Snetterton F5000 and everyone breathed a sigh of relief when he took his place, the engine sounding healthly, just before the off.

In a crescendo of noise they were away and as the field bundled into Riches — a large burst of white smoke heralded a blown engine and the first retirement — but who was it? As they filed out onto the straight one car was pulling up, trundling to a halt, a red Lola, Peter Gethin's race had lasted but a quarter of a lap.

At the end of the first lap Pilette was 2s clear of Purley, Ashley, Edwards, Jones, Magee (who had made an excellent start), Hayje, Scott, Hill, Gubelmann, Twaites and Robinson. David Purley was then in trouble, someone had braked early into Riches and he had hit them hard up the rear, the Chevron limping to the pits with a broken nose and smashed radiator.

Pilette continued to pull away and by ten laps was 12s ahead of second man, who was now Jones. Although Alan was driving as positively as we have come to expect from him, using less road than any of his rivals out of Russell, his improvement up the lap chart was by default. Ashley had the big end let go in his motor just as he learnt to cope with the "soft" handling due to the incorrectly adjusted replacement anti-roll bar. Edwards, with a moment on the far side of the circuit, dropped to third behind Jones. Boy Hayje had caught and passed Scott to be fourth while Magee in sixth was troubled by oil surge, among other things and was under pressure from Hill who again was in the position of "best of the rest".

At half distance Pilette was maintaining a 15s lead over Jones, while Edwards was well back third with Scott fourth and about to be lapped. Hayje's good run had ended when a head gasket blew and Magee had succumbed to Hill. Two laps later Kelly signalled Damien in and they headed for the paddock to plug the oil leak.

The Thursdays March expired as it crossed the line for the 28th time and although the RAM mechanics struggled gamely they could not coax the tired motor back to life. This left the "press-on" Pilette with a lead of over a lap from Edwards, who after a quick dive into the pits had hurriedly rejoined just ahead of Scott. Mick Hill was then fourth with Gubelmann fifth, the American driving sensibly in his first F5000 race in the Reed Racing Lola owned by his Wishart Capris team-mate Gordon Spice.

In the closing stages the leading VDS car was on only seven cylinders, and Pilette was 1,000 rpm down but easily maintained his margin to take a well deserved win. Interest, if there was any left, was centred on the Edwards/Scott scrap for second. Guy's car was misfiring badly just managing to hang on to its position as Richard had bent the selector on fourth gear early in the race and was finding the changes from 3rd to 5th and vice versa a handicap. When Edwards' car

began blowing out a large cloud of smoke on the last lap the issue was decided; Scott's visor was covered in oil and he backed off as they both limped home. Mick Hill finished fourth with a happy Gubelmann, the only other qualified finisher, fifth. Purley restarted lapping consistently quickly to complete 34 laps, while Magee returned to the fray finishing 25 laps.

Pilette's win consolidates his lead in the Championship, a second F5000 title looking likely to go the way of the popular Belgian as only Edwards, of his nearest rivals, further added to his points.

SUPPORTING RACES

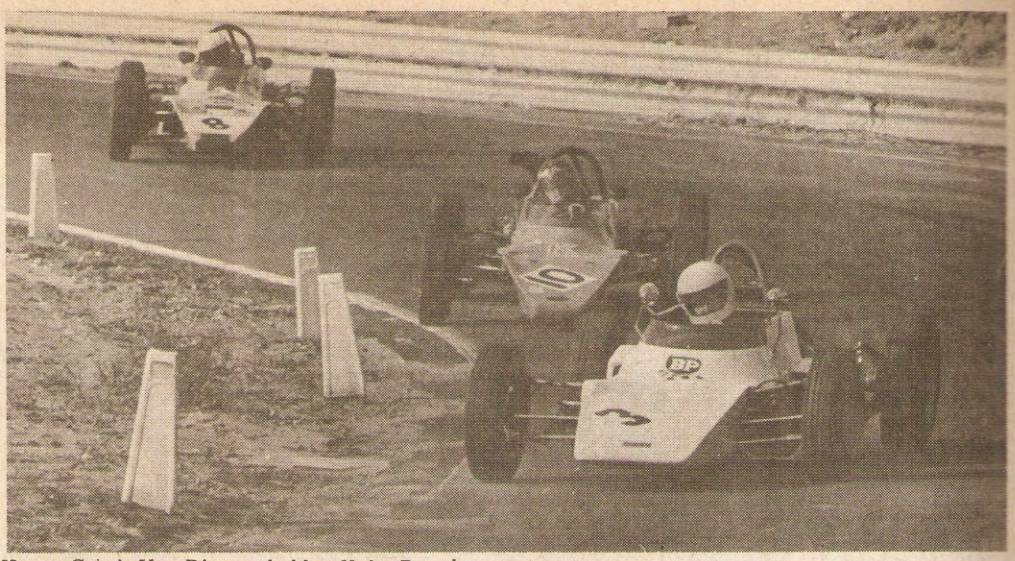
Geoff Lees moved a step nearer the hat trick of FF titles he is trying for this season. Having secured one last week he moved himself to the top of the points rating in the National Organs Series by winning a thrilling race in his Rob Roy Racing with D J Bond Royale RP21. The other leading protagonist, Kenny Gray, finished third in his Van Diemen having led much of the way.

Finishing the opening tour Gray led from the Kismet sponsored Royales of Geoff Smailes and Rad Dougall, Phil Dowsett's Crosslé and David MacPherson's Dulon with Lees sixth. The trio of South Africans opened up a gap on their rivals and appeared to be breaking away in the order Smailes, Gray and Dougall but Lees was soon up to fourth and began gradually to haul them in. At half distance they were nose to tail and by lap 10 it was a straight fight at the front between the two championship contenders Gray and Lees. As they started the penultimate lap Gray had the slenderest of leads, Lees dived for the inside at Riches and made it, hanging on all the way round that lap but as they started the final circuit Gray was in trouble, the engine was overheating. Unbeknown to him he had lost a radiator hose a few laps earlier. Lees took the flag, Smailes went through to finish second with Gray a disappointed third, and a well cooked engine. Rad Dougall finished fourth, the only person to know of Gray's broken hose as he half spun his chances away on the water dropped from it. An impressive David MacPherson was a closely following fifth. Rod Bremner's Crosslé got the better of the following four car battle leading home the similar cars of Phil Dowsett and Mike Blanchet and the Hawke of Derek Warwick, just 1.4s covering them at the finish.

Around their Production Sports Car Championship opened this BRSCC organised meeting. Chris Meek simply drove away from everyone else (see *Sports Extra*) with his rapid Radio Luxembourg Lotus Europa to win by almost 30s and add yet another lap record to his already impressive tally with the car. Behind Meek attention was fixed on John Britten's attempts to pass the Team Burgess cars of Rod Gretton and Colin Bowers. Britten had started from the back of the grid, having practiced out of session, but by the second tour he had the 3.5-litre Morgan Plus 8 fourth behind the Burgess cars.

Being slower down the straight he had to rely on mistakes being made by those in front. These indeed came: first it was Blowers having a moment with the TVR at the Esses and a lap later Gretton going wide at Sear with the 5.3-litre E Type allowing the Morgan into second. Britten then demonstrated that he is as fallible as his rivals and he fell back to fourth and the business began again. Gretton quickly obliged with another spin, this time at the Esses but Blowers, by some clever use of back markers, had got himself clear only for his engine to overheat on the last lap leaving second once again to Britten. William Hopkins had sneaked up while all this was being played out to snatch third from Gretton and Blowers. Chris Alford, extended his championship lead with another class win with his Morgan 4/4, while the cheap class was easily won yet again by Terry Grimwood with his Midget.

The ten lapper for Special Saloons, a round of the BRSCC East Anglian Centre's Championship, was also dominated by a single driver/car combination. This time it was the turn of Nick Whiting and the Team *Kent Messenger* — All Car Equipe 2-litre Escort, and despite Nick's reservations about the car, until he had a chance to check it over, following a suspension breakage in practice, the winning margin was more than half a minute. Second was Geoff Wood's ultra low 1.9-litre Escort having been shadowed throughout by Peter Baldwin's BDA engined class winning 1.3-litre Mini. The only dice of the race, for fifth between Jeff Mann (1.3 Anglia) and Paul Storr (1.6 Escort), was won by the former by 0.6s. Peter Day (Daytune 850 Mini) was also a class winner as was last man Alberto Viscardi in his 1-litre Elf.



Kenny Gray's Van Diemen holds off the Royales of Geoff Smailes and a tweaked-up Geoff Lees.

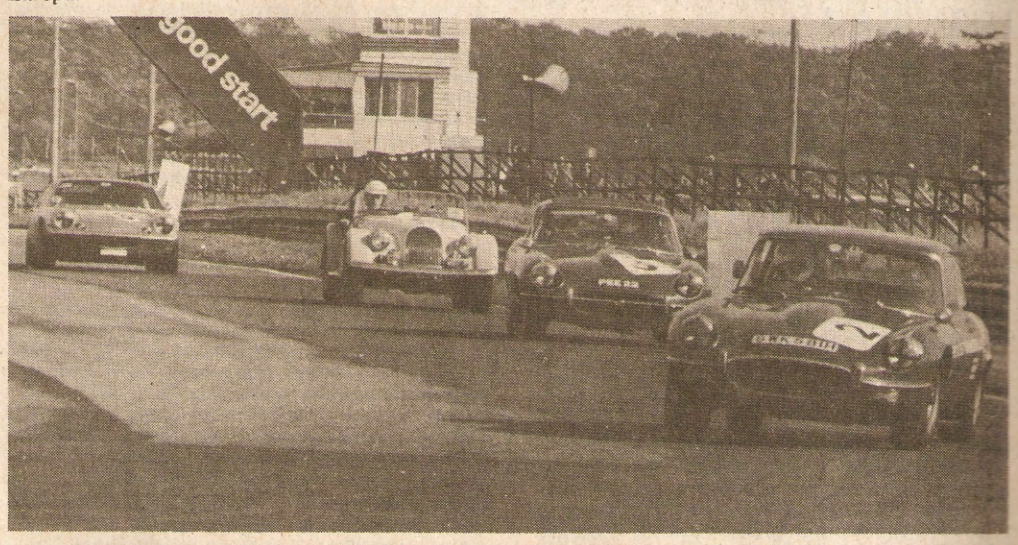
Andy Diamond practiced Peter Evans' Mallock U2 Mk 16 just 0.2s faster than Geoff Friswell's similar Lantonian Finance Ltd entered car and everyone anticipated a great dice in the Lec Refrigeration Clubmans qualifier. Unfortunately, Diamond was in trouble even before the start, needing a push to fire up the Davron motor and once under way his troubles increased for the car became stuck in gear and the Gryphon constructor retired. Friswell survived a very fierce start that threatened to vibrate both car and Hart engine to pieces to win easily and also establish a new lap record. Creighton Brown was a lonely second with the Team Camborough Mallock U2 Mk 17.

Vernon Davies, despite the rear wing being at a crazy angle after a support had broken, held off the challenge of Martin Mansel (Mallock U2) to finish third. David Orbell (Stallwood U2) had been dicing with these two but Orbell had hit the ignition switch when nasty noises began inside the engine. Alex Ferrada's Aceplant Mallock U2 Mk 16 won the engine class from Nick Adams. The latter being lent a car by Team Mallock after Nick had severely dinged the Camborough piglet at Oulton the day before.

Friswell's win and Adams second in class puts them joint equal at the top of the Championship table.

Neil McGrath finished the final round of the Renault 5 challenge as the champion-elect should, in the lead. The Hardings Autos (Birkenhead) Ltd car was just one length ahead of the Cross Roads Garage Abingdon car of David Hedges at the finish of the last event of the day. These two had pulled well clear of the rest. We were all a little disappointed; a Renault press release had claimed "practice will be as important at Snetterton today as at Indianopolis (their spelling) in years passed and racing we all know is usually better than practice" — well it fell a little bit short although Trevor Peckham did his best to entertain us with a spectacular roll at Coram, escaping thankfully unhurt.

The E-types of Martin Dawson and John Sisson hold off Chris Alford's Morgan and Andreas Mohringer's Europa.



ShellSPORT European F5000 Championship
Snetterton, October 5
40 laps.—

1, Teddy Pilette (Lola-Chevrolet Morand T400), 40m 58.6s, 112.28 mph.
2, Guy Edwards (Lola Chevrolet T332), 39 laps;
3, Richard Scott (Lola-Chevrolet Whitehurst T400), 39 laps;
4, Mick Hill (March Smith Chevrolet 74A), 38 laps;
5, Bill Gubelmann (Lola-Chevrolet Fewkes T332), 38 laps;
6, David Purley (Chevron Ford Swindon GA B30 V6), 34 laps;
7, Damien Magee (Trojan-Whitehurst Chevrolet T101), 25 laps*.

Fastest lap: Pilette, 1m 00.0s, 115.02 mph. **(circuit record)***. **outright circuit lap record**).
*running but not classified.

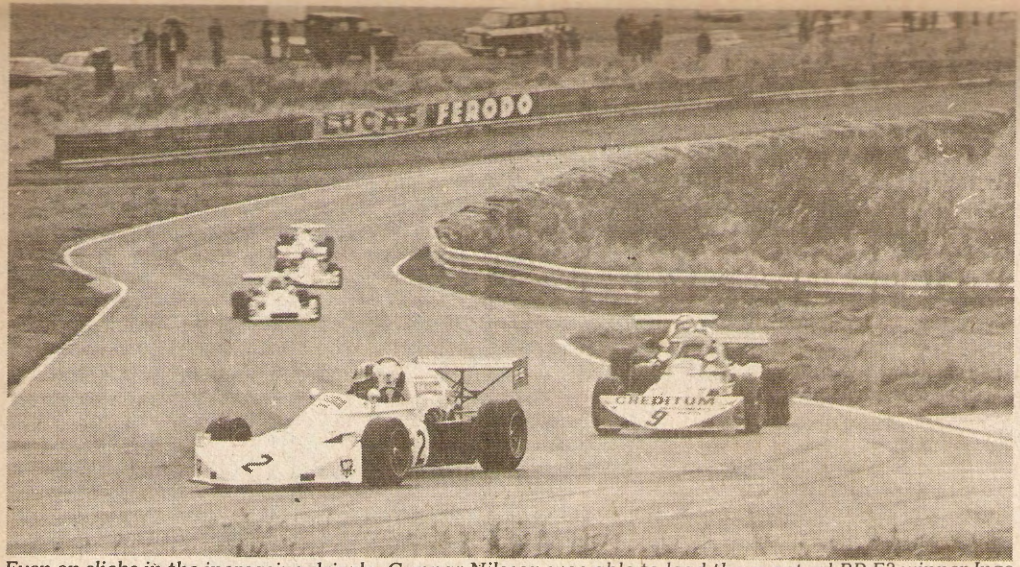
BRSCC Production Sports Car Championship round (10 laps); Overall and £2,251 to £4,000 class: 1 Chris Meek (Lotus Europa), 14m 01.4s, 82.04 mph; 2, John Britten (Morgan Rover Plus 8), 14m 31.0s; 3, William Hopkins (Morgan Rover Plus 8), 14m 34.0s; 4, Rod Gretton (Jaguar V12 E-Type), 14m 37.2s. **Fastest lap:** Meek, 1m 22.8s, 83.35mph. **(Record). £1,401 to £2,250 class:** 1, Chris Alford (Morgan 4/4), 75.70 mph; 2, John Targett (MGB); 3, Gerald Vaugham (Triumph TR6). **Fastest lap:** Alford, 1m 29.4s, 77.19mph. **(Record). Up to £1,400 class:** 1, Terry Grimwood (MG Midget), 72.47mph; 2, Dave Karaskas (Austin Healey Sprite); 3, Robert Melzack (MG Midget). **Fastest lap:** Grimwood, 1m 33.0s, 74.21mph. **(Record).**

BRSCC East Anglian Centre Special Saloon Car Championship round: (10 laps); Overall: 1, Nick Whiting (2.0 Ford Escort), 12m 25.6s, 92.56 mph; 2, Geoffrey Wood (1.8 Ford Escort), 12m 58.8s; 3, Peter Baldwin (1.3 Mini Clubman), 12m 59.6s; 4, Dirk Adams (2.3 Vauxhall Viva), 13m 34.6s. **Over 1300cc:** 1, Whiting; 2, Wood; 3, Adams. **Fastest lap:** Whiting, 1m 13.0s, 94.54 mph. **1001 to 1300cc:** 1, Baldwin, 88.52 mph; 2, Jeff Mann (1.3 Ford Anglia); 3, Tony Allies (1.3 Mini Clubman). **Fastest lap:** Baldwin, 1m 16.4s, 90.33 mph. **851-1000cc:** 1, Alberto Viscardi (Riley Elf), 67.73 mph; no other finishers. **Fastest lap:** Viscardi, 1m 37.6s, 69.99 mph. **Up to 850cc:** 1, Peter Day, (Daytune Mini), 78.23 mph; 2, Terry Pryce (Mini); 3, Eddy Arscott, (Mini). **Fastest lap:** Day, 1m 26.6s, 79.69 mph.

National Organs Formula Ford Championship round (15 laps): 1, Geoff Lees (Royale-Minister RP 21), 18m 43.4s, 92.15 mph; 2, Geoff Smailes (Royale-Scholar RP21), 18m 45.0s; 3, Kenny Gray (Van Diemen-Scholar RF75), 18m 45.2s; 4, Rad Dougall (Royale-Scholar RP21), 18m 49.8s; 5, David MacPherson (Dulon-Minister MP17), 18m 50.0s; 6, Rod Bremner (Crossle-Rowland 30F), 18m 52.6s. **Fastest lap:** Gray, Lees and Smailes, 1m 13.6s, 93.77 mph.

Lec Refrigeration Clubmans Sports Car Championship round (10 laps); Overall and 1600cc full mod. engines: 1, Geoff Friswell (Mallock U2-Hart Mk 16), 11m 22.0s, 101.19 mph; 2, Creighton Brown (Mallock U2-Close Mk 17), 11m 38.2s; 3, Vernon Davies (Hustler-Ford Davron SS4), 11m 46.8s; 4, Martin Mansell (Mallock U2-Piper Mk 16), 11m 47.4s. **Fastest lap:** Friswell, 1m 06.6s, 103.62 mph. **(Record). 1600cc to FF Regulations:** 1, Alex Ferrada (Mallock U2-Holbay Mk 14); 3, Chris Greville-Smith (Phantom F[illegible]). **Fastest lap:** Ferrada, 1m 13.2s, 94.28 mph.

Renault 5 Elf Challenge Race (10 laps): 1, Neil McGrath, 17m 13.8s, 66.76 mph; 2, David Hedges, 17m 13.8s; 3, Mick Hill, 17m 17.4s; 4, Stuart McCrudden, 17m 20.2s; 5, David Taylor, 17m 20.4s; 6, Graham Hall, 17m 20.6s. **Fastest lap:** McGrath and Hedges, 1m 40.8s, 68.46 mph. **(Record).**



Even on slicks in the increasing drizzle, Gunnar Nilsson was able to lead the eventual BP F3 winner Ingo Hoffman for the early laps. Nilsson eventually slipped to fourth, but clinched the title all the same.

OULTON PARK

A tale of Hoffman

By IAN TITCHMARSH **Photos by PETER McFADYEN**

Emerson Fittipaldi, Carlos Pace, Wilson Fittipaldi, Alex Ribeiro and now Ingo Hoffman. These are the Brazilians who have won British F3 races since 1969 when Emerson staterted the fashion and from the way in which Ingo Hoffman, the latest in the line, went about winning the BP Super Visco championship qualifier at Oulton Park last Saturday his future must almost certainly lie in Formula One. It is no consolation for British enthusiasts that the other man of the meeting, and recipient of the Britax tankard which goes with the award, was the Swede Gunnar Nilsson who is very much the man in form at the moment. He won a thrilling Southern Organs Formula Atlantic round in the Rapid Movements Chevron B29 from new lap record holder Ted Wentz in the latest Lola, and then finished an incredible fourth in the F3 race using slick tyres on an increasingly wet surface. And with Danny Sullivan failing to win the race and set fastest lap Gunnar was assured of the BP F3 championship.

It was one of the best meetings of the year and a fine curtain-closer for the first season on the new look Oulton Park track. The NW centre of the BARC under Jock Sinclair were in charge, allowing every race at least 15 laps which is more than most other clubs do, and finishing well up to time despite the rain which marred the last two races.

FORMULA 3

As if to give the F3s a taste of what the Atlantics had endured in practice, clouds darkened the sky as the BP Super Visco competitors lined up for their race and began to empty their contents on the track, gradually at first but enough to make wet tyres seem like a good idea. First one, then another and then most of the drivers changed over to wets after two warming up laps on slicks leaving only Nilsson on the front row, the two B & O Marches of Pierre Dieudonné and Hervé Regout, and the Ralt of Terry Perkins on slicks. Practice had produced one of the closest sets of F3 times seen for many a day with 16 of the 17 cars covered by two seconds and the first 12 of these by only one second. Joint fastest on the front row, all with the same times of 59.2s, were the Marches of Ingo Hoffman and Nilsson flanking the Ralt of Larry Perkins, whose last F3 race at Oulton in 1973 had seen him blow off everyone in the works Brabham BT41 before the engine blew. Larry had studied Gunnar's post-race plan for beating him at Silverstone the week before and had worked out 10 of his own in conjunction with Ron Tauranac, all of them unprintable and he reckoned that any combination of six should be sufficient on a dry track! Patrick Neve, running the Safir on M & H tyres, Alex Ribeiro in the other works March, and Eddie Cheever in the first Modus were bracketed at 59.6s, while Danny Sullivan was the first of three to equal his own lap record of 59.8s in the works Modus, the others being Rupert Keegan's March 743 and Stephen South's 753. Hervé Regout's 753 and Richard Hawkins (743) were sharing the minute while Bob Arnott's under-financed March 743 was 0.2s slower. Pierre Dieudonné in the second B & O car, Graham Hamilton's Ecurie Ecosse 753 now with Novamotor/Ford Power, Chris Barnett's 753, the Ralt of Terry P and John Lain's ex-Henton GRD completed the grid.

It had all the makings of a fantastic race but the rain reduced it to a merely interesting one. Slicks or no slicks, Nilsson timed his start to perfection, helped no doubt by previous experience of the starter's method, and it was the works March into Old Hall first from Hoffman and Perkins L and immediately these three opened up a small gap to the next trio comprising Cheever, Ribeiro and South. No one else featured throughout the 20 laps. Nilsson, enjoying himself hugely despite his apparent "handicap" kept Hoffman at bay for nearly five laps until the Brazilian worked it out right from Lodge and took the lead out of Deer Leap, pulling away at once as the Cowangie Kid set about Nilsson. But it was Ribeiro who was the next man past the Swede, passing Cheever, Perkins and Nilsson on successive laps to leapfrog into second by lap nine. He then began to close on his compatriot but Hoffman was equal to the pressure, and despite one or two rough edges round the back, ran out the winner by 1.8s without ever allowing Ribeiro to come really close. Perkins did not pass Nilsson until lap 14, finding he was less able to put the power down out of the corners than even Nilsson on his slicks and certainly the Ralt looked distinctly skittish at Lodge. Once past the Australian did not really draw away by much so that the two Brazilians were never in danger. Nilsson kept a two second cushion to Cheever who was using all his raw talent to keep the Modus, on Dunlop wets, ahead of an ever-present and impressive South. On the last lap, Cheever had to resort to some real karting tactics to keep South behind, Stephen crossed the line almost alongside with two wheels on the grass.

Of the rest, a variety of drivers held seventh beginning with Regout who then spun at Clay Hill, causing Neve to anchor up and sending Hawkins into the back of the Safir. Hawkins retired with a damaged radiator but Neve carried on until a tyre punctured. Arnott was then seventh for a while until he was caught and passed by both Keegan and Dieudonné. Sullivan's remote chance of taking the championship evaporated almost at once since he found the car almost undriveable on the Dunlops, was never higher than 11th and eventually called it a day after several pit stops.

SUPPORTING RACES

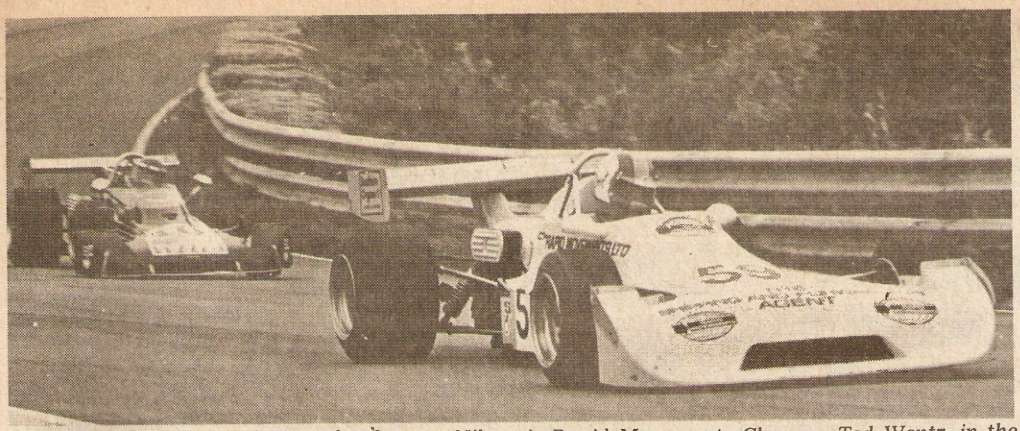
What would motor racing in this country in 1975 have done without Jim Miller? Three of the races were for championships sponsored by some kind of organ, beginning with a rather meagrely-supported round of the National Organs Clubmen's Formula series. A major upset was caused in practice when Geoff Friswell failed to take pole position but he soon put this right in the race by forcing past pole man David Manley into the first corner and then easing away from the pack to win by 23 secs with his familiar U2 Mk 16. Manley lasted less than a lap in second before Ray Edge came past in his similar U2 Mk 17, leaving the Irishman to the mercy of Ruari Gillies in one of the few non-Mallock machines in the race—a Gryphon. As Edge drew away from Manley, Gillies caught him up but the prospect of a keen dice for third ended when David Campbell spun his FF-class Phantom at Lodge as the pair came up to lap him. Manley nipped through but the Phantom struck the passing Gryphon, damaging a rear upright and causing Ruari's retirement as well as Campbell's.

The FF class was almost literally decimated for Chris Greville-Smith's Phantom broke its diff at the first corner causing Derek Bevans to smite the barriers quite hard in his DRW. Nick Adams, chasing Friswell for the overall championship in his Mk 14, had fitted some new super-sticky Goodyear G53s for the first time but the altered handling caused him to come unstuck at Lodge on lap two while leading the class, the Camborough piglet damaging its rump on the barrier, and what with Campbell's later effort at Lodge, Andy Houston was left with little opposition for his Lion-engined Gryphon.

"Not bad for a heap of scrap" was Richard Jenvey's reflection on his Lotus Elan's pole position for the Miller Organs modified sports car race while sitting alongside was the straight-from-the-showroom Porsche Carrera RSR of John Cooper. Cooper made the best of the start while Jenvey slotted in behind and John Pearson came charging through from the second row in his usual breathtaking manner with the Jaguar XK120. A great dice looked on the cards but Pearson was soon in trouble for no sooner had he followed Jenvey past Cooper at the Folly on lap three than the beast's gearbox refused to select anything at all. On his one flying lap John had lapped 1.2s faster than anyone else managed for the rest of the race. As Jenvey began to edge away Cooper came under strong pressure from John Evans in the other very quick Elan but this too succumbed to gearbox gremlins when third gear went missing and the Ark Racing machine stopped on lap six.

Jenvey and Cooper carried on dominating the race to the end with Max Payne's Elan securely settling into a distant third but there was plenty of action behind as the three 1150s of Ian Hall (Mini-Jem) and Jim Adamson and Simon Packford (Davrians) tussled among themselves and with

John Cooper's Porsche holds a slender lead over the Elans of Richard Jenvey, John Evans and John Pearson's unique XK120.



Three Atlantic wins on the trot for Gunnar Nilsson's Rapid Movements Chevron. Ted Wentz, in the development Lola, gives vain chase.

Robin Gray's Morgan Plus 8. Packford's Merry-chef car was unable to sustain its practice performance of third fastest overall because of engine problems which left Adamson to cope with the splendid Morgan. After a tremendous battle, which drivers visibly enjoyed enormously, Gray crossed the line n fourth fractionally ahead of Adamson while Packford was able to summon up enough horsepower to head Hall to the detriment of the latter's championship chances against Jenvey.

Leaving nothing to chance, most of the Formula Atlantic circus spent Friday setting their cars up for raceday even though the John Player Championship is now over and they only stood to win a first prize of £130. In Friday's dry conditions Ted Wentz had been fastest from Gunnar Nilsson, the new Lola (see *Pit & Paddock)* pleasing the Wella-sponsored American enormously. Official practice took place on a damp track where it was difficult to know whether to use slicks or wet tyres. Perhaps as a portent of things to come in the F3 race Nilsson used slicks to obtain pole position in Ted Moore's Rapid Movements Chevron B29, a time of 61.2s comparing with the Tony Brise/Nick May record of 57.0s. Happy on wets was Bobby Muir in Bob and Marj Brown's Birrana 273, 0.4s slower than the Swede, while the front row was completed by Derek Cook's B29 with one of his own engines on 1m 2.2s. Wentz was 0.4s slower than Cook and shared the second row with Richard Morgan who, with some family support, had raised the funds to hire Jim Crawford's works-development Chevron B29 and a good Swindon engine. Jim was present to keep an eye on things and observed that the car seemed to be set up rather differently from when he drove it. Richard commented that the steering was heavier than the Wheatcroft. Apart from Cook, the first six cars were all Swindon-powered for Alo Lawler was next with his Chevron B29 on 1m 4.0s as against Morgan's 1m 2.8s.

Next up was Johnny Nick himself returning to this side of the Atlantic formula in a brand new works-developed Modus under the banner of Dave Price Racing with Pinch Plant sponsorship. His time was 1m 4.4s just 0.2s ahead of Mike Franey, returning to Oulton Park for the first time in six years with the Damatco-sponsored, ex-Peter Williams Chevron B27. The grid was completed by Phil Sharp's Lyncar, Val Musetti's Match 74B, and Steve Carvill in Peter Wardle's Surtees. This last combination caused a minor flare up when Wardle accused Nilsson of dangerous driving after the Swede had accidently bumped the Surtees while lapping it. Presumably Wardle thought Nilsson did it on purpose for he stormed off to Race Control where common sense prevailed. Two more serious casualties of the slippery surface were Danny Sullivan who had a couple of adventures in Tony Brise's Modus, the second ending just after Druids with a bent front end; and Nick May who slid off on the first lap and did similar damage to his Dave Price Lola T360B.

It was bone dry for the race, allowing a good, clean start from which Nilsson emerged in front while Wentz tried to run round the outside of the yellow Chevron at Old Hall, knowing that if he was to pass the Swede it would probably have to be on that first lap. But it was not to be, Nilsson gunned the Chevron round the circuit and Ted had to stay in its slipstream. And that was the story of the race so far as the lead was concerned. Both drivers were absolutely on the limit all the way, sliding right up to the edges of the track and changing gear in unison as they went past the pits, so close were they together. But the new Lola, running old-type bodywork, was being buffetted in the Chevron's air and there was nothing Wentz could do to draw alongside the leader unless Gunnar made a mistake. But when a man is on form the way the Swede is at the moment, he doesn't make mistakes and so they finished with the Chevron still ahead.

Muir was a constant third, anxious as much as anything to finish his first race for some time and therefore content to ease off in the closing stages which allowed Morgan to close to within 0.4s without really threatening to go past. Nicholson had caught and passed Morgan by lap 16 but two laps later the tail of the Modus was hung out just a little too far at Lodge and it snapped round backwards into the barrier, crinkling the tub and giving Dave Price some more hard work. Cook was a steady fifth ahead of Sharp by 0.4s at the end, this pair at one stage involved with Musetti and Lawler until they had moments at Lodge and Cascades respectively. Franey lapped quickly, after a first lap pit stop to screw together the lever which lost him a couple of laps, but Carvill was out of his depth and contributed to Nicholson passing Morgan. No one saw Wardle heading for Race Control after that incident! Although Nilsson managed several laps at 56.9s according to his pit, Wentz went one better and was officially clocked at a new Atlantic and circuit record of 56.8s.

The Britax production saloon car race had a mediocre entry with only one Chevrolet Camaro making possibly this model's last appearance at Oulton. Needless to say, in the hands of Derrick Brunt it won despite incipient rain which at one stage allowed Phil Dowsett's Capri to close up. However, Dowsett was more concerned with maximum class points and eased off again. Jock Robertson's Mazda as usual dominated its class, helped by the early disappearance of Tony Lanfranchi with a Mazda in which the flame had gone out, and Gerry Marshall's protege was a secure third overall. The battle for fourth involved the Capris of Rod Birley and Stuart Patterson with Tony Hill's Dolomite Sprint but the last two spun at Old Hall and allowed Birley's Southern Organs car some breathing space. The closest racing came in the cheapest class which Danny Alderton's Honda Civic eventually won, despite a broken exhaust pipe caused by running over the foolish Folly kerbs, with Peter Jopp's Mini-Clubman and Neville Knight's Simca Rallye in pursuit. The Lada of Tony Stubbs, normally so rugged and reliable retired from the fray with "loose shearing" according to the race bulletin. Hal ba sheep to the first correct solution!

As the Simoniz special saloon car championship enters its final stages, every race is vital for Nick Whiting and David Enderby in Escort FVC and 850 Mini respectively. This time Whiting's luck was out when the metering unit belt came off on the warming up lap and he non-started. Peter Baldwin's Mini-BDA romped away with the race, although tyre trouble near the end allowed Tony Sugden's Escort BDE to catch up after fighting its way past the traditional Cooper S of Phil Winter. Derek Walker's baby super saloon Fiat 850 Coupe was fourth and won its class while Enderby won his once Brendon Chappel's overheating Mini had stopped for water. Now Enderby leads Whiting by four points with two rounds left.

BP Super Visco Formula 3 Championship, round 18
Oulton Park, October 4
20 laps, 33.03 miles

1, Ingo Hoffman (March-Novamoter/Toyota 753), 22m 53.2s, 86.72 mph;
2, Alex Ribeiro (March-Novamotor/Toyota 753), 22m 55.0s;
3, Larry Perkins (Ralt-Novamotor/Ford RT1 t/c) 23m 9.2s;
4, Gunnar Nilsson (March-Novamotor/Toyota 753), 23m 11.8s;
5, Eddie Cheever (Modus-Novamotor/Toyota M1), 23m 13.8s;
6, Stephen South (March-Novamotor/Toyota 753), 23m 13.8s;
7, Rupert Keegan (March-Novamotor/Toyota 743), 23m 23.4s;
8, Pierre Dieudonné (March-GmbH/BMW 753), 23m 26.2s; 9, Bob Arnott (March-Brown/Ford 743 t/c), 23m 38.2s; 10, Graham Hamilton (March-Novamotor/Ford 753 t/c), 23m 38.6s. **Fastest lap:** Hoffmann, 1m 7.2s, 88.61 mph.

Gandy Frictions Ltd National Organs Clubman's Formula Championship round (15 laps): 1, Geoff Friswell (1.6 Mallock U2-Hart Mk 16), 15m 34.0s, 95.63 mph; 2, Ray Edge (1.6 Mallock U2-Davron Mk 15/17), 15m 57.0s; 3, David Manley (1.6 Mallock U2-Swindon Mk 17), 16m 11.6s; 4, David Orbell (1.6 Mallock U2-Holbay Mk 11B), 18.6s. **Fully modified engines 1001 to 1600 cc clas :** 1, Friswell, 95.63 mph; 2, Edge; 3, Manley. **Fastest lap:** Friswell, 1m 1.0s 97.61 mph **(equals record). Formula Ford engine class:** 1, Andy Houston (Gryphon-Lion C4A), 84.66 mph. 2, Simon Jeans (Mallock U2-Ford Mk 8B); only finishers. **Fastest lap:** Houston, 1m 9.0s, 86.30 mph.

Miller Organs Modified Sports Car Championship round (15 laps): 1, Richard Jenvey (1.6 Lotus Elan), 17m 12.2s, 86.53 mph; 2, John Cooper (2.8 Porsche Carrera RSR), 17m 24.6s; 3, Max Payne (1.6 Lotus Elan), 18m 6.0s; 4, Robin Gray (3.5 Morgan Plus 8), 18m 15.0s. **Over 3000 cc class:** 1, Gray, 81.57 mph; only finisher. **Fastest lap:** John Pearson (3.7 Jaguar XK120), 1m 6.2s, 89.95 mph **(record). 2001 to 3000 cc class:** 1, Cooper, 85.50 mph; only starter. **Fastest lap:** Cooper, 1m 7.6s 88.08 mph **(new record). 1151 to 2000 cc class:** 1, Jenvey, 86.53 mph; 2, Payne; 3, Rob Haigh (1.9 MGA). **Fastest lap:** Jenvey, 1m 7.4s, 88.34 mph **(equals record). Up to 1150 cc class:** 1, Jim Adamson (1.0 Davrian-Imp Mk 7), 81.54 mph; 2, Simon Packford (1.0 Davrian-Imp Mk 7), 3, Ian Hall (1.1 Mini-Jem Mk 2). **Fastest lap:** Adamson, 1m 10.8s, 85.06 mph **(record).**

Southern Organs Formula Atlantic Championship round (20 laps): 1, Gunnar Nilsson (Chevron-Swindon BDA B29), 19m 13.8s, 103.21 mph; 2, Ted Wentz (Lola-Swindon BDA T360/2), 19m 14.6s; 3, Bobby Muir (Birrana-Swindon BDA 273), 19m 32.8s; 4, Richard Morgan (Chevron-Swindon BDA B29), 19m 33.2s; 5, Derek Cook (Chevron-Cook BDA B29), 19m 59.0s; 6, Phil Sharp (Lyncar-Nicholson BDA 005), 19m 59.4s. **Fastest lap:** Wentz, 56.8s, 104.83 mph **(Circuit record).**

Britax Production Saloon Car Championship round (15 laps): 1, Derrick Brunt (5.7 Chevrolet Camaro Z28), 20m 37.4s, 72.18 mph; 2, Phil Dowsett (3.0 Ford Capri 3000GT), 20m 45.6s; 3, Jock Robertson (2.0 Mazda RX3 Coupe), 20m 52.4s; 4, Rod Birley (3.0 Ford Capri 3000GT), 21m 7.8s. **Over £2,299 class:** 1, Brunt, 72.18 mph; 2, Mervyn Lister (3.0 BMW Si); 3, Danny Luker (1.6 Alfa Romeo 1600GT). **Fastest lap:** Brunt, 1m 20.2s, 74.24 mph. **£1,700 to £2,299 class:** 1, Dowsett, 71.71 mph; 2, Birley; 3, Tony Hill (2.0-Triumph Dolomite Sprint). **fastest lap:** Dowsett, 1m 21.0s, 73.51 mph. **£1,300 to £1,699 class:** 1, Robertson, 71.32 mph; 2, Wendy Markey (2.0 Mazda RX3 Coupe); 3, Alan Priest (2.0 Mazda Rx3 Coupe). **Fastest lap:** Robertson, 1m 21.4s, 73.15 mph. **Up to £1,299 class:** 1, Danny Alderton (1.2 Honda Civic), 66.85 mph; 2, Peter Jopp (1.3 Mini-Clubman 1275GT); 3, Neville Knight (1.3 Simca Rallye 1). **Fastest lap:** Alderton, 1m 27.2s, 68.28 mph.

Simoniz Special Saloon Car Championship round (15 laps): 1, Peter Baldwin (1.3 Mini-Clubman BDA), 19m 52.6s, 74.89 mph; 2, Tony Sugden (1.8 Ford Escort BDE), 19m 57.4s; 3, Phil Winter (1.3 Mini-Cooper S), 20m 5.4s; 4, Derek Walker (1.0 Fiat 850 Coupe-Ford), 20m 25.0s. **Over 1300 cc class:** 1, Sugden, 74.57 mph; only finisher. **Fastest lap:** Sugden, 1m 18.0s, 76.34 mph. **1001 to 1300 cc class:** 1, Baldwin, 74.89 mph; 2, Winter; 3, Tony Westbrook (1.3 Mini-Cooper S). **Fastest lap:** Baldwin, 1m 17.2s, 77.13 mph. **851 to 1000 cc class:** 1, Walker, 72.91 mph; 2, Richard Long (1.0 Ford Anglia BDA); 3, Roger Tebutt (1.0 Hillman Imp). **Fastest lap:** Walker, 1m 19.4s, 74.99 mph. **Up to 850 cc class:** 1, David Enderby (859 Mini), 69.84 mph; 2, Keith Wilkinson (850 Mini); 3, Mike Blyth (848 Mini). **Fastest lap:** Brendan Chappel (850 Mini), 1m 22.6s, 72.09 mph.

Small class battle with Peter Jopp's Mini holding off Danny Alderton's Honda and Tony Stubbs' Lada.

Mazdas, Mazdas everywhere. Jock Robertson's RX3 leads Mick Leary, "Jean-Pierre Aux" and Wendy Markey plus Simon Watson's cheeky little Imp.

BRANDS HATCH

Robertson's 24th win

The attraction of the BBC Radio One Production Saloon Car Championship brought plenty of spectators to Brands Hatch last Sunday where the BRSCC were in charge. The racing though, in both Radio One events, wasn't all that enthralling with Jock Robertson's Mazda RX3 and John Brindley's Chevrolet Camaro Z28 taking comfortable victories, the latter breaking the big class lap record as did Simon Watson's Sunbeam Imp in winning the smallest class. Ivan Dutton was the other class winner in his Capri. The Formula Fords as usual provided the best action even with no championship points at stake. The *Penthouse* Escorts gave good value with Steve Thompson winning comfortably. The Escorts really do look quite battle-scarred now.

When Tony Lanfranchi could not get his own Mazda to start, he took over the Cozy Powell car *sans* disc jockey Dave Lee Travis (see *Sports Extra*) for the race, having to start at the back with a 10s penalty. Not surprisingly Jock Robertson's Mazda led from pole, extending his lead with ease to score his twenty-fourth win in twenty-nine starts. Not bad for a highly competitive class. It was lucky the whole of the front row weren't given a penalty, for all were creeping before the flag fell. Jock's Marshall Wingfield/-Grand Prix Models team-mate Mick Leary was comfortably holding off "Jean Pierre Aux's" Squires Lane Motor Co Mazda, until Leary's Mazda had a blow out at the top of Paddock and finished up against the armco at the bottom of the hill. Lanfranchi predicted beforehand that he could get up to fourth place and with Leary's demise he made it third position.

Simon Watson's L&G Fire Protection Imp was fast enough in practice to get on to the second row ahead of a couple of Mazdas. He eventually finished a class-winning sixth behind them although he gave them a good fight for their money in the early stages.

It was fitting that Rick Morris' Hawke DL12 should win the main Formula Ford race, for his new sponsors, Mogul Electronics Short Circuit, sponsored the race. John Peters got a bit excited about getting pole position and having led the field to Paddock he promptly spun his Jomic at Druids on the first lap leaving Morris with a comfortable lead, the Mogul Hawke starting from the second row. Doug Wood was going well again in his Elden heading quite a battle for second place, but he had inherited a 10s penalty at the start, so he was effectively out of it. One Sir Charles Aitchison, in a works-entered Elden, was well up on Wood, but was pushed down a place with two laps to go by Richard Maile's Team Hombrite Merlyn.

Steve Thompson has already clinched the *Penthouse* Escort Championship, and just to show who's boss he took his ex-Vandervell Opposite Lock Club car to another easy victory. Graham Hollis' Central Tyre Group car and Mike Freeman had equally lonely races by Escort standards in the next two places. Tony Dron, Pete King, John Morris and Nick Weir were involved in the fight for the next places. Weir disappeared to the pits after four laps with steering problems having had a panel beater's delight at Paddock and Druids. Dron's Strand Glass Escort Sport just got the verdict on Pete King in Ronnie Scott's car both being given the same race time.

For the second week running Simon Packford's Merrychef Davrian stole pole position for the Modsports race. However, it was Ian Clark's Elan which shot off into the lead, as Packford and John Wilmshurst swopped coats of paint in their argument for second place on the first lap. It was lap three before the under-powered Davrian shook itself clear of Wilmshurst, Richard Gamble's Midget also getting past the Vickers Sprite on the third lap. Packford slowly hauled himself up closer to Clark, and on the last lap the Davrian got inside the Elan at Clearways. But his lead was shortlived for the Elan powered its way past to take the chequered flag by 0.8s.

Big class leader John Brindley had another victory in the second BBC Radio Production Saloon Car Championship race with the Brindley Fabrics Chevrolet Camaro. The leading four Camaros didn't change their positions right from the first corner, with Derrick Brunt following up his Oulton Park win the previous day with second place in the Hendon Way Motors Z28. Brian Rice was third and Roger Payne, unusually some way back in fourth place. Mike Smith didn't have Marc Smith's forceful antics to worry about this time for Marc stayed away. Mike Smith could now enjoy a nice clean dice with Ivan Dutton's Century Oils Capri, Dutton's older model leading the Anchor Records Capri II all the way although it got close towards the end. Noel Edmond's 247 Team Castrol Capri had a much better race keeping the Smith/Dutton duel in sight to finish third in his class.

The Imps put on a really good show in the penultimate round of the *Kent Messenger* 1000 cc Saloon Challenge which John Homewood had sewn up last week. However, he didn't have it all his own way to start with, with Richard Oliver, Brian Prebble and Ray Calcutt all being ahead of the champion at the end of the first lap. He picked off Prebble and Calcutt on the next lap but it took another couple of laps to get by Oliver. Homewood did this at Paddock and in the remaining six laps pulled out five seconds on Oliver. Calcutt dropped back to fifth behind Prebble and Pat Mannion's Revolution Wheels car, the Imp dominance being completed by Mike Chapple and Colin Craven in sixth and seventh places.

For the Formula Fordsters not quick enough to get into the main race they were given their own race at the end of the day and it produced three different leaders. Freddie Jacks' Merlyn Mk 20A led at Paddock from the middle of the front row, but by the end of the opening lap Len Fletcher's pole positioned Crosslé led. By the end of lap two he had pulled out one or two seconds on Mike Walker's Ashtune Van Diemen. Suddenly on lap three, Fletcher was too casual at Kidney and let Walker through to take his first ever victory. Fletcher tried hard to get his lead back but tried a little too hard at Paddock and went off after getting alongside the Van Diemen. Jacks was watching the action from a few lengths further back and was 0.2s behind Walker at the end. Another Ashtune Race Hire Van Diemen was third, that of Robin Dollar, who likely paid a few to get his race.

PAUL KING

Mexico madness ensued soon after this shot was taken although Steve Thompson, the new champion, kept well out of it and won yet again.

BBC Radio One Production Saloon car Championship £1300 to £1699 and up to £1299 (15 laps): Overall and £1300 to £1699: 1, Jock Robertson (2.0 Mazda RX3), 15m 47.4s, 70.68 mph; 2, "Jean Pierre Aux" (2.0 Mazda RX3), 15m 56.6s; 3, Tony Lanfranchi (2.0 Mazda RX3), 16m 10.8s; 4, Wendy Markey (2.0 Mazda RX3), 16m 14.0s. **Fastest lap:** Robertson, 1m 02.2s, 71.77 mph. **Up to £1299:** 1, Simon Watson (875 Sunbeam Imp), 67.95 mph; 2, Danny Alderton (1.2 Honda Civic); 3, Tony Stubbs (1.2 Lada). **Fastest lap:** Watson, 1m 04.6s, 69.10 mph **(record)**.

Mogul Electronics Short Circuit Formula Ford (10 laps): 1, Rick Morris (Hawke-Scholar DL12), 9m 02.2s, 82.33 mph; 2, Richard Maile (Merlyn-Minister Mk 25), 9m 06.2s; 3, Sir Charles Aitchison (Elden-Scholar Mk 17), 9m 06.6s; 4, Ten Whitbourn (Merlyn Mk 11/17A), 9m 06.8s; 5, Brian Songhurst (Royale-Rowland RP3A), 9m 07.0s; 6, Mike Burchett (Mistrale), 9m 14.2s. **Fastest lap:** Songhurst, 53.0s, 84.23 mph.

BRSCC Penthouse Ford Escort Championship (10 laps): 1, Steve Thompson (Escort Mexico), 10m 29.8s, 70.88 mph; 2, Graham Hollis (Escort Mexico), 10m 30.6s; 3, Mike Freeman (Escort Mexico), 10m 31.6s; 4, Tony Dron (Escort Sport), 10m 34.6s; 5, Pete King (Escort Sport), 10m 34.6s; 6, John Morris (Escort Sport), 10m 36.0s. **Fastest lap:** Freeman, Hollis and King, 1m 02.2s, 72.00 mph.

Modified Sports Cars 2001 to 3000 cc, 1151 to 2000 cc and up to 1150 cc (10 laps): Overall: 1, Ian Clark (1.6 Lotus Elan), 9m 18.0s, 80.00 mph; 2, Simon Packford (1.0 Davrian-Imp Mk 7), 9m 18.8s; 3, Richard Gamble (1.3 MG Midget), 9m 31.6s; 4, Chris Cooke (1.7 Morgan 4/4), 9m 35.5s. **2001 to 3000 cc:** no finishers. **Fastest lap:** Johnny Miller (2.5 Daimler SP250), 1m 13.0s, 61.15 mph. **1151 to 2000 cc:** 1, Clark; 2, Gamble; 3, Cooke. **Fastest lap:** Clark, 54.2s, 82.36 mph. **Up to 1150 cc:** 1, Packford, 79.89 mph; 2, Jonathan Palmer (1.1 Austin Healey Sprite); 3, Derek Mercer (1.1 MG Midget). **Fastest:** Packford, 54.0s, 82.67 mph **(equals record)**.

BBC Radio One Production Saloon Car Championship over £2300 and £1700 to £2299 (15 laps): Overall and over £2300: 1, John Brindley (5.7 Chevrolet Camaro Z28), 15m 01.8s, 74.25 mph; 2, Derrick Brunt (5.7 Chevrolet Camaro Z28), 15m 03.8s; 3, Brian Rice (5.7 Chevrolet Camaro Z28), 15m 09.0s; 4, Roger Payne (5.7 Chevrolet Camaro Z28), 15m 25.0s. **Fastest lap:** Rice, 58.6s, 76.18 mph **(record)**. **£1700 to £2299:** 1, Ivan Dutton (3.0 Ford Capri), speed not given; 2, Mike Smith (3.0 Ford Capri); 3, Noel Edmonds (3.0 Ford Capri). **Fastest lap:** Dutton, 1m 02.4s, 71.54 mph.

Kent Messenger 1000 cc Saloon Car Challenge (10 laps): 1, John Homewood (1.0 Sunbeam Imp), 9m 12.0s, 80.87 mph; 2, Richard Oliver (1.0 Chrysler Imp), 9m 17.0s; 3, Brian Prebble (1.0 Hartwell Imp), 9m 17.4s; 4, Pat Mannion (1.0 Hillman Imp), 9m 17.6s; 5, Ray Calcutt (1.0 Hillman Imp), 9m 26.4s; 6, Mike Chapple (1.0 Hillman Imp), 9m 27.6s. **Fastest lap:** Homewood, Prebble and Mannion, 54.0s, 82.67 mph.

Formula Ford (10 laps): 1, Mike Walker (Van Diemen-Scholar RF75), 9m 19.0s, 79.86 mph; 2, Freddie Jacks (Merlyn-Rowland Mk 20A), 9m 19.2s; 3, Robin Dollar (Van Diemen-Moore RF75), 9m 29.8s; 4, Edward Bunker (Royale-Holbay RP16A), 9m 31.0s; 5, Bill Bullard (Merlyn-Rowland), 9m 31.2s; 6, Tony Pollock (Dulon-Rowland MP15), 9m 32.0s. **Fastest lap:** Len Fletcher (Crosslé-Monster 25F), 54.2s, 82.36 mph.

The first of 107 laps: left to right, eventual winner Stuart Graham, the Luigi BMW, Vince Woodman's Camaro leading, Andy Rouse's Dolomite Sprint and Richard Lloyd's Camaro.

SILVERSTONE

Graham plays his card

By BOB CONSTANDUROS **Photos by DAVID WINTER**

"I have to give credit to the lads for preparing a bloody good car and manning a bloody good pit," said Stuart Graham after winning his second Access Tourist Trophy at Silverstone last Sunday. In his specially prepared 5.7 Brut Chevrolet Camaro, he led all but the first lap of the 107 lap race, and had pulled out sufficient lead before his first pit stop not to lose the lead ever again. His fellow Camaro competitors Vince Woodman and Richard Lloyd both held good positions early on, with Vince especially going well until his clutch packed up although Lloyd disappeared very early on. The new Dolomite Sprint for Andy Rouse was another to go well, but severe overheating in the gearbox ultimately wrecked it altogether. So into second place, despite a worrying cracked head, came the Luigi BMW 3.0 CSi driven by Jean Xhenceval/Hughes de Fierlandt/Pierre Dieudonne which ran almost perfectly. John Handley had a steady run into third spot in the G1 AC Delco/DOT Opel Commodore and fourth was the first 2.0 car, the specially built RS2000 of Tony Brennan/Alec Poole/Derek McMahon. An excellent fifth spot by the Samuri Toyota Celica of Brian Cutting/Patrick Cobb/Win Percy helped Toyota to win the Access Manufacturers Team prize, while an interesting exercise for a trio of British 1.3 Alfa Romeos gained them the Access Index of Fuel Economy Team Award. Both practice and race day remained dry but blustery, and a very reasonable crowd turned up to watch the fun.

ENTRY AND PRACTICE

Although the Trophee de l'Avenir championship had already been sewn up by the Belgian Roger Berndtson and his Italian teamate Ugo Meloni in their Fiat 128, Silverstone, the BRDC and the RAC received a varied and fairly European entry for the final round of the championship: the Access TT. But there was one glaring omission: the Autodelta Alfa team. It didn't look too good when they didn't turn up at Zolder, said one seasoned campaigner and sure enough, when Derek Bell turned up at Silverstone on Friday for some unofficial practice, there were no cars. Silverstone telexed Italy, and Italy said didn't you get our telegram sent five days ago? We're not coming. It seems that since Berndtson and Meloni tied up the championship by finishing second in class on the Tour de France, Alfas haven't been interested, so no. Spartaco Dini, Jean-Claude Andruet, Mario Litrico nor Walter Dona and Derek Bell wandering around the paddock wondering what Sundays are like in Bognor Regis.

There were various other changes but no reduction of foreign competition. The Dutch National Racing Team arranged for German Interserie man Helmut Kelleners and Albrecht Krebs to drive the Opel Commodore normally campaigned by Huub Vermeulen/Fred Frankenhout, and Pierre Dieudonne was nominated to also drive in the Luigi BMW 3.0 CSi. Stan Clark joined Frenchman Eric Mandron in his Alfa 2000 GTV while the Jean-Marie Jacquemin Avenger GT which went so well at Zolder the previous week didn't arrive due to a parts hold-up in Belgium due to a strike. A Dutch/French Simca Rallye 2 was replaced by a Fiat 128 which didn't turn up, and Berndtson only brought one Fiat 128 for Meloni and he so another model turned up for Fernard Neri and "Fifi".

Other non-starters apart from the Autodelta lot included the third Hermetite car which was a Dutch model which broke a half-shaft at Zolder the previous weekend, two Scuderia Citta dei Mille 2.0 Alfa GTVs and the two Mons Racing Team Audi 80s.

Thus, including reserves, there were 37 cars available to fill the forty grid places so everyone would get a race. There was unofficial practice on Friday, and two timed sessions of two hours each after scrutineering on Saturday. Scrutineering provided some interest because, according to Luigi team, the Silverstone regulations didn't cater for the four per cent tolerance in weight saved, and the Luigi team, among others, had to add 40 kilos of ballast. There was further aggro concerning the new Special Tuning sponsored Dolomite Sprint which was fitted with Panhard rods. According to RAC scrutineer Peter Jowett, these weren't allowed and it will be up to the CSI to sort out Autoextra's protest concerning these. "It all depends on how you read the rules" said a Silverstone spokesman, and let's face it, Ralph Broad, the car's builder, reads the rules.

Practice took place on Saturday in blustery but dry conditions and here the foreigners found that hard settings on the cars' suspension would need sorting to stop the cars skittering about. This kept them well occupied, and although various

Gerry Marshall harried Brian Cutting's class winning Toyota Celica for many laps in entertaining style, but the Magnum was delayed with dirt in the fuel system. Cutting, with Patrick Cobb and Win Percy, easily won his class after Percy's own car retired.

Tale of two Dolomites: above, Roger Bell/Jennifer Birrell fourth placed RS2000 of Alec Poole/Tony Brennan/Derek Lloyd for a few laps before the Camaro retired, and then with gearbox.

. . . and a tale of two Opel Commodores: (below left), John Right: the BP Belgium version, here driven by Rene Tricot

improvements were made in the second session, they were usually slight and it was noticeable that there was little to chose from either session.

After the first session, Stuart Graham had set a time that was so far in front of everyone that he could have gone home there and then. In his specially built 5.7 Camaro with the G1 engine used earlier this year, Graham set a 1m 41.30s, a whole 3.45s quicker than the next man. The Camaro was built up specially for this race by Ted and Keith at Graham's workshops and a beautiful job they'd made of it. It was really a Group One car with headers (tubular exhaust manifolds which give around 50bhp) and wide 14 in Giotti wheels on the back. The 5.7 was no more economical than the 7.4 they've been campaigning in G1 and they reckoned that they'd need three stops for fuel only which was more than some of the l'Avenir spec cars. Another worry was the wide wheels on the half shafts. Graham has had two shafts break so far this year with normal G1 rims, so it was a considerable worry as to whether these, with the same kind of preparation as normal, would last.

Andy Rouse was the kind of man to sit beside Graham on the front row, Rouse in the new 2.0 Triumph Dolomite Sprint which Ralph Broad has built to l'Avenir specification. Rouse set a 1m 44.75s but Broad reckoned that a 1m 43.8s would be the right target to aim for but they'd run out of time for sorting. In testing they'd found the plugs running too hot and Champion had specially arranged for another set to be flown from the States. They'd eliminated a problem in that department. Broad reckoned that they'd only have to stop for fuel twice, although they'd have to weaken the mixture for this to happen. Anyway, Rouse had fulfilled the first of Broad's wishes: that the car be put on the front row. Now all he wanted was an hour's running at the front and he was happy.

s delayed with misfiring, here leading the super reliable, n. Below, the Andy Rouse Dolomite diced with Richard his troubles too, ultimately retiring with a well-worn

's AC Delco/DOT model ran very reliably for third place. clutch problems but ran near the front frequently.

Nearly a second slower, but no doubt happy to be there, was Vince Woodman in his normal G1 car but fitted with a 5.7 litre engine, again with the header modifications. The amiable West Countryman had fuel surge problems in the practice sessions, but after many laps, these were sorted. The Esso sponsored Camaro also had Lockheed brakes and the aerodynamic spoilers from the Adrian Chambers works so it had one or two Avenir mods. Woodman set 1m 45.52s and was pleased with his front row position.

Less than half a second slower was Jean Xhenceval in the Luigi Racing BMW 3.0CSi which won Spa 24 Hours and the last round of the Trophee de l'Avenir at Zolder. He was sharing the car with both Hughes de Fierlandt and F3 driver Pierre Dieudonne, all Belgian of course. They found the track a little bumpy and accordingly adjusted the car, but after practice, found that the head was a little warped and had a crack in it. The nearest engine hoist to Silverstone, it appears, is at Easton Neston, home of the Hesketh equipe, and very kindly, they were lent this. But having examined the damage, they preferred to leave this engine in rather than replace it with a rather slow spare. So with the help of Hermitite's Golden Gasket and Waterleak sealant, the engine took to the grid as it was.

Beside the BMW on the second row was the first of the Hermetite Capris with the second a row back. Walkinshaw set the quicker time on 1m 46.80s with Blackburn next on 1m 46.98s. However, all was not as it might be as Walkinshaw had good brakes but couldn't get his handling sorted, whereas he liked Blackburn's car's handling, but the second car didn't have his supercool brake modification. Anyway, they weren't plagued by engine problems, except that Walkinshaw had his dip stick blow out in the second session when he set his quicker time, as did Blackburn.

Alistair Cowin was next with a 5.7 engine in his Camaro which he was to share with Brian Pepper who'd contributed some General Relays support. Both this car and the other Think Automotive Camaro of Richard Lloyd had 4 pot calipers and brake ducts, and Cowin's had the exhaust headers. After setting a 1m 47.32s, a pushrod disappeared in the second session although interestingly, Cowin couldn't notice the difference as he wasn't used to the 5.7 engine after his 7.4.

Barrie Williams completed this third row in Autoextra's BMW 3.0 CSi, an entirely unsponsored effort this apart from Monorep's paintwork. The car was built to Avenir regulations from an ex-Roger Bell bodyshell in five weeks and was a credit to Don Abrahams who built it with help from BMW Munich. The engine was carburated as opposed to Luigi's injected mill and the team were at a bit of a disadvantage with 14 in wheels instead of 15 in. Williams set a 1m 48.49s.

Row four was headed by Richard Lloyd in his normal Simoniz G1 7.4 Camaro on 1m 48.54s. After oil surge in the sump, the mechanics had to do the sixth all nighter in a row to get the car prepared on the grid, for the oil pressure would drop over 5000 revs. They couldn't fit headers onto the bigger engine, so it was all pretty standard. The Camaro also boasted Rolatruc support.

Sharing this fourth row with Lloyd was Rene Tricot in BP Belgium's Opel Commodore, prepared to Avenir spec. Tricot set the 1m 48.59s as teammate Patrick Neve was away at Oulton's F3 race having qualified at Silverstone the day before. Tricot only went out in the afternoon as both his and the Dutch National Racing Team Commodore were fitted with new engines in the morning and neither practiced.

The Triumph Dolomite Sprints of Roger Bell/Jennifer Birrell and Brian Muir sandwiched the Toyota Celica of Win Percy on row five. Bell was quickest on 1m 49.94s suffering like Muir from oversteer as it appeared the tyres wouldn't heat up on the cold surface. Bell just had cooling ducts fitted on his normal Group One car, but Muir had twin 48DCOE Weber carburettors on his Bill Shaw run Shellsport car, in which he set 1m 50.29s.

Win Percy's little 1.6 Toyota Celica was absolutely flying as usual and way ahead of the next 1.6 car by nearly two seconds, and even then it was the other Samuri prepared car of Brian Cutting, with Patrick Cobb helping out if it was needed. The Toyotas had the modification of twin 48 Dellorto carburettors and Lockheed brakes with a small spoiler at the front of the car.

Kelleners and Krebs in the DNRT Opel Commodore headed row six on 1m 50.33s with just the one session, with the G1 Commodore of John Handley for company. Handley preferred to preserve his newly bodied car rather than do lots of practice and only had the problem of a fan belt falling off to disrupt his calmness.

Two Irish teams sandwiched Brian Cutting's Toyota Celica on the next row. The quicker of the two was a specially built up RS2000 owned by Tony Brennan, a former Mini ace, for himself, Alec Poole and a new slimline Derek McMahon. Poole set a 1m 51.59s but McMahon hadn't driven at Silverstone before and hadn't really raced for four years.

On the other side of the Toyota was Jody Carr and special saloon man Arthur Collier in Carr's Wisharts prepared Capri GT. Wisharts had fitted the Capri with three Weber carburettors like the Hermetite Capris and Carr set a 1m 52.57s and was happy as usual.

Gerry Marshall and John Hine shared the next row, Marshall in a bitza Vauxhall Magnum from DTV. It was Tim Stock's old G1 car with Gerry's Tour of Britain engine. "It's all G1" said Gerry, "although it had an air dam but I knocked it off." He retired to the bar for the afternoon to miss practice altogether after a morning spent trying to get all four wheels off the deck at the chicane. John Hine was in Jeremy Nightingale's ex-Adlards Capri GT which seemed to attract more attention from Norman Reeves' mechanics. Hine was to drive the all G1 car as normally seen in Southern Organs rounds; it was an exercise for a G2 season next year.

Marc Smith/Barrie Boult headed row nine in a normal G1 Capri with John Markey/David Palmer (Mazda RX3) beside them and a German Toyota completing the row. This Celica was driven by German Hans Stuckenbrock and Austrian F1/F2 driver Harald Ertl. They had twin Solex carbs fitted and reckoned on three stops in the race as they had small tanks.

The Eddy Joosen/"Marco" Commodore was on the next row, a very G1 car this, even down to silencers, and sharing the row was Michel De Deyne in his 1.6 Alfa Junior. Hans Nowak provided the only Audi on row eleven, with Stan Clark setting the time in Frenchman Eric Mandron's 2.0 Alfa for company and completing this row was Cyd Williams setting the tine in Ken Coffey's RS2000.

Michele Lauria and Nelio Brunetti, both Italians had their 1.6 Alfa Junior on row twelve with the Shaun Jackson/Chris Craft (Opel Commodore). The latter's Hammonds Sauce car was in dire trouble throughout with a blown head gasket and only did six laps in two sessions. But they borrowed an engine for the race.

The Michel Chapel/Jean-Pierre Magalhaes Alfa Junior was sharing the thirteenth row with the first of the up to 1300 cc cars, separated, incidentally, by just one hundredth of a second. Fernand Neri and "Fifi" were fastest in their red Fiat 128 despite a rather sideways cornering attitude, while Jon Dooley was beside them in the Macinnes Amcron Alfasud he was to share with Rex Greenslade. This was an operation to see what the 1300 cc class would be like next year and their testing included an Alfa Junior 1300 on the next row driven by Leo Bertorelli and Peter Hilliard, neither of whom had been to the GP circuit before. They shared their row with Roger Berndtson/Ugo Meloni, the Trophee de l'Avenir champions this year in their 128. Berndtson felt that the circuit was built for aeroplanes and not cars; he didn't know how right he was. He felt that his Michelin tyres were possibly losing him two to three seconds on his Dunlop shod competitors.

On the back row were the Alfasud of John Myerscough and John Raffo and, a lot slower, Peter Hanson's Opel Manta. Scarcely any preparation had been allowed on the latter car. It had come over from Germany from Irmscher who tuned it and ran it at Spa 24 Hours for Aaltonen and Rohrl but it seemed very different now. For a start, it had very low profile SuperVee tyres (as tried at Spa) but no alteration to the handling. Anyway, Hanson's and the team's unhappiness was turned to relief when the engine dropped a valve and damaged a piston. The black and yellow car was back on the ferry to Germany very shortly afterwards, which meant that 36 cars would take to the grid.

Holman Blackburn (3.0 Capri) leads Jean Xhenceval (3.0 BMW CSi) and the Meloni/Berndtson Fiat 128. Blackburn and the BMW tangled at the chicane to Blackburn's detriment while the BMW finished second. The Fiat lost fourth gear but finished fourth in class.

RACE

When the cars took the grid at 2.10 pm, there was just one problem as they prepared for the start. Tom Walkinshaw's car, up on the second row, failed to fire up. Not surprisingly, as Vince Woodman became the only man apart from Stuart Graham to lead the race, some fairly phenomenal avoidances took place, not the least of whose was Rene Tricot in the BP Opel who was only two rows back and should have known better than to have such moments. Woodman was leading round the back of the circuit from Rouse, Blackburn and Graham, the latter moving up to second during the lap. Walkinshaw was pushed into the pits where a dry electrical contact was joined to the starter motor and off the Scotsman went, about half a lap late.

By lap two, Graham was in his lead which he was never to lose. Woodman kept up second place with Lloyd now right behind him, then Rouse, Xhenceval, Blackburn, Muir, Tricot, Poole, Bell and the Percy Toyota. After five laps, Graham was still drawing away from the rest, Woodman having Rouse and Lloyd right with him and Tricot moving up to follow Xhenceval and Blackburn. By this time, with Rouse leading his class, Percy leading his, Graham was already in among the small up to 1300 cc cars which were happily buzzing around at the back, Neri/"Fifi" leading the similar Fiat of Berndtson/Meloni which had Jon Dooley right up its tail. Walkinshaw, after five laps, was in 26 position, as Jackson's Opel was already in the pits with overheating which was to cause retirement.

Lloyd was an early pit visitor having dropped to sixth position on lap seven. The car was only meant to do a few laps following the oil problem, and the brakes weren't good enough for any more so the car was wheeled away. Another to come climbing up through the field was Cowin's Camaro. He was in ninth position until he made a quick stop on lap ten with fuel surge. The stop caused a vapour lock in the brakes and when he rejoined some laps later, he arrived at Becketts with no brakes and the car went hard into the catch fencing and did itself a power of no good. Exit Think Automotive's total involvement and the beginning of a long session in their caravan.

So at lap ten Graham had a healthy lead over Woodman who was closely harried by Rouse, then a gap to Blackburn now, just ahead of Xhenceval and a further gap to Tricot, and then Muir and Poole having a fine time with Barrie Williams just creeping up on them in the BMW. Kelleners had pulled up behind them with Bell next and then Percy. Neri still had control of the small class, and Graham had lapped all of them.

The Rouse/Woodman dice lasted only a couple of laps longer for the two made brief contact which rubbed bodywork onto the front tyre of the Dolomite and Rouse brought the car into the pits for a new tyre and some straightening. That left Woodman on his own to chase Graham. After this, Rouse rejoined in 24th spot, while Walkinshaw had caught up to 17th. De Deyne (Alfa) was an early retirement with overheating around this time.

By lap twenty, Graham had a 40s lead over Woodman, and Blackburn was leading Xhenceval — these four were the only ones on 20 laps. Muir was being hounded in fifth position by Williams, Tricot (who'd had a quick stop early on with a broken throttle spring and a slipping clutch) and Poole. Walkinshaw was now challenging Roger Bell in tenth position now and Gerry Marshall was in trouble with misfiring, eventually traced to a borrowed tank which had dirt in it. Behind Neri, Dooley was right up with Berndtson's Fiat and quietly belting round keeping out of the way.

Three laps later, all hell was to break loose with the fifth placed bunch. A couple of laps earlier, Muir had received a clout up the tail when Williams ran out brakes at Stowe but that didn't

Attention to the Kelleners/Krebs Commodore after its Muir bashing incident.

cause drama until later. Then Kelleners and Muir came into contact at Becketts, this was a bit bigger. The Sprint went in hard, but Kelleners, although badly damaged, limped round to the pits on three wheels and a long rebuilding session took place to replace the wheel and straighten the bodywork. This took seventeen minutes.

But on lap 26, Xhenceval and Blackburn came up to the chicane together, scarcely touched one another but put one another off line. Blackburn could have stopped himself going across the kerbing by thumping the heavier BMW but reckoned he'd come off worse so he went over one bit of kerbing and Xhenceval went over the other. The BMW continued OK but Blackburn stopped opposite the grandstand as the jump had broken a low tension wire. Blackburn took many long minutes to find the break: "It's so neat in there that there weren't any wires hanging around and it took me a long time to find the break," said Blackburn. Then Williams disappeared too, his problem was that when he hit Muir, the distributor cap jumped off and the rotor arm too. Williams repaired it out on the circuit, but when he came into the pits, the wrong rotor arm was fitted with the new distributor so he too was delayed.

So Graham was now well ahead of Woodman, and before the thirty lap mark, Vince pitted for a short stop complaining of clutch slip. But he was out again quite quickly but that meant there was only two cars on the same lap at the front. By lap thirty, the order was Graham, Xhenceval, Woodman, Walkinshaw (having caught up really well), Poole, Bell, Handley (going like a train), Percy, Tricot, and Rouse, another to catch up well. Cutting was going well next, then Hine, Collier, Boult and Mandron.

The next unfortunate disappearance was Percy. Having run really well, and well ahead of his rivals the engine suddenly threw a rod and his race, in that car at least, was over. "It's the first mechanical failure we've had all year," said team manager Bob Gathercole. Down in the small class, things were happening too. Dooley had a tappet break and was now resigned to a three cylinder car and, as such, "the circuit's now flat except for Becketts and the chicane, and only then it's just a touch on the brakes," said Dooley. Shortly after, the car needed a new wheel bearing and half shaft but the London solicitor and journalist Greenslade were quietly tooling round. Just before the forty lap mark the leading Fiat pitted too with no fourth gear and that was to be their downfall for Hilliard and Bertorelli were in the swing of things and belting along happily. They took the class lead which they weren't to relinquish just before the forty lap mark.

At that stage Tricot had got back up to fourth behind Graham, the BMW and Woodman. Bell had been fourth for a few laps for Walkinshaw had pulled off on the circuit with more electrical trouble this time with the battery feed terminal. Walkinshaw got it going and went like a train back up the field again but dropped briefly. Bell though, after his stop, came back into the pits again for a plug change to cure a misfire. The battery wasn't charging so that was changed too.

Just before the fifty lap mark, Tricot dropped out of his fourth place with a stop which put Walkinshaw back in fourth place again, now followed by Brennan in Poole's car, but showing now slower speed, Handley and then Neve after the routine stop. Hine was next with Cutting showing no signs of tiring, despite the Help the Aged sticker on the front of the car.

But Walkinshaw was in more trouble now with a misfire and this dropped him out of the running finally and for all. His bodge-up to get the car running ruined a resistor in the loom (not the sort of thing that a driver thinks about on the circuit) and after more stops, the car stayed on the circuit for good. Then on lap 56, Woodman pitted with the clutch still slipping and Buncombe took over but another stop to look at the clutch dropped them out of their third place after a good run.

Graham was still running like a train at this stage, and on this lap, pulled two laps clear of the Luigi BMW so he was really cruising round. Brennan now took over third and Handley was having a dice with the now Neve-driven BP Opel although they were in considerable trouble too with their clutch from the very early stages. Cutting was next up in fifth position, but being hauled in by Hine's Capri which was going well.

By lap 70, with various pit stops among the leaders, there were a number of place changes which left the BP Opel in third in front of Handley. The RS2000 was next up from Buncombe's Camaro, then Hine and Cutting.

But before the eightieth mark, both Neve and Buncombe were to drop out. Buncombe was really in bad trouble now with the clutch, for it had messed up the gearbox and the car came out for some relaxed laps before resting in the pits till just before the end. Neve had virtually done the same thing and the BP Belgium car was wheeled away into the garage and not seen again. Thus at eighty laps, Graham had two laps on the BMW, who had two laps on Handley, then Poole, Hine, the little Toyota which had been driven by Patrick Cobb at this stage before Percy took over for the final stage.

Ken Coffey had been quietly lapping in his RS2000 and was in tenth position and second in class while two places behind him came Stuckenbrock's Toyota, also taking things easily. Bell/Birrell's Sprint was between them but it was sounding pretty horrible with its misfire and no traceable remedy.

Just ten laps from the end, Graham nipped into the pits for a really quick stop and it looked as though petrol stops at the Nantwich garage should be done in lightning time from now on because it was a really quick one and he was out again for the final ten laps to take the flag. In fact he felt as though he had no brakes during the final laps at all and for the last couple really lapped quite leisurely without using them at all, such was their usefulness.

The Luigi BMW put up another typically impressive performance, just running round like clockwork and the Hermetite helping out to keep them going. Handley was third with slight worries about the brakes during the final laps but otherwise a fine performance from the G1 car. The Tricentrol sponsored RS2000 was fourth, another good performance as was the Toyota in fifth, holding off a challenge from Hine, except that Hine had still had another stop so the Capri list out. Barrie Williams got the BMW going again to finish seventh, eight leps behind the leaders, and the Wisharts-prepared Irish Capri ran around without fault or drama for eighth. The same can be said about the all G1 Opel of Joosen/"Marco" which one couldn't even hear while the top ten, and the team prize winners, was completed by the Stuckenbrock/Ertl Toyota Celica which just had overheating trouble.

The small class went the way of Hilliard/Bertorelli who were troublefree as was the Myerscough/Raffo Alfasud which came second. Both 128s were troubled but classified finishers 17th and 18th overall, the championship winners Berndtson and Meloni in last spot on 18th having had fuel starvation in the closing laps.

It wasn't the most exciting race in the world, but it was interesting to see the way the foreign Avenir cars compared with the British models, and most of the foreign entry seemed to enjoy themselves. Let's hope we can have the same variety again.

The spoils of victory for Graham: the magnificent TT trophy, garlands and champagne for a deserving winner.

Access RAC Tourist Trophy
Trophee de l'Avenir, round 8

107 laps, 313.72 miles

1, Stuart Graham (5.7 Chevrolet Camaro), 3 hrs,12m 38.83s, 97.71 mph;
2, Jean Xhenceval/Hughes de Fierlandt/Pierre Dieudonne (3.0 BMW CSi), 106 laps;
3, John Handley (2.8 Opel Commodore GSE), 102 laps;
4, Alec Poole/Tony Brennan/Derek McMahon (2.0 Ford Escort RS2000), 102 laps;
5, Brian Cutting/Patrick Cobb/Win Percy (1.6 Toyota Celica GT), 101 laps;
6, John Hine (3.0 Ford Capri GT), 100 laps;
7, Barrie Williams (3.0 BMW CSi) 99 laps; 8, Arthur Collier/Jody Carr (3.0 Ford Capri GT), 99 laps; 9, Eddy Joosen/"Marco" (2.0 Opel Commodore GSE), 97 laps; 10, Harald Ertl/Hans Stuckenbrock (1.6 Toyota Celica GT), 96 laps.

Over 2000cc: 1, Graham, 97.71 mph; 2, Xhenceval/Dieudonne/de Fierlandt; 3, Handley; 4, Hine; 5, Williams. **Fastest lap:** Graham, 1m 43.25s, 102.23 mph **(record).**

1601cc to 2000cc: 1, Poole/Brennan/McMahon, 92.81 mph; 2, Eric Mandron/Stan Clark (2.0 Alfa Romeo GTV); 3, Ken Coffey/Cyd Williams (Ford Escort RS2000); 4, Roger Bell/Jennifer Birrell (2.0 Triumph Dolomite Sprint); no other classified finishers. **Fastest lap:** Andy Rouse (2.0 Triumph Dolomite Sprint), 1m 45.64s, 99.92 mph **(record).**

1301cc to 1600cc: 1, Cutting/Cobb/Percy, 91.74 mph; 2, Ertl/Stuckenbrock; 3, Michele Lauria/Nelio Brunetti (1.6 Alfa Romeo Junior); no other classified finishers. **Fastest lap:** Percy, 1m 50.92s, 95.16 mph **(record).**

Up to 1300cc: 1, Peter Hilliard/Leo Bertorelli (1.3 Alfa Romeo Junior), 82.81 mph; 2, John Myerscough/John Raffo (1.2 Alfa Romeo Alfasud); 3, Fernard Neri/"Fifi" (1.3 Fiat 128); 4, Ugo Meloni/Roger Berndtson (1.3 Fiat 128); no other classified finishers. **Fastest lap:** Neri/"Fifi", 2m 2.64s, 87.07 mph **(record).**

Access Index of Fuel Economy Team Prize: Hilliard/Bertorelli, Myerscough/Raffo. **Access Manufacturers Team Prize:** Toyota, Cutting/Cobb/Percy, Stuckenbrock/Ertl.

SUPPORTING RACES

Both the JCB/Speed Merchants Historic cars and Allied Polymer Group FF2000 series were making rare appearances at the circuit for supporting races, the latter making their first appearance at the circuit which has such strong ties with APG. First of all came a ten-lapper for the Historics and once again a superb grid was procured. Flying the flag firmly for the sponsors were Willie Green and Frank Sytner in their Maserati 250F and Tipo 61 respectively, who put the JCB Excavator cars on pole and second pole with John Harper's Lister Jaguar for company. Row two held only David Ham's Lister for Bruce Halford sadly failed to turn up. More Listers and various other gorgeous machines filled a packed grid with lots of Loti and Jaguar-engined cars and an all-too-rare appearance from the Hon Patrick Lindsay in a Maserati 250F.

Green not unnaturally got a good, tyre-smoking start at the flag drop, but Harper outdragged Sytner, at least to the first corner where Sytner got past both the Lister and his team-mate's 250F. But Green got it back going down to Stowe and Harper, sadly, was already in trouble with a duff clutch. So by lap one, Green led Sytner, then came Ham's Lister-Jaguar, John Beasley's Lister-Corvette, Martin Morris D-type Jaguar and then a small gap to Roger Brierley-Jones' Lister Corvette, Peter van Rossem's Lister-Jaguar and Simon Phillips' Cooper-Bristol before a gap.

Green had a nice lead by lap two, but behind Sytner, Beasley was challenging Ham and Morris was keeping in touch. Brierley-Jones' Lister Corvette was briefly challenged by van Rossem, but the latter spun at Becketts so the heat was off him. On lap three, Sytner had a turn in front of Green, and Beasley got by Ham and for the remainder of the race, that was how the divisions battled. Sytner sometimes led, Green sometimes led and the only upset was when Sytner tried a demon late-braking manoeuvre through back markers at the chicane and quite put Green off line, but it troubled Green very little and although he played with his team-mate a little more, it was he who took the chequered flag just 0.56s in front of Sytner, making a nice JCB one-two. These two playing around meant that Beasley had a real chance of catching up, but he came under pressure from Ham again and that put paid to that. However, the Corvette drew away quite a bit towards the end for third place with Ham fourth. Ham had in turn had Morris' D challenging but he dropped back too, so they were rather too well spaced.

After his spin, van Rossem had a lively dice with Roger St John Hart's Aston Martin Zagato which went to the latter in the end with an outbraking manoeuvre at the chicane. Simon Phillips was next up behind this lot to lead the small class having lost out to both of them but beating the rear-engined Cooper of Arthur Curnow. Once again, the Historic brigade were lively and spectacular, a nice addition.

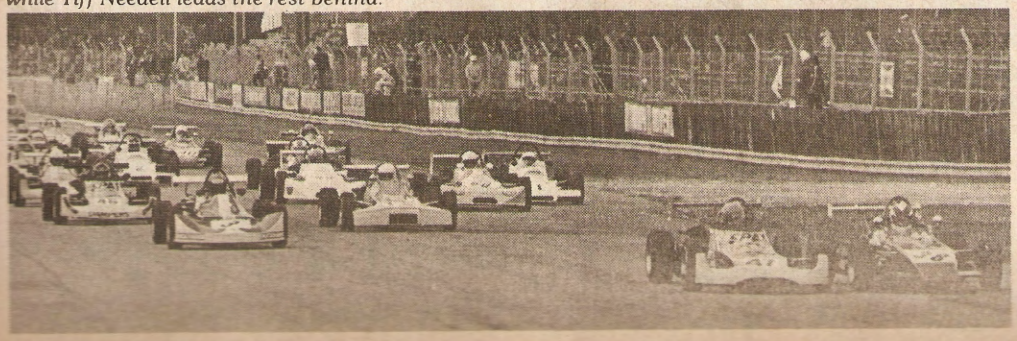
The APG FF2000 round followed, another ten-lapper and for this Tiff Needell had happily won McKechnie's wine for pole position in Mac McKinstry's Hawke DL11. "You see, I've been getting a bit short of the stuff," said Mac, delighted that his new driver was again showing good form. Tiff was the only one to break 1m 39s with 1m 38.83s. Beside him was Adrian Reynard in one of his own creations on 1m 39.01s, and Bernard Vermilio, as usual a front runner in his Merlyn. Derek Lawrence and Ian Taylor were on row two, Crossle and Dulon respectively and the latter, like all Dulon runners, bemoaning straight line speed. Two newcomers to the formula sandwiched Richard Lloyd's Dulon on row three, Jim Walsh in a hired Reynard hoping to further his bid for APG Driver of the Year award (he had to win to beat Frank Sytner following the previous race), and new Dulon customer Len Brammer.

Jeremy Rossiter and Syd Fox, on row four, both had problems in the carburation department with a broken choke and a stone respectively.

Reynard got the best start, but Vermilio's wasn't bad and as they headed towards Copse, a little wheel banging was discernible from the Dunlop tower which perhaps allowed Reynard to lead lap one from Vermilio, Needell, Lawrence, and Rossiter before a gap to Walsh. Vermilio was really having a go at Reynard but the young designer was not giving way, so that instead, it was Needell who shot through on lap three to lead with Vermilio being further demoted by Rossiter and followed by Lawrence. Taylor had taken Walsh for sixth and was moving up steadily.

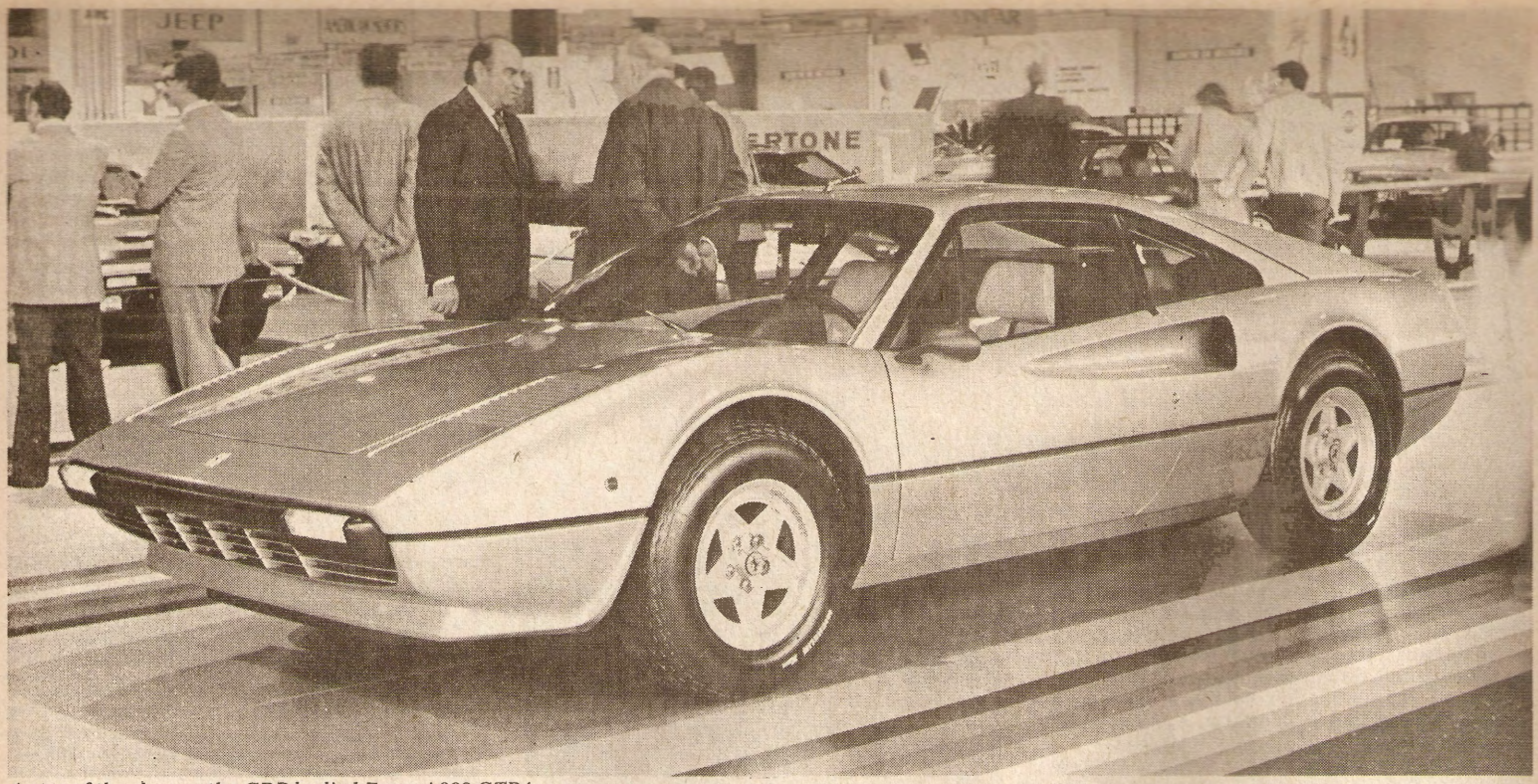
Needell's move couldn't have been better. While the rest squabbled as to who should be his challenger, he slowly drew away and apart from a slight mistake at the chicane, he drove a very good race to run out a 4.45s winner. Reynard led the next bunch for some while, and quite a bunch it was, weaving and breaking tows, outbraking and outpsyching. In fact it was the latter which lost Reynard his place, for on the last lap, Vermilio came diving down into the chicane and completely put off Reynard, so that he came bounding over the kerbs, losing out to the wily Lawrence as well, who went kerb-hopping in better style despite a deflating tyre. Rossiter also dropped a place for Taylor stuck at it and finally caught the bunch and picked up one place after a steely, determined drive. Walsh completed the competitive bunch after Lloyd spun and both Fox and team-mate Canadian Chris Mudge retired the Pallisers with a blown head gasket and valve finger broken respectively.

The start of the FF2000 race: Adrian Reynard and Bernard Vermilio indulge in a little wheel bashing (right) while Tiff Needell leads the rest behind.



JCB/Speed Merchants Historic car round, 3001cc to 5700cc, 2001cc to 3000cc and up to 2000cc (10 laps): 1, Willie Green (2.5 Maserati 250F), 18m 28.02s, 95.26 mph; 2, Frank Sytner (3.0 Maserati Tipo 61) 18m 28.58s; 3, John Beasley (5.7 Lister-Chevrolet), 18m 35.24s; 4, David Ham (3.8 Lister-Jaguar), 18m 44.13s. **3001cc to 5700cc:** 1, Beasley, 94.64 mph; 2, Ham; 3, Martin Morris (3.8 Jaguar D). **Fastest lap:** Beasley, 1m 49.85s, 96.09 mph **(record). 2001cc to 3000cc:** 1, Green, 95.26 mph; 2, Sytner; 3, Frank Lockhart (3.0 Rover Special). **Fastest lap:** Green, 1m 46.09s, 99.49 mph **(record). Up to 2000cc:** 1, Simon Phillips (2.0 Cooper Bristol), 89.27 mph; 2, Arthur Curnow (1.5 Cooper-Climax); 3, Ted Rollason (1.2 Lola-Climax Mk 2). **Fastest lap:** Phillips, 1m 54.80s, 91.94 mph **(record).**

Allied Polymer Group FF2000 round (10 laps): 1, Tiff Needell (Hawke-Holbay DL14), 16m 43.77s, 105.16 mph; 2, Bernard Vermilio (Merlyn-Scholar Mk 2), 16m 48.32s; 3, Derek Lawrence (Crossle-Titan 31F), 16m 49.09s; 4, Adrian Reynard (Reynard/Oselli 75SF), 16m 49.27s; 5, Ian Taylor (Dulon-Holbay MP16), 16m 49.76s; 6, Jeremy Rossiter (Reynard-Piper 75SF), 16m 52.22s. **Fastest lap:** Vermilio, 1m 38.40s, 107.27 mph **(record).**



A star of the show – the GRP bodied Ferrari 308 GTB4.

PARIS MOTOR SHOW

A chill wind in autumn

By JOHN BOLSTER **Photographs DPPI**

The Paris motor show is a great international event, bringing together the automobile productions of the whole world. Nevertheless, it is above all the shop window for the French motor industry, as I have often stated.

No country has been hit harder by the energy crisis than France. As a result, the motoring habits of the nation have changed completely. The high cost of fuel has greatly affected the speed and length of journeys and the French driver, who was certainly the fastest anywhere, has now become acutely economy-conscious. Furthermore, the new speed limits, which are rigorously enforced, have put an end to the very high cruising rates which were customary on the autoroutes.

Motoring from Calais to Paris, I did not see a single car being driven fast. I was also somewhat concerned to see that the autoroute toll cards now have the time of issue automatically stamped on them, so that an illegal average speed can at once be proved. This has ended the stirring spectacle of many big Citroëns cruising at over 100 mph, often in a tower of spray when roads were wet. It is not surprising, therefore, that it is Citroën who have been hardest hit, which has forced the takeover by Peugeot and caused the SM to be dropped. It has also, indirectly, led to the brankruptcy of Maserati.

Luckily, the CX was announced at just the right time and it has proved an overwhelming success. In addition to the basic 2000 and the more elaborately equipped 2200, a diesel version is now announced, as well as a luxuriously appointed Pallas model, with a torque-converter transmission as an option. Also new at the show are a CX estate and a special long-chassis car, the CX Prestige, with an extra 27 cm in the wheelbase and a 2350 cc engine. The amount of space in the rear compartment is immense and a glass division may be fitted to isolate the chauffeur's section. Obviously, the President of the Republic could use no other car, as the appearance is superb.

In complete contrast is the 2CV Spécial. This is a re-introduction of the original, basic *deux chevaux* – the farmer's car. It has the round lamps, hammock seats, and is without the extra window panes in the rear quarters, among other simplifications, the engine also being the smaller 425 cc type. The price is 11,825 Francs, including all taxes.

Renault also show a cheap version of the 4, though this will not be available in England. However, the Renault 12, Britain's favourite, has many styling changes, notably to the grille and the shape of the luggage boot, with an up-rated crankshaft and clutch assembly. At the top of the range, the 30 TS makes its bow to its own countrymen. Though this 6-cylinder car is not expected in England until the turn of the year, it will be worth waiting for.

The same V6 engine appears in the new Peugeot 604, of which it fills the bonnet completely, though there is some wasted space in front of the radiator. Rather larger and heavier than the Renault, it is a good-looking, dignified car, only marred by an excess of brightwork around the windows. Also on the stand is a 504, covered with the mud of the Safari. As small cars are fashionable, the 104 coupé, which was not at all an exciting vehicle, has received an extra 20 bhp, the engine size having jumped from 954 cc to 1124 cc; this transforms it from a mere shopping car to a lively machine with a sporting performance.

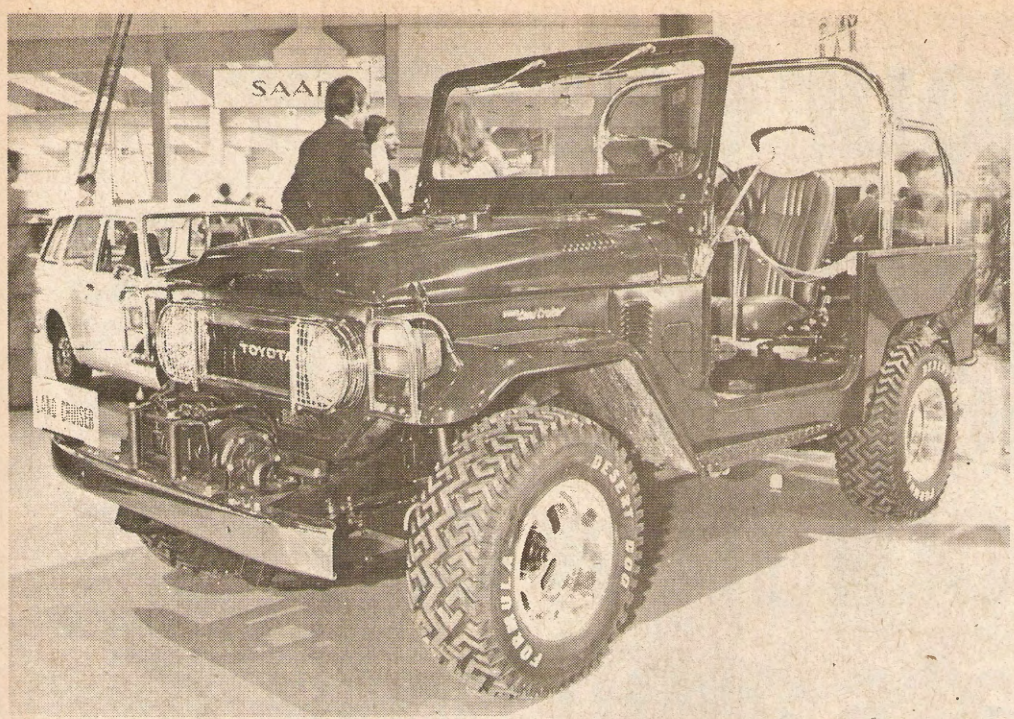
Chrysler have some new models which are, in effect, enlarged versions of the front-drive 1100 series. New transverse engines of 1294 cc and 1442 cc are featured, with transistor ignition and various carburetter options. As they have the name of Chrysler printed large upon their bonnets, one scarcely knows whether or not to call them Simcas, but in England they will apparently be called Alpines, to distinguish them from Renault Alpines, no doubt!

The 1442 cc engine, in multi-carburetter form, also powers the mid-engined Matra-Simca Bagheera. This wide 3-seater, of sporting pretensions, is still by no means a ball of fire, but its performance is more in keeping with its appearance. For those wanting an inexpensive little competition car, the Simca Rallye 2 is still offered.

For real sports and racing cars, the Frenchman goes to Alpine. Now a subsidiary of Renault, this firm shows some exciting single-seaters and the V6 Turbo. Among the production Alpines, the A310 is now offered with either carburetter or fuel-injection engines, developed in both cases from Renault power units. The less costly Berlinette, obviously descended from the cars we have known for many years, has a 1600 cc Renault engine in road-going or competition tune.

In the past, the Paris Salon has been the traditional stage for the display of astonishing prototypes. Of recent years, we have seen less of these amazing devices, but the current demand for economical transport has given the inventors another opportunity. Some of these people pin their faith to the electric motor and its attendant batteries, but others prefer petrol engines of microscopic sizes.

Lotus chose the Paris Salon to announce the Guigiaro bodied mid-engined Esprit.



Complete with all the goodies – Toyota's businesslike Land Cruiser derivative.

In France, if you build a car propelled by the 50 cc engine of a moped, you are allowed to drive it without a licence, sharing this dispensation with power-assisted bicycles. Several such "cars" are shown at the Salon, some with three wheels and some with four, with a speed potential of 25 mph or so. Ultra-lightweight construction is essential, of course, but some of the engineering is perilous in the extreme. I admit that I lack the courage to launch myself in the Paris traffic in or on such a contrivance.

Let us return to real cars, among which the incomparable XJ-S Jaguar makes one proud of the British industry, while the Rolls-Royce range, headed by the superb Camargue, makes it possible to forget the fuel crisis and inflation for a little while. On the British Leyland stand, the Innocenti 90L (1000cc) and 120L (1275cc) are shown. These are most attractive and useful little cars with 3-door bodies, based on the Mini. What a pity that they are not being imported into England! The 18-22 series are now re-named Princess and the Triumph TR7, with Dolomite mechanical organs, is on view.

Colin Chapman has chosen Paris for the introduction of his Esprit, with body by Guigiaro. It's a mid-engined car with dramatic Italian lines, powered by the 2-litre 16-valve engine that is now used in all Lotus cars. Its pleasant to see the Jensen, both in closed and convertible form, and we wish the firm well in their present difficulties. Ford show the Escort RS2000, which looks astonishingly like the late-lamented Vauxhall Firenza. The Le Mans-winning Gulf-Ford is on this stand.

Among the Italians, Ferrari naturally show Niki Lauda's Grand Prix car. Of great interest is the Dino 308 GTB Berlinetta 2-seater. There are those who find the existing 2+2 version less appealing than the previous Dino, but this new model, with a really beautiful body by Pininfarina, will silence all such criticism. The 3-litre V8 engine develops 255bhp, which is sufficient for 260 kph, if you can find anywhere to do it. The price in France is 120,000 Francs.

Alfa Romeo proudly exhibit the 33 TTl2, winner of the World Championship of Makes. As in England, this firm owes its increased sales in France to the highly successful Alfasud. At Paris, a new estate version of this car is unfortunately not at all attractive in appearance. Fiat show their immense range and there can be no gap in the market which they have not covered.

The Urraco 3000 is on the Lamborghini stand, which is an attempt at a practical road car, though the rear seats could only carry small children. The 12-cylinder Countach is now in production form, but though it looks immensely potent, Bertone has failed to make it good-looking. The maestro is evidently going through an off-period, for on his own stand he has the Dallara, a Fiat X 1/9 derivative that is frankly hideous. With a huge wing behind and an air damn virtually touching the ground in front, it looks more like an amateur's improvisation than the work of a great stylist.

highly desirable cars, the new BMW 3-series coming high on many peoples' shopping list. The dreaded Beetle is at last being allowed to die and in the Polo we see Volkswagen's idea of a really modern small car — it's very, very good and by far the quietest 1000cc saloon that has yet been built. This firm also present the Golf GTI, a competition-type 1600 with fuel injection and an oil radiator — a maximum speed of 182 kph is claimed, with 0-100 kph acceleration in 9s.

In Europe, there's a big rush to buy diesel cars, but Mercedes-Benz have been making them for so long that they are sitting pretty. There are some beautiful engines on this stand, including a sectioned 6.9-litre V8, but it's a pity that this outstanding engineering is concealed by such unattractive bodies. The 450 SEL 6.9 has really dreadful styling of its rear end, with multiple bumpers, slotted rear light clusters and useless bright metal strips; it's time they hired a tame Italian stylist at Unterturkheim. Porsche show their extremely fast Turbo, now with a 3-litre engine, but rumours of this firm forsaking the rear-engined configuration continue to circulate.

Opel have the new and fatter Ascona as well as GT2, a highly streamlined prototype. Also shown is the Kadett "City", with the excellent GM Strasbourg automatic transmission and a rather alarming paint job.

The tough, low-priced vehicles from behind the Iron Curtain, such as the Lada and the Polski-Fiat, are proving interesting to the thrifty French. Entirely different, and presumably intended for top commissars, is the impressive Tatra T613. On

Superb aerodynamics enhance the CX Prestige.

Pininfarina shows the Alfa Romeo Eagle, an exciting mid-engined prototype. The roof may be detached, leaving the rollover bar in place, and this is an attractive, well thought-out car that could well go into production. A new venture is shown under the name of Pierre Cardin, which is a highly dramatic mid-engined coupe, powered by an NSU Wankel engine, the construction being by the Swiss firm of Sbarro, who are already well-known for their 328 BMW replicas. When the price of the Pierre Cardin was whispered to me, I staggered to the nearest bar.

The mid-engined vogue does not necessarily produce good road cars, but the Lancia Monte-Carlo is reasonably practical, though most of the customers go for the HPE (high-performance estate), which is a really pretty car. On this stand is the Darniche/Mahe Stratos, in full rally trim.

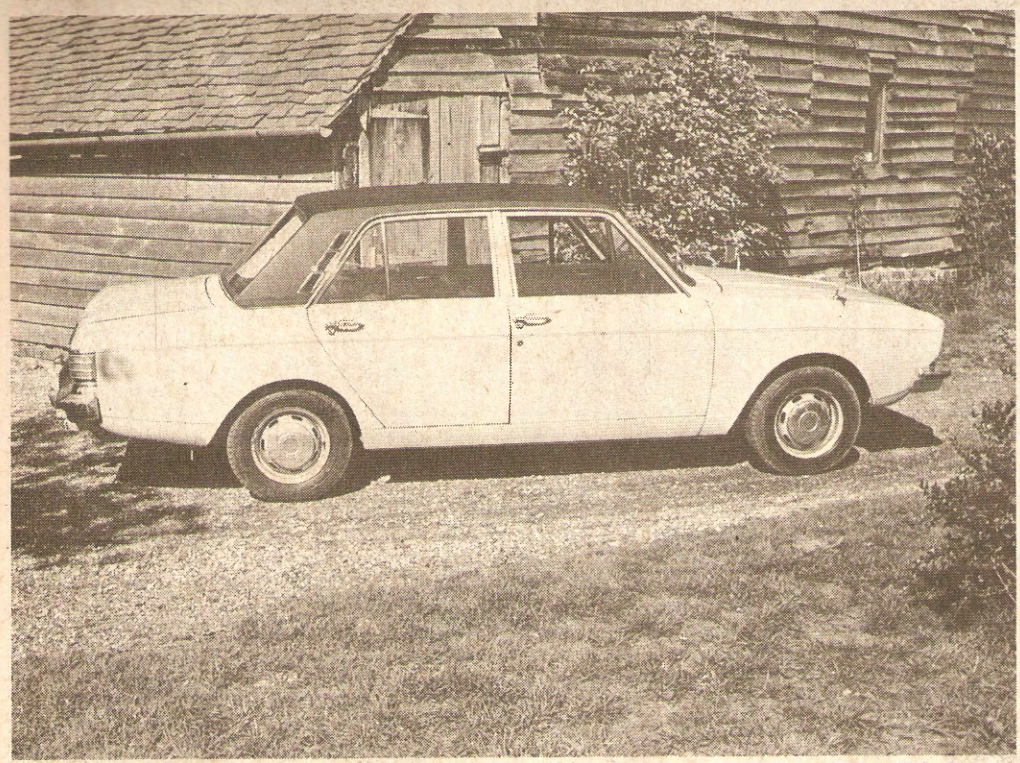
The German manufacturers are producing some opening the louvred rear boot, I was confronted with a huge, air-cooled V8 engine, from which four belt-driven overhead camshafts sprouted. The mere thought of driving that one in the wet gave me such a nasty turn that I had to accept a glass of vodka.

As usual, the Japanese are much in evidence, but my space is running short and, after all, I must leave something to write about at Earls Court.

The Paris Salon is a really great motor show and well worth a visit. It proves that the French are really fighting to recover from the fuel crisis and the change of emphasis from speed to economy will inevitably produce some new small cars and especially diesels. There is one production, however, in which the French are still supreme and if you look at the beautiful girls on the Citroen, Renault, and Peugeot stands, you will not hesitate to agree with me.

Pininfarina produced this Alfa Romeo Eagle – an exciting mid-engined prototype.

by John Bolster



Though by no means new, the body styling is still crisp and attractive. Vinyl roof covering is extra charge.

A sturdy traditionalist

The Hillman Hunter is a typical British family saloon, notable for its spacious interior. In its past, there was some competition motoring, including a famous Marathon victory, but now it's a well-respected, hard-working car, with stamina rather than performance as its main attribute. The Super, subject of the present test, has simplified equipment compared with more costly versions, such as the GLS, but it does have the larger 1725 cc engine and aluminium cylinder head. Though it's a plain car, it has a useful performance and its possible to obtain some of the extras of the more expensive models, such as the vinyl roof cover on the test car.

Perhaps certain Japanese manufacturers have spoilt us, by throwing in such non-essentials as a radio, and some people may look askance at the Hunter for not having a clock or reclining seats as standard. However, it does have important things like the heated rear window and though I believe that the brake servo is theoretically an extra, I don't suppose you could get a car without one. In any case, there are less competitively priced models for those so inclined.

Though by no means new, the body styling is still crisp and attractive. There's a large glass area and a good all-round view, with conveniently placed controls and instruments; the driver and his passengers can get in and out easily. Cold starting is rapid but the choke must be released gradually during the warming up period, to avoid stalling.

The performance of the Super is quite competitive in its price class. Its acceleration through the gears is helped by a very nice gearbox with a rapid change. The engine is flexible with plenty of torque, accelerating well from low speeds in top gear without any objectionable rumble; this encourages economical driving habits. The car will easily exceed 90 mph, which is enough for most people nowadays.

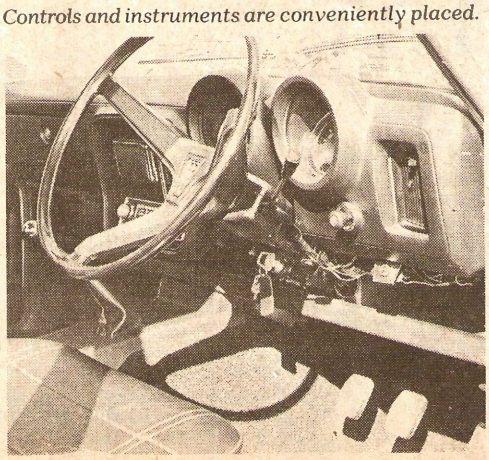
The engine tends to be mechanically noisy. The sound level is quite acceptable during moderate driving, but the unit becomes obtrusive when pressed, which discourages the frequent use of maximum revs. The gearbox is just audible, though not at all noisy, but the wind adds to the general commotion as the maximum speed is approached. For all that, the Super is reasonably refined at law-abiding rates of travel.

One might be excused for thinking that rack and pinion steering was fitted, though a recirculating ball system is employed. It is by no means heavy to use and sufficiently quick in action to give a good sense of control, which is appreciated on wet roads, where a slippery patch may cause the tail to step out, instant correction being almost instinctive. On dry roads, the Hunter gets round corners tolerably quickly, with a modicum of understeer and a bit of roll. On bumpy curves, the adhesion of the rear wheels can be the limiting factor and a spot of correction may be called for as the car loses its line. In other words, the handling is fairly typical of saloons with semi-elliptic rear springs.

The same applies to the ride. The passengers are comfortable on good roads but are shaken about a bit on country lanes. Where the Hunter excels some of its competitors is over really atrocious, potholed surfaces, where it can be driven surprisingly fast without taking too much of a pounding. Perhaps we can thank its early competition background for that.

Fairly hard driving produced no evidence of overheated brakes and fading was not experienced; in normal use, the brakes are powerful and quite light to apply. The hand brake is on the right of the driver's seat, well placed for a strong pull up and pretty effective. Some people don't like changing hands when manoeuvring, but I think they would soon forget their prejudice; unlike some right-hand levers, this one is set far enough back to avoid being kicked off by the driver's boot.

Controls and instruments are conveniently placed.



The heating and ventilation work well, the desirable condition of warm feet and cool breathing air being easily obtainable. It can be quite cold in the early morning at this time of year, so the rapid availability of heat was appreciated. The lights give a good spread and their range is sufficient for fast night driving.

The styling of the car makes it look bigger than it is and the interior is light and spacious. It is therefore a pleasant surprise to find that it uses rather less petrol than some cars of similar engine size, often with less roomy bodies. These are prosaic virtues, but the enthusiast will appreciate the well-arranged pedals, located for heel-and-toe, and a gearlever planted just where the hand falls from the wheel.

If the Hunter appears to be well made and attractively finished, I must still report some minor shortcomings of the road test car. It was delivered with inoperative windscreen wipers which I approached with spanners in hand, but this was sufficient to frighten them into action before I had really done anything. Then, the vehicle became incontinent, casting its water upon the ground and proceeding thereafter in a cloud of steam. This was traced to a split heater hose, which I repaired successfully — in the usual rainstorm, of course — with insulation tape. I am therefore able to report from experience that the under-bonnet accessibility is satisfactory, aided by the horizontal carburettor and remote air filter.

Some of us tend to be attracted by cars of advanced design. Fleet owners, on the other hand, find that their mechanics can cope best with conventional machinery. They care for more for ease of servicing than for sophisticated engineering, a sentiment that they are apt to share with the insurance boys. The Hillman Hunter can be understood by the veriest apprentice and most of the expendable spare parts appear to be quite cheap by the standards of today. Similarly, present conditions are forcing more owners to contemplate servicing their own cars and this one, which is "just like dad's", will pose no insuperable problems.

Car Tested: Hillman Hunter Super 4-door saloon, price £1,988 including car tax and VAT.

Engine: Four-cylinders 81.5 x 82.55 mm (1725 cc). Compression ratio 9.2 to 1. 72 bhp DIN at 5000 rpm. Pushrod-operated overhead valves Zenith Stromberg horizontal carburettor.

Transmission: Single dry-plate clutch. 4-speed synchromesh gearbox with central change, ratios, 1.0, 1.39, 2.14, and 3.35 to 1. Hypoid rear axle, ratio 3.7 to 1.

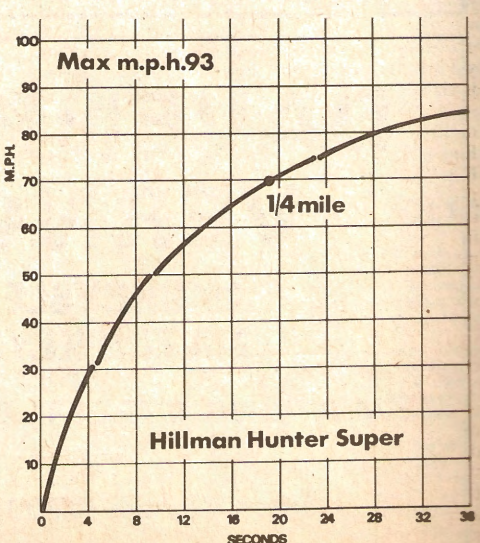
Chassis: Steel monocoque. MacPherson independent front suspension with anti-roll bar. Recirculating ball steering gear. Live rear axle on semi-elliptic springs. Telescopic dampers all round. Servo-assisted disc/drum brakes. Bolt-on wheels fitted 155SR13 tyres.

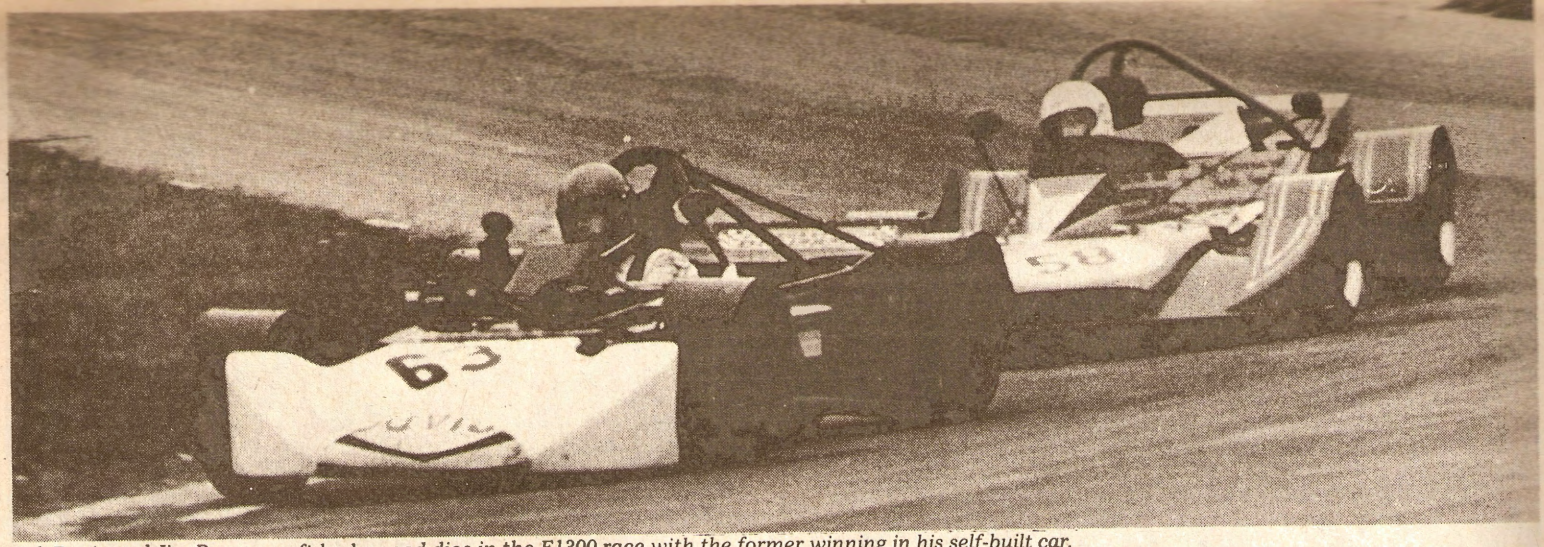
Equipment: 12-volt lighting and starting. Speedometer. Temperature and fuel guages. Heating, demisting, and ventilation system. 2-speed windscreen wipers and washers. Flashing direction indicators.

Dimensions: Wheelbase 8ft 2½ in, track 4ft 4in. Overall length 14ft 3½in. Width 5ft 3½in. Weight 18 cwt.

Performance: Maximum speed 93 mph. Speeds in gears: Third 75 mph, second 50 mph, first 31 mph. Standing quarter mile 19.2s. Acceleration: 0-30 mph 4.1s, 0-50 mph 9.5s, 0-60 mph 13.9s, 0-80 mph 28.8s.

Fuel Consumption: 26 to 31 mpg.





Bob Davis and Jim Ravenscroft had a good dice in the F1300 race with the former winning in his self-built car.

LYDDEN

Illes takes FF honours

The 750 MC ran last Sunday's 9 race Lydden meeting with their usual efficiency. But spectators were rather sparse, and weather conditions dull and overcast.

The first of three 750 races started with a four car battle but after the spins of Bob Simpson (Reliant Special) and Keith Cooper (Condor) dropped to two. The survivors, Richard Owen (Arcos 6B) and Rob Wells (Trick Fore) fought it out to the last lap when Owen snatched the lead to win by two cars' lengths.

The second race featured a Mike Chittenden (Trick Fore) and Lyn Evans (Centaur Mk2) battle which continued up to lap eight when Evans departed the scene and left the race to Chittenden.

The third 750 race was very exciting for the lead featured Roger Sillman (RSI), Tony Tobias (DNC Mk5) and Bob Wright (Centaur) with the advertisement manager of *Motoring News*, Capt Tobias himself a likely winner until his last lap retirement, which gave Sillman victory.

Of the two Formula 1300 races, the first was more interesting with a race long battle between Bob Davis (Davis) and Jim Ravenscroft (Messer 2A) which after the first lap retirement of John Allen (Allen Mk4) was for the lead, eventually victory going to Bob Davis.

Keith Messer led for nearly all the second race until his Messer 2A began to smoke heavily and he dropped out leaving victory to Paul Webb (Delapena).

The Formula Ford race, one of the best of the day, turned out to be another battle between Paul Sleeman (Merlyn IIA) and Geoff Illes (Merlyn 20A). Tony Howard (Merlyn 17/25) kept with them until he spun coming out of the hairpin on lap six. The Sleeman/Illes battle raged on but Illes snatched the lead at Chessons on the penultimate lap.

Ian Briggs (March 733) led the Formula Four race from start to finish even though there was confusion caused by the spins of two backmarkers. Dave Griffiths (GRD372) took second place demoting John Brown (Delta IRF48) to third.

The Classic Saloon race did not live up to the expectations of the morning's practice with Peter Jackson (Lancia B20) getting a good start and leading throughout while most of the dicing was done by the midfield cars.

The Formula Fours defeated the Formula Fords in the final *Libre* race of the day. John Brown (Delta IRF48) led Dave Griffiths (GRD 372) throughout while the only Ford to stay in contention was Paul Sleeman (Merlyn IIA) who snatched third place from Bob Laughton (Techno TF68/74) going up Hairy Hill on the last lap.

SUE MARCHANT

750 National championship round (10 laps): 1, Richard Owen (Arcos 6B), 8m 29.6s, 70.64 mph; 2, Rob Wells (Trick Fore), 8m 30.2s; 3, Bob Simpson (Reliant Special), 8m 42s; 4, Keith Cooper (Condor), 8m 49.6s; 5, John Village (Mystic), 8m 55.8s; Chas Alexander (Viking LVI 7B), 9m 14.8s. **Fastest lap:** Owen and Simpson, 49.6s, 72.58 mph.

Super Visco F1300 championship round (10 laps): 1, Bob Davis (Davis), 7m 46.6s, 77.15 mph; 2, Jim Ravenscroft (Messer 2A), 7m 54s; 3, Mike Brett (Centaur Mk14), 8m 21.2s; 4, Brian Cocks (Elva Mk8S), 8m 27.4s; 5, Barry Webb (Delapena), 9 laps; 6, Pete Skellern (Mallock U2 Mk6), 9 laps. **Fastest lap:** Davis, 45.2s, 79.65 mph.

Formula Ford (10 laps): 1, Geoff Illes (Merlyn-Minister Mk20A), 7m 59.6s, 75.06 mph; 2, Paul Sleeman (Merlyn-Minister Mk11A), 8m 0.4s; 3, Ken Everden (Ray-Rowland 73F), 8m 1s; 4, Ray Turner (Merlyn-Holbay Mk17/24), 8m 8s; 5, John Waters (PAC-ASD), 8m 11s; 6, John Barley (Lola-Close T342), 8m 11.6s. **Fastest lap:** Len Marchant (Brabham-Scholar BT21/28) and Everden, 46.6s, 77.25 mph.

750 National championship round (10 laps): 1, Mike Chittenden (Trick Fore), 8m 51s, 67.80 mph; 2, John Allan (Centaur Mk6C), 8m 54.4s; 3, Stuart Gerrell (Condor), 8m 57.8s; 4, Ian Hart (Raithan Mk2B), 9m 5.6s; 5, Rob McHardy (Jeffrey Mk3), 9m 26s; 6, Ian Palmer (Modified Jeffrey), 9m 26.6s. **Fastest lap:** Allan, 51s, 70.59 mph.

Formula 4 championship round (10 laps): 1, Ian Briggs (March 733), 7m 40s, 78.26 mph; 2, Dave Griffiths (GRD 372), 7m 45s; 3, John Brown (Delta IRF4), 7m 47.4s; 4, Martin Johnson (Brabham BT18/28), 7m 50s; 5, Roy Lewington (Brabham BT28), 8m 5.6s; 6, Bob Laughton (Techno TF68/74), 8m 11.4s. **Fastest lap:** Brown, 44.4s, 81.08 mph.

Super Visco F1300 championship round (10 laps): 1, Paul Webb (Delapena), 8m 9.4s, 73.56 mph; 2, Graham Greig (Mallock U2 Mk8B), 8m 10.6s; 3, John Corboy (Centaur Mk14), 8m 13.4s; 4, Andrew Jeans (Mallock U2 Mk6), 8m 20s; 5, Dick Miller (Centaur Mk14), 8m 42.8s; 6, John Jarvis (Elva Mk8S), 8m 49s. **Fastest lap:** Jeans, 46.2s, 77.92 mph.

Classic Saloon car championship round (10 laps); overall and 1902 cc to 2700 cc: 1, Peter Jackson (Lancia B20), 9m 44.2s, 61.62 mph; 2, Bob Meacham (2.4 Jaguar), 9m 50s; 3, Bill Wykenham (Ford Zephyr), 9m 51.4s; 4, Tony Hord (Jaguar Mk17), 10m 9.8s. **Fastest lap:** Meacham, 57s, 63.16 mph. **Over 2700cc:** 1, Horn, 59.04 mph; no other starters. **Fastest lap:** Horn, 59.6s, 60.40 mph. **1200cc to 1901cc:** 1, Miles Marshall (Borgward Isabella), 58.50; mph; 2, Mike Hawes (MG Magnette); 3, Phil Stokeley (Alfa Romeo). **Fastest lap:** Marshall, 1m, 60 mph. **Up to 1200cc:** 1, Andy McLennan (Austin A35), 58.63 mph; 2, Roger Andreason (Morris Minor); 3, C. McMullin (Austin A35). **Fastest lap:** McLennan, 59.6s, 60.40 mph.

750 National championship round (10 laps): 1, Roger Silman (RS1), 8m 34.2s, 70.01 mph; 2, Bob Wright (Centaur), 8m 43s; 3, Chris Hague (Wessex Special), 8m 56s; 4, Colin Jones (Centaur Mk6C), 8m 57s; 5, Mike Bott (Harrison KH3), 8m 57.8s; 6, Tim Green (Time Mk3), 8m 59.4s. **Fastest lap:** Green, 49.2s, 73.17 mph.

Formula Libre (10 laps): 1, John Brown (1.0 Delta IRF4), 7m 41.4s, 78.02 mph; 2, Dave Griffiths (1.0 GRD372), 7m 50.4s; 3, Paul Sleeman (1.6 Merlyn-Minister Mk11A), 7m 57.6s; 4, Bob Laughton (1.0 Techno TF68/74), 7m 58.6s; 5, John Waters (1.6 PAC-ASD), 8m 4.4s; 6, Glen Hyatt (1.0 Delta IRF4), 8m 4.9s. **Fastest lap:** Brown, 45.2s, 79.65 mph.

MONDELLO PARK

Rain has the final say

In an Irish year marked by glorious weather, rather curiously the Mondello Park season has not enjoyed many really good days of sunshine, and on September 28 the final meeting of the year was well and truly rained off after only three races.

This does not affect five of the championships, as John Gale has won the Duckhams Modsports Championship with his Aldon-Midget, Derek Daly has clinched the ShellSport Formula Ford series, Derek Shortall is the ShellSport Super Sports victor, in the two divisions of the Duckhams Modified Saloon series the places have been won by Rosemary Smith and Stee Griffin while Plum Tyndall has captured the Bosch Production Saloon Championship. As no points have been forthcoming all season, these must only be considered provisional results, but we reckon they are correct!

However, prior to the end of September round, Des Donnelly still had a chance of taking the BP Formula Atlantic Championship of Ireland off Patsy McGarrity.

The last Sunday in September was one of the wettest days of the year, but at least the track was not too awash for the first race, for Group 1 or "Showroom" saloons, won by Frank O'Rourke in his 1.9 Opel Ascona. However, really indicative of the terrible conditions was the brilliant second place of Tom Irvine in a little Honda Civic, only 5.2 seconds behind the Ascona and 2.2 seconds in front of the 3-litre Capri of John Hynes. It was quite a day for the tiddlers with John Hayes fourth in a 1.3 Simca Rallye 2, followed by Gerry McGarrity in another Honda Civic.

David Kennedy in the appropriately sponsored "Group Waterworks" Crosslé 30F splashed his way to a fantastic 11.4 seconds win over Van Diemen driver Crawford Harkness in the first Formula Ford heat with Michael Roe a close third to Harkness in his Crosslé 25F, beating the Hawke DL12 of Bernard Devaney. Eddie Jordan celebrated his comeback, after his serious mid-season Mallory prang, to finish sixth in his rebuilt Crosslé 30F, behind the Hawke DL11 of Brian Lennox. With 31 Formula Fords entered, making this the best turn out in this most popular category of the season, it was really a terrible shame that the second heat and final had to be cancelled.

Third, and last race, was for modsports, and there was a new face and a new winner, with John Keaney given the chequered and red flags at the end of six laps, driving Liam Plower's MG Midget. As Keaney slowed he was shunted up the rear by Ed Mahon, who lost all traction and brakes with his second placed Midget, only 0.2s behind Keaney and too close to execute avoiding action. John Gale came home third in his Aldon-Midget, in front of the Midgets of Don Kissane and Morgan Dempsey. Denis McCarthy set fastest lap on lap 3 as he worked his way from the back of the grid, but on the next lap he aquaplaned his Midget into the bank at BP Bend and emerged unhurt after sliding upside down for a considerable distance. With the track flooded and no let up in the downpours, the only sensible decision was to call the whole meeting off, and even though many had come long distances, particularly the Northern Atlantic and FF supporters, at least they went home with undamaged cars, which would almost certainly not have been the case had racing been allowed to continue in such impossible conditions.

BRIAN FOLEY

Production Saloons (10 laps): 1, Frank O'Rourke (Opel Ascona 1900), 14m 50.2s, 50.15 mph; 2, Tom Irvine (Honda Civic), 14m 55.4s; 3, John Hynes (Ford Capri 3000), 14m 57.6s; 4, John Hayes (Simca Rallye 2), 15m 09.4s; 5, Gerry McGarrity (Honda Civic), 15m 11.8s; 6, Pat Murphy (Mini Clubman 1275 GT), 15m 15.4s. **Fastest lap:** Hynes, 1m 27.4s, 51.08 mph.

Formula Ford, Heat 1 (10 laps): 1, David Kennedy (Crosslé 30F), 13m 20.4s, 55.77 mph; 2, Crawford Harkness (Van Diemen) 13m 31.8s; 3, Michael Roe (Crosslé 25F), 13m 32.6s; 4, Bernard Devaney (Hawke DL12), 13m 43.2s; 5, Brian Lennox (Hawke DL11), 13m 53.6s; 6, Eddie Jordan (Crosslé 30F), 13m 57.0s. **Fastest lap:** Kennedy, 1m 18.2s, 57.08 mph.

Modsports (6 laps): 1, John Keaney (MG Midget), 8m 46.8s, 50.84 mph; 2, Ed Mahon (MG Midget), 8m 47.0s; 3, John Gale (MG Midget), 8m 54.0s; 4, Don Kissane (MG Midget), 9m 29.0s; 5 Morgan Dempsey (MG Midget), 9m 30.2s; 6, Mick Fitzsimons (Triumph Spitfire), 9m 30.6s. **Fastest lap:** Denis McCarthy (MG Midget), 1m 24.8s, 52.64 mph.

In total command, Roger Clark slithers over the first Redesdale stage. Only five fastest times were recorded during his finely judged drive to a hat-trick victory.

LINDISFARNE IDEM RALLY

The remorseless advance...

Story and photographs by PETER NEWTON

Just occasionally Billy Coleman reminds us all what a superbly talented driver he is. Later, after lengthy deliberation, Donal O'Sullivan described the run as "crisp," a slow smile spreading across his face as he recalled the highlights of a day which for the Irish crew had seen both the highest pinnacle of euphoria and the depths of despondency. After six commanding stages, Billy, his second RAC championship now very much in the balance, was 31 seconds up on his perennial rival, Roger Clark . . . six stages during which he set a startling six fastest times without apparent effort or drama. Everything was going right, the driver had come to the northeast with steely determination to back up his vast store of natural ability and the Thomas Motors car seemed almost to float through the dank dripping pines of the Keilder complex. It was forest driving at its best and for the cowering stalwarts peeping out from under their umbrellas and huddled in forlorn little herds under the hissing trees, it was a show which they would not forget. Something had to give of course, and in the event the inevitable reply from the 'master' was not required, for first transmission and then braking problems intervened to wipe out all that had gone before. Those first six stages had in fact been dominated by three men, Coleman, Brookes and Rockey, but in the space of one stage, all their respective efforts were dashed and the Cossack waiting game was over. Roger, with an insurmountable lead handed to him by the misfortunes of the three, naturally made no mistake, and thereafter took another characteristically cool and well judged win; the sense of timing and judgement seems almost uncanny.

Tynemouth and District MC as expected laid on an event of characteristic precision and polish, and although the elements strove mightily to wreak havoc upon the organisation, Clerk of the Course Mike Sayer and his hard working team must have felt that the long hours were justified. Keilder on Saturday morning was no place for the faint hearted, low scudding clouds hurried across a grey washed-out horizon, driven on a howling voracious wind which scythed across the barren Otterburn moorland and down the lonely fire-breaks of the bending forests. Vicious squalls of icy rain blotted out the foreboding hinterland for minutes at a time, and half-hidden under the sowing trees, cowering marshals and spectators bent their ears to the powers of nature waiting for that first note of a distant BDA. In such conditions one can only pay silent tribute to the work of the marshals and the service crews, the former hunched against the wild day, the lonliness of Europe's largest forest complex closing in around them; the latter grovelling in the thick mud under the stationery cars or frantically changing wheels and tyres in the icy gloom. This was rallying, a far cry indeed from the artificial air conditioned opulence of the hospitality unit, and even some masochistic press fanatics were overheard mouthing oaths to the grey heavens and muttering darkly about hot baths and hasty returns to the "hotel . . ." In these circumstances it would have been all too easy for the organisation to have broken down, check sheets lost and illegible, timing irratic, arrowing inconsistent. In fact there was just one incident which occured as a result of a fallen arrow, and it led to the immediate cancellations of stage 12, Chirdon, most of the competitors not even attempting the test.

Overall, the results team were handed commendably few incompatibles with which to deal, and as we have now come to expect of Tynemouth, provisional results were available almost with the arrival of the first car at the finish, this in spite of fallen telephone lines which dashed the efforts of those at the end of the final stage. Jack Thompson, last year's Clerk of the Course reluctantly had to stand down this year, and although still very much involved in proceedings, was forced to go to hospital just two weeks before the event. Thus Mike Sayer, his assistant last year, took over the job, and with Friday pleasantly warm, sunny and settled, he must have been very disappointed to have witnessed the profanity of the elements as dawn filtered through the Satanic gloom.

Events had been most unhappy for both Ford and Dunlop in Italy, and the whole affair, which eventually forced the Ford team to start the San Remo equipped with just the wheels and tyres on which the cars stood and which happened to be in the boot, was one which both parties would rather forget. Makinen suffered two punctures on the first stage and a highly chastened Peter Ashcroft was forced to withdraw an equally unamused Clark as he was about to start the fifth stage with no spare . . . an inglorious and embarrassing end to Boreham's first major re-appearance abroad for many moons. There is no place here for a discussion of the events which conspired to thwart the best efforts of the conscientious John Horton and the Dunlop crew, but the result of it all was that Clark's appearance on the Lindisfarne was a certainty, and the consequence was that the RAC championship was kept very much alive.

As the RAC Rally approaches and another increasingly expensive season draws to a close, so entries on national rallies dwindle and there were just 98 crews scheduled as starters on the Lindisfarne. In reality a good deal less actually headed away from the Park hotel on the North Shields sea front, and turned west towards the rolling forest.

ENTRY

Clark was of course first away in his usual forest car, followed by current RAC champion Billy Coleman. As the position stood at the start, Clark had to compete to have a chance of snatching the '75 championship. Suddenly the situation was quite tense, and this tension was mirrored in group one, where Paul Faulkner, starting the event at 12 for DTV, held a slender two point lead over the charging Robin Eyre-Maunsell (seeded at 15). Robin had the newly homologated Brazilian block 1800 engine (though not the close ratio gearbox) in the Avenger for the first time and the highly competent Chrysler team were quietly confident of a good result. Back at the top Russell Brookes had had his sad Manx engine rebuilt by Terry Hoyle this time, and was trusting for better luck than that which robbed him of another fine finish on the Isle of Man. A great disappointment was the non-start of the Chequered Flag Stratos at four and everyone was thus denied another chance to see Tony Pond mastering the uncooperative beast. The team had for 10 days previous tried to get the necessary parts out of Italy (oversize piston rings and two

gearbox cogs) but with the Lancia equipe temporarily domiciled in San Remo, it was always an uphill struggle. Communications have never been at their best between Chiswick and Turin, and now the team were being denied what in effect was to be their last available shakedown before the all-out effort on the RAC. All nighters had been planned to rebuild the engine at Longman's and get on the road to the northeast . . . sadly for everyone involved, the engine stayed in pieces and the car remained on its axle stands in the garage.

Nigel Rockey, with Derek Tucker as usual, was thus next away. Nigel has been having some rough luck lately and although he was to experience its temporary return, he was most pleased to find himself back on form. Donald Heggie, in the rally sponsors' car, was next away. Donald has had an indescribable season, and has led most of the Scottish championship events at one time or another before mechanical failures intervened. With Idem once again heavily involved in their support of the Lindisfarne, Donald was naturally anxious to give the Idem car a good outing. Tony Drummond had Mike Knutton beside him this time and he started at seven in front of Brian Culcheth's ST Dolomite Sprint. This was probably to be the last appearance of the faithful 'FRW' as the team are not planning to use it on the RAC. Of the others Tony Fowkes, who is having such a consistently successful season brought along the Cables and Components car to start at nine, and Bob Bean, still to repaint his car, was at 10. Will Sparrow had been sandwiched in at 11, and following the arrival of 'the consignment' from Japan, Andy Dawson was giving the Datsun Violet another outing in preparation for the RAC. Subsequent events discouraged him from the initial scheme to run the car in November. The Datsun, with its low ratio rack and modest power output, takes alot of pedalling in the forests, and Andrew felt that five days of it would be a dauntingly exhaustive task. John Taylor had "J. J" co-driving for him in the Haynes Escort 2, a somewhat nostalgic reunion. John was still getting over the effects of a horrendous rallycross accident in Austria the previous weekend when a tyre burst at 90 mph and pitched him into the armco. Piggy Thompson brought along the Page Animal Feeds Porsche and inside, beaming jovially from ear to ear was the infamous "Yuk"; sometime Mini pilot and ebullient post-rally party exponent. The pair had reportedly already passed a highly satisfactory pre-rally evening.

Pat Ryan was giving the ST Marina another outing (this was the rebuilt "Scottish" car) but Pat was still in the dark as to Leyland's RAC and future plans, so he may have driven this car for the last time. In the event the very robust Morris was ideally suited to Keilder and the mechanics never laid a spanner on it all day as Pat took the class with consummate ease. Ian Wilson was giving his long awaited Lows supported Kadett an outing and eventually brought it home 14th overall after a typically gritty drive. The supporting cast included Bernard Banning; Jim McRae in the G1 Magnum, ably supported by Hugh McNeil and SMT and destined for a strong drive into ninth overall; Reg Mullenger, who once again went quickly before braking problems finally put paid to his run and forced co-driver Dilys Rogers into the glutinous mire in which they found themselves . . . at least until Dilys asserted her status and reversed their roles, Reg pushed, she drove! Thus although the cast was not tremendously protracted, there was plenty to look forward to.

Fifth last year – sixth this time, Donald Heggie's run was thwarted with the inevitable problems.

RALLY

Billy Coleman went out to win this one, and his opening stages had the stamp of mastery about them as he set a seal on the rally and left other favourites trailing in his wake. The forests were of course extremely slippery and as expected, the surface cut up so rapidly that even the numbers in the 'teens were complaining of some really uncomfortable going, large rocks littering the track on occasion and the slippery nature of the surface combining with Keilder's deceptive firebreaks and brows to present a real test of car control. These were the sort of conditions in which some real Escort opposition, had there been some, might have proved successful, for traction was at a premium. After the longish ride out from the seaside towards Jedburgh and the forestry complex of Wark and Keidler, the rally divided itself into two sections with the first official service area scheduled after seven stages and the second after a further four. It was the last test before the first service which irrevocably altered the face of the rally. First Nigel Rockey, having a great run and well in contention in the Pink Stamps car, came into a bend a shade too fast, locked up the front wheels and stalled the engine. The gremlins promptly struck and a weak battery proved incapable of turning the motor with sufficient vigour to bring it to life again. With Derek Tucker frantically pushing the heavy machine, Nigel eventually got the car going again, but nearly four vital minutes had been lost, and when later in the afternoon the motor fouled two plugs for the duration of the two shortest stages, (the mixture had been running rich all day) Nigel could only be relieved that, despite everything, he still managed fourth place, a result that speaks volumes for his speed in the interim.

Meanwhile at the start of Plashetts, Billy suddenly found that he could not engage first gear as he was being counted down at the start. After feverishly searching in the gearbox he found second, and the Thomas Motors car crept off the line and away. The rubber sandwich plate had sheared. Just seconds later as he went to change down for a rapidly approaching corner the gearbox refused to oblige him with any gears and the Escort slid helplessly off the track where it stayed for some minutes. Russell Brookes was next on the scene, and a deal was immediately struck which involved mutual self-help. Having extricated Billy, the Andrews Heat crew continued, now in the lead of the rally. 400 yards later

Last Group Two Sprint appearance? – another well judged performance from Brian Culcheth and the Leyland ST ensemble.

four wheel studs sheared on the back of the hub, bringing the entire shaft and wheel out from the body. Coleman, following up behind, naturally honoured his side of the deal and stopped to see if he could be of assistance, much to the frustration of Tony Fowkes who was trying to get through. The Brookes cause however was a lost one and it was ironic that the team had been experiencing trouble with the hub on the opposite side of the car and had feared the worst from that area.

Thanks to the design of the ZF gearbox installation on Ford rally cars, the Thomas motors service mechanics were able to change the gearbox in 20 minutes and Billy was able to continue, albeit well down the field. On the very next test however he collected a maximum. This time the trouble was with the brakes. On one rear wheel the inside pad had been wearing down dramatically (the pads had been replaced once already) for reasons as yet not totally discovered, and as Billy went to hit the brakes, the metal to metal contact of the disc face and pad rivets locked one wheel and pitched him off into the ditch.

Thus, at a stroke, the three battling leaders were effectively out of the way and there remained little for Roger to do save coast to the finish. Mick Jones had changed a halfshaft in the very early stages, this purely a precautionary measure as the flange was suspect, and at the second major service area he changed the starter motor, but there was little else of consequence to report.

All this time Brian Culcheth had been keeping the Dolomite well up in the field. The car he said was a big handful in the conditions and its deadweight was making it disconcertingly keen on the passing ditches; he was working overtime to keep it pointing in the right direction, but all

Slimy track surfaces meant Eyre-Maunsell is yet to realise the 1800cc "Brazilian block" unit's potential.

was going well until he hit a savage yump on Hawkhope and the impact ripped the stout rear mountings of the sumpguard clean away, it also knocked Johnstone's helmet forward over his eyes, but as Brian, in his own inimitable style, remarked laconically, "He didn't really went to see anything anyway!" To bring the car home third overall was a fine tribute to his consistently quick driving, and the reliability of the car; British Leyland had a good day indeed.

That second service area presented a miserable sight; strained white faces peered out from behind steamed-up car windows; while outside mechanics toiled in the mud; the freezing rain and bitter wind compounding the wretchedness of the spectacle. It was the sort of rain that soaks you thoroughly within a moment of one's first tentative steps out from under cover. Two smiling faces amid all this, however, belonged to John Taylor and John Jensen; they were now a secure second overall.

Robin Eyre Maunsell arrived with a bent crossmember and steering rack on which he had been driving for the previous three tests. He had been taking time off the troubled Faulkner during the morning but now it appeared that the seesaw battle might be going DTV's way. The latter however had a depressing rally, and almost within sight of this service area Will had gone off. Near the finish of the stage there was a tricky adverse camber tightening left-hander between piles of logs. The camber caught the back end of the Vauxhall and Will immediately gave the car the gun and opposite lock to swing it out from the slope. The tactic worked only too well and the Vauxhall suddenly leapt out and the driver just could not pay off the lock quick enough. The Magnum reared into the logs and came to rest, up to the door sills in thick glutinous mud where it stayed for 45 minutes before a six strong feudal-style team, using logs as primitive levers, relinquished the grip of the quagmire. After this setback, the fact that the engine was "flat" made little difference. Paul and Monty were also unfortunate in that the normally reliable G1 car chose this most crucual event to misbehave. On the third stage a circlip had come out at the top of the gearbox which the pair fixed themselves after limping to the end of the stage. Then with two tests to go before the second service, the top link of the rear suspension failed and the throttle linkage collapsed at the pedal. Finally to complete their day of depression, they arrived at a hairpin left, two stages from home, a front wheel dug in and the Magnum nosed gently off into a tree losing them second place in group one. . . .

Billy Coleman was first into stage 12 after the halt, and near the finish he overshot a hairpin right on account of a fallen arrow and lack of tape across the junction. He carried straight on, avoiding a marshal's car which he assumed was on the stage, and turned left at the T-junction which immediately followed. He finished the stage . . . but it was not the twelfth which he had started, for the Escort emerged at the finish of stage 11! Next car was Donald Heggie, who had been going much quicker during the latter stages (though George remarked that he felt Willie Crawford's car in which he had recently competed felt as though it had far more torque) but now he went off avoiding the marshal's car and stuck fast. Clark, seeing Donald stuck, flashed right and completed the stage as the organisers had intended; Jim Porter confirmed later that there was in fact one arrow left standing, but that one had to be looking hard right to see it. The incident cost Donald Heggie dear, for after a laborious extrication he was forced to run with some low numbered cars. He found himself closely following a Mini which, after nearly two miles of horn blowing and light flashing, appeared to move over. The Escort was in the process of powering by when the Mini moved over and the resulting dodgem car battle ended with the Mini going off. The Idem car slowed to make sure all was well before continuing. Later an exhaust manifold downpipe detached itself from the BDA and crash-landed on a major section of the wiring loom so after all this drama the Scottish crew must surely have been relieved with their eventual sixth place.

Almost unnoticed in the rain, several crews had disappeared; one of these was Piggy's Porsche which had been splitting its high pressure brake lines all morning; another was Tony Drummond, who, after some quick times early on, disappeared just before the second service halt with a broken water pump. Through all this however came another steady and reliable run from Tony Fowkes. The Londoner, ever mindful of the need to conserve his car for the Castrol championship confrontation at the end of the month, was not extending himself in the treacherous conditions and came home a solid fifth overall. For John Taylor the conditions were still something of a novelty and he put in a thoroughly professional performance, driving well within himself while discovering more about the secrets of Keilder in the process. He bent a radius arm during the morning but otherwise had a trouble free run and was justifiably pleased with the result of his efforts, which on account of the lack of a rallycross car, he was allowed to savour during the evening. His pleasure however was most probably eclipsed by that of John Jensen who had finished his first rally this year, and the relief was almost palpable.

With steering rack and crossmember replaced, Robin Eyre Maunsell continued to dominate group one with a fine performance which started cautiously for he was anxious lest the new engine let go, and ended in typical storming Maunsell style which included certain dramas such as missed gear changes ("I saw the rev counter needle disappear past the 'made in England' sign a number of times!") but which was vitally important for Chrysler who now go into the RAC level on points with the DTV Magnum — it promises to be a great scrap.

So Roger Clark now has a relatively simple task ahead of him on the RAC Rally to wrest the laurels from the Irishman. Currently there are just two points in it and the odds must surely be stacked heavily in favour of Clark to bring off such an undertaking — two months ago a situation such as this would have been inconceivable; yet on Saturday morning in the pouring rain, it began to look for a moment as though Roger might have had to work harder than he has ever done before to maintain his unbeaten record. In the aftermath one is left as usual with nothing save speculation, a collection of "ifs," and a sore head. The Bacchanalian revellers were to be found of course deep in the bowels of the "Cabin" bar and the first tinges of light were greying the eastern horizon before the last stragglers veered wearily up the thick, carpeted steps of the Gosforth Park. Once again the Idem Lindisfarne had been a great success, a success which was as hard won as it is painstaking. The character of the event is hard to define for there is an almost mechanical efficiency about the affair; once underway the action is remorseless and all but continuous; the forests are rough, unyielding and daunting in their magnitude, yet it is a rally which deserves the praise heaped on it and as a piece of professional organisation is a great credit to the sponsors.

Lindisfarne Idem Rally 1975

1, R. Clark/J. Porter (RS 1800) 1398;
2, J. Taylor/J. Jensen (RS 1800) 1616;
3, B. Culcheth/J. Syer (Dolomite Sprint) 1709;
4, N. Rockey/D. Tucker (RS 1600) 1716;
5, T. Fowkes/B. Harris (RS 1600) 1773;
6, D. Heggie/G. Dean (RS 1600) 1806; 7, A. Dawson/K. Gormley (Datsun Violet) 1820; 8, R. Eyre Maunsell/N. Wilson (Chrysler Avenger) 1976; 9, J. McRae/N. McNeil (Vauxhall Magnum) 2036; 10, W. Sparrow/R. Crellin (Vauxhall Magnum 2063).

Group one

1, R. Eyre Maunsell/N. Wilson (Avenger) 1976 — eighth overall; 2, J. McRae/H. McNeil (Magnum) 2036 — ninth overall; 3, P. Faulkner/M. Peters (Magnum) 2065 — eleventh overall.

Special Stage times

Idem 1
1, Coleman Brookes and Rockey 68; 2, Taylor 70; 3, Clark 71; 4, Drummond 76; 5, Bean and Thompson 79.

Idem 2
1, Coleman 58; 2 = Brookes and Rockey 62; 3, Clark 63; 4, Drummond 67; 5, Taylor 69.

Idem 3
1, Coleman 41; 2, Clark 44; 3, Brookes 46; 4, Rockey 48; 5, Taylor 50.

Idem 4
1, Coleman 50; 2, Clark 54; 3, Rockey 63; 4, Drummond 64; 5, Bean 65.

Idem 5
1, Coleman 96; 2, Taylor 111; 3 = Clark amd Rockey 112; 4 = Drummond and Culcheth; 5, Bean 122.

Idem 6
1 Coleman 51; 2 = Rockey and Drummond; 3, Clark 53; 4, Taylor 55; 5, Culcheth 56.

Idem 7
1, Clark 27; 2, Culcheth 36; 3, Taylor 38; 4, Fowkes 45; 5, Sparrow 49.

Idem 8
1, Clark 135; 2, Rockey 140; 3, Sparrow 157; 4, Heggie 165; 5, Fowkes 167.

Idem 9
1, Clark 103; 2, Rockey 113; 3, Sparrow 131; 4, Heggie 132; 5, Taylor 133.

Idem 10
1, Clark 193; 2, Rockey 199; 3, Heggie 221; 4, Taylor 226; 5, Coleman 229.

Idem 11
1, Rockey 114; 2, Clark 118; 3, Heggie 133; 4, Taylor 139; 5, Coleman 146.

Idem 12
Cancelled due to an arrowing irregularity.

Idem 13
1, Taylor 49; 2, Coleman 52; 3, Clark 53; 4, Culcheth 55; 5, Sparrow 57.

Idem 14
1, Clark 44; 2, Wilson 50; 3, Simpson 85; 4, Coleman 93; 5, Taylor 103.

Idem 15
1, Coleman 90; 2, Clark 96; 3, Taylor 100; 4, Culcheth 105; 5, Fowkes 107.

Idem 16
1 = Coleman and Rockey 106; 2, Clark 117; 3, Culcheth 121; 4 = Taylor and Sparrow.

Idem 17
1, Coleman 104; 2 = Clark and Rockey 110; 3, Culcheth 114; 4, Taylor 116; 5, Dawson 119.

Achim Warmbold/John Davenport were denied a final-round victory by just four seconds.

STUTTGART RALLY

Honours to Hauck after recount

The final round of the 1975 German Championship was the Stuttgart Motor Sport Club's Sportliche Prufungsfahrt, a single day, eight stage rally based on the new Holiday Inn just outside Zuffenhausen, the home of Porsche cars. It was therefore appropriate that a Porsche should take the outright win in the shape of a Group 3 Carrera driven by Wolfgang Hauck and owned by its youthful co-driver, Kurt Gollin. It was something of a dark horse victory in that the leading contenders, Warmbold, Smolej and Altenheimer, all had troubles of one sort or another but towards the end of the event it seemed clear that Warmbold had pulled enough back to re-take the lead and he was indeed congratulated at the finish as the winner. However, a careful count of the times showed that before the last test, Hauck was just a fraction of a second behind Achim Warmbold/John Davenport in the KWS Renault Alpine 310 and when the times from the test were gathered in it was found that Hauck had set fastest time and pipped the little blue car by four seconds.

The Holiday Inn stands in open ground near the edge of a minor industrial estate and seems to hug the motorway as if for warmth. The weather certainly dictated that hotels and drivers should wrap up warm, for Germany's Indian summer was over and the cold wind indicated that worse might be on the way. Mercifully the rain held off and a certain amount of sunshine made it a pleasant day for competitors and marshals alike. Scrutineering had been the previous evening and the happy location of the start, scrutineering, documentation, rally HQ and the finish all at the same point meant that the rally cars had the minimum amount of battling with the terrible Stuttgart rush hour.

Starting at number one was the Alpine 310 of Warmbold which had been virtually refitted since its last two rallies with a new engine, steering gear and suspension, though the car itself was the same veteran that had done all six rounds of the championship. Reiner Altenheimer/Hanno Menne had likewise retained their colourful Vergolst Porsche though it, too, had a new engine while third of the title challengers, Walter Smolej/Willy Pitz had their usual Irmscher Opel Ascona running on carburettors as in Bavaria. A host of Porsches appeared in private hands including Wolfgang Knorr who did so well in Bavaria and the two local quick men, Hubert Dehnelt and Walter Vetter. Hans and Ulla Stuck were threre in the familiar yellow Carrera while also in Group 3 was Wolfgang Hauck — not this time driving his own car which had been excluded from the Vorderpfalz Rally — but a works prepared Group 3 car belonging to his co-driver for this event, Kurt Gollin. The BMW 2002 is not as popular a rally car as it used to be but there were still quite a few among the hundred starters including Wolfgang Hohing with the ex-works sixteen valve 2002. Amongst the Group 1 cars was the Toyota Celica of Harald Demuth/Peter Witte and the two Formula Vee Europa Golfs of Freddie Kottulinsky and Joachim Knollmann with, this time, Kottulinsky in the Jaegermeister car and Knollmann in the Nordland Tuning version. It was rumoured that Holger Bohne would turn up in a Porsche Carrera and there was such an entry under the name of his sponsor, Frawitt Kg, but as usual he turned up with his Group 2 Opel Ascona as did the Nurnberg driver, Hans-Peter Herrmann.

The start was promptly at six am which was scarcely a popular time but at least the motorways to the south of Stuttgart were pretty empty and there was no traffic problem in reaching the first stage. This was a largely tarmac circuit on US Army tank testing grounds where competitors had to complete five laps. The tarmac was pretty dry but covered in dust and muck which made many drivers choose radial tyres but Warmbold plumped for wet racers and took an immediate lead by setting a time of 5m 06s, four seconds ahead of Knorr and seven ahead of Hauck. This was just a brief preamble to the meat of the rally which was concentrated at another army training area at Munsingen. Here, competitors had to complete four laps of a twenty kilometre circuit on extremely fast roads, the major part of which was asphalt. Again Warmbold chose racers but on one particularly severe jump over a crossroads the engine must have moved and pulled the HT lead out of the distributor. It continued to give a spark for another few miles and then the car coasted to a halt and it took something like one minute twenty seconds to trace the fault and correct it during which time Altenheimer swept past. Warmbold drove like a man possessed for the next three laps, passing the Porsche and finally recording a time some thirty-five seconds slower than the German champion-elect. At this point, the Alpine driver might well have thought that his rally was lost but out on the circuit, Smolej had tried too hard on the long straights and broken a rocker arm in his engine which caused him to complete only two laps and thus take the slowest time in the class plus twenty per cent. Bohne had stopped with his Frawitt car not long after the start with the transmission gone while Demuth jumped at the same crossroads as Warmbold, bent the Celica's panhard rod and suffered a puncture when the rear wheel rubbed against the body. He had to stop and change the offending wheel.

Hauck was only 17 seconds quicker than Warmbold and it was Vetter and Dehnelt with their quick cars and local knowledge that led the rally with Vetter recording a time 50 seconds quicker than Warmbold. The situation could easily change and with Smolej having his rocker changed and charging on to continue in the rally (he reached the next time control with three minutes to his exclusion time). Perhaps the second stage might be scrubbed? The next test was a seven kilometre test up and down a hill, nearly all tarmac. Most people chose racers and most astonishing were the tiny Pirelli slicks (245 VR x 13) used by the Golfs but they were to prove the undoing of Knollmann who slid off on some oil dropped by another car and could not get enough traction to regain the road over the slippery grass and bushes. He got a tow after the last car had passed and raced on to try to stay in the rally and even did all the other tests but he was excluded at the finish for being out of time. The only bit of dirt in the whole test was at a hairpin right junction and here Warmbold understeered on his racers and finished up on a pile of gravel from which it took the spectators some 30 seconds to extract him. Hauck was fastest with 4m 11s with Knorr just three-tenths of a second behind and these two were already overhauling Vetter and Dehnelt.

The next test was 10 laps of an airfield racing circuit at Mengen. One could be forgiven for thinking that this rally was in the German racing championship, for out of eight tests five were circuits of some description that called upon the cars to pass others, often at high risk to their windscreens and lights, not to mention the bodywork. Despite the long straights, Warmbold was the only man to get under 13 minutes for the ten laps and recorded 12m 56s as compared with second fastest man, Altenheimer who was on 13m 13s and Hauck on 13m 21s just behind Knorr with 13m 20s. Vetter was far behind with 13m 33s and already it began to look as if the finish could be quite interesting. Stage five was another "proper" rally test on tarmac, dirt and tarmac with a rather nasty hairpin left where the second change of surface took place. It was here that Demuth got the Celica up on two wheels — the front ones, and, not surprisingly, he rolled the car in a most spectacular way. Despite the damage, he managed to restart but could not mount the grassy bank over which he had tripped; retirement was a formality.

The next stage at Calw was a horror for it comprised 10 laps on a very small circuit of asphalt, again on a tank testing ground, and there were far too many cars allowed on simultaneously. Baulking naturally ensued and in desperation drivers tried to overtake in impossible places. Altenheimer went off twice and badly damaged the front of his Porsche as did Kurt Wallenwein who was lucky to get over the finish line with the front wheels so far apart. Herrmann did only nine laps with his Ascona thus effectively dropping him from contention and it was Peter Duge in his Porsche who set fastest time ahead of Hauck and Warmbold. The damage done to the cars by flying stones and chicanery was out of all proportion to the importance of the test.

The penultimate test, an exciting roller-coaster affair on fast tarmac, went to Warmbold again who set fastest time, taking seven seconds off Hauck to lie just one second behind the Porsche, though Achim thought that he was now practically a minute clear of the next car after Altenheimer's debacle at Calw. Out of such circumstances defeat is bred, for though the Alpine went well on the last test, a re-run of the five lap first stage, and recorded second fastest time with 4m 51s, it was Hauck, fastest with 4m 47s, which was to give him victory by a slender margin. Meanwhile, back at the Holiday Inn, it was recount time with a vengeance for not only was the outright win decided by four seconds but fourth place was a close-fought affair, one second separating Duge and Stuck; while in Group one, the KWS Escort of Dieter Gunther/Wulf Luther had a session over seconds and eventually wound up second in class and category after driving the last part of the rally with a differential that sounded as if it would break at any instant. The victory in Group one finally went to Fred Regelmann/Rudolf Rieger in their BMW 2002 Tii who, apart from Warmbold, were the only non-Porsche crew in the top ten.

The rally had been well organised but like so many German events it suffered from two things: one was the extreme shortage of good stages due to the smaller navigational events ruining any chance of internationals getting proper forest roads, and the other was an appreciation of how a modern rally can be run with proper delay allowances, results and road books. Still, the situation is that at least there is the interest and finance to run these rallies and get a good entry, so the future for German rallying is not so bad. The prizegiving took place on Sunday lunchtime and was rather neatly contrived to include the Vorderpfalz prizegiving while Reiner Altenheimer and Hanno Menne were acclaimed as the new German Champions.

JOHN DAVENPORT

17th Stuttgart Rally

1, W. Hauck/K. Gollin (Porsche Carrera) 5264;
2, A. Warmbold/J. Davenport (Renault Alpine 310) 5268;
3, W. Knorr/T. Schunk (Porsche Carrera) 5290;
4, P. Duge/E. Berg (Porsche Carrera) 5342;
5, H. Stuck/U. Stuck (Porsche Carrera) 5343;
6, W. Vetter/P. Klopfer (Porsche Carrera) 5379; 7, R. Altenheimer/H. Menne (Porsche Carrera) 5400; 8, H. Dehnelt/X (Porsche Carrera) 5459; 9, J. Brack/K. Meditz (Porsche Carrera) 5620; 10, F. Regelmann/R. Rieger (BMW 2002 Tii) 5656.

Now a sprinting Lane

Borrowing Bob Rose's car — his own broke the crown wheel in the paddock — Roy Lane set BTD and came close to setting a new record when the penultimate round of the RAC Sprint Championship returned to the Midland circuit at Curborough, near Lichfield, last Sunday. Fine weather blessed the MAC organisers and Lane did 31.17s in his class runs, but as he was not a serious contender in the championship, he forwent his chance of bettering his time in the RAC run-off.

Winner of the run off — he was making his first appearance at the course — was Alister Douglas-Osborn in his Pilbeam who recorded 31.30s to beat a determined Rob Turnbull (Brabham BT35) who did 31.84s with Rose (McLaren M 14D), third a mere whisker away.

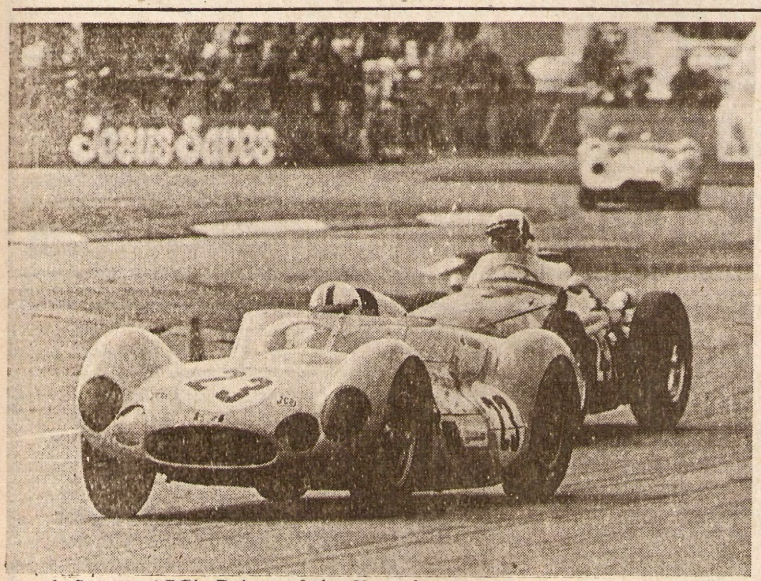
There were several surprises in the other classes. Herbert Shepherd suffered a rare defeat in his Jaguar E, lagging behind Martyn Lock's TVR Tuscan by a tenth while Alan Wood's rapid Elan went bollard bashing on both runs giving the modsports to 1300 cc class to Cyril Baxter's Marcos.

Perhaps the biggest upset, in the over 1300 sports racing class, was the handsome win by Mrs Margaret Blankstone in the family Mallock U2. She did 34.31s to beat her husband and eight other men but on her second run the throttle jamed open at the semi-circle and she thumped the bank head-on. The car was badly dented but she, fortunately, got away with bruises and shock.

BTD: R. Lane (McLaren M 14D), 31.17s.

Class winners: R. Dodkins (Porsche 911T), 41.4s; J. Bradburn (Datsun 240Z), 42.5s; N. Stephens (Imp Sport), 41.9s; D. Carvell (Cooper S), 36.2s; R. Hand (Anglia), 35.5s; M. Lock (TVR Tuscan), 39.3s; K. Heywood (Cox GTM), 37.6s; C. Baxter (Marcos), 35.6s; M. White (Porsche 911S), 36.1s; B. Kyd (FTB), 37.3s; Mrs M. Blankstone (Mallock U2), 34.3s; B. Sumner (Brabham BT 15), 38.1s; D. Franklin (Huntsman Ensign), 31.6s.

RAC Sprint Championship Positions: 1, Dave Harris, 69pts; 2, David Franklin, 53pts; 3= Johnty Williamson, David Render, Bob Rose, 48pts; 6, Rob Turnbull, 40pts.



Frank Sytner, APG's Driver of the Year, has a turn in the lead in front of Willie Green during the Historic race at Silverstone last Saturday.

Walsh's APG bid fails

With his second place in the Historic race at Silverstone on Sunday, Frank Sytner scooped the APG Driver of the Year award. His main challenger was Jim Walsh who was also entered at the same meeting, but racing a Formula Ford 2000 car for the first time in his career.

Sytner, driving the JCB Maserati Tipo 61 in the JCB/Speed Merchants historic car championship round came second to team-mate Willie Green which meant that Walsh had to win the FF2000 which came next, a tall order. He put on a good show but to win was asking rather too much.

Walsh's debut in the Formula was rather speckled. While testing Frank Bradley's Elden the previous Tuesday, the car was badly damaged in an accident out of the chicane. However, he managed to hire Charles Allan's Reynard for the race which, he said, needed rather a lot of sorting. However he qualified well on the grid and ran in the first six, finishing seventh.

Final APG Driver of the Year positions are: 1, Frank Sytner, 147; 2, Jim Walsh, 141; 3, Geoff Lees, 140; 4, Tony Strawson, 122; 5, Gerry Marshall, 108; 6, Jeff Ward, 105.

RAC FF series

An excellent idea to come from the RAC Motor Sport division is the inauguration of an RAC Formula Ford championship. Eligibility for the championship will be based on performances in other registered championships. The number of actual rounds and dates will be published separately.

Weir's last

Last Sunday's *Penthouse* Escort race, the final round of this year's championship, was also the last racing appearance of Mexico stalwart Nick Weir in the series. Nick has competed in virtually every Mexico race since the formula began five seasons ago but has decided that the time has come to sell his car.

Rose pips Griffiths

Despite a stiff breeze and swirling sand, the Burnham-on-Sea Motor Clubs', Cheltenham Cameras Weston Speed Trials last Saturday saw some extremely rapid sprinting over the half kilometer course with Bob Rose and his McLaren M14D powering to victory in the class runs and taking BTD with a great effort in the tricky conditions at 12.05s. The course record holder Tony Griffiths as always went exceptionally well at Weston with his Brabham BT33 only failing by 0.05s to get on terms with Rose for the major award of the day and in the process pipping the Fenny Marine GM1 of new hill climb champion Roy Lane by just 0.02s although Lane admits to using the wrong tyres for his second run.

The top ten run off for vital sprint championship points saw a turn about for Lane was not in contention having not registered for the series while Tony Griffiths really had a go in worsening conditions to take the ten points with a fine effort at 12.18s. Local Bristol driver Dave Harris was also in a determined mood with his McLaren M10B getting down to 12.52s to take second place in the run off and assure himself of the title of 1975 RAC sprint champion. Rose chased hard but could not repeat his earlier form slipping to 12.75s and only heading the very rapid 2.2 litre Pilbeam of sprint championship newcomer Alister Douglas Osborn by 0.01s.

Fifth place fell to the Manpower Surtees of Johnty Williamson ahead of Martyn Griffiths' McLaren M10B and the little Brabham BT35 of David Render. Eighth place fell to the indecently rapid 1600cc Brabham BT35 of Rob Turnbull ahead of David Franklin whose drive in Ken Mac-Masters' Modus did not materialise as the car broke in practice so the current second placed man in the sprint series borrowed Terry Smith's March 733 to take ninth place ahead of the Royale RP2A of Les Edmunds.

Despite the inclement weather, a few class records fell with Tony Wadsworth's Chevron based Hillman Imp clocking a fine 14.87s run to take Jonathan Buncombe's large saloon record while Bob Marsland's immaculate Chevron B31 proved devastating and well and truly reduced John Stuart's sports racing car record with a tremendous effort at 13.37s. But the record which fell by the biggest margin was the up to 500cc racing car class mark for in only his second outing in his recently acquired Voigt-Konig Special, Barry Oddy skittered to a fine victory in just 16.21s. Appropriately the Cheltenham Cameras supported meeting saw Alan Richards and the Gryphon in charge of the up to 1100cc racing car class despite being unable to approach their own class record.

BTD: Bob Rose (5.7 McLaren-Chevrolet M14D), 12.05s.

RAC SPRINT CHAMPIONSHIP ROUND run-off: 1, Tony Griffiths (3.0 Brabham-DFV BT33), 12.18s; 2, Dave Harris (5.0 McLaren-Morand/Chevrolet M10B/14), 12.52s; 3, Bob Rose (5.7 McLaren-Chevrolet M14D), 12.75s; 4, Alister Douglas-Osborn (2.2 Pilbeam-BDG R15), 12.76s; 5, Johnty Williamson (5.7 Surtees-Chevrolet TS11), 13.19s; 6, Martyn Griffiths (5.7 McLaren-Chevrolet M10B), 13.42s; 7, David Render (2.0 Brabham-Robinson BDA BT35), 13.58s; 8, Rob Turnbull (1.6 Brabham-BDA BT35), 13.94s; 9, David Franklin (1.6 March-Holbay 733), 14.16s; 10, Les Edmunds (1.6 Royale-Ford RP2A), 15.08s.

Class Winners: Mike Cannon (1.0 Mini Cooper S), 18.41s; John Symonds (1.3 Mini Cooper S), 17.03; Ted Gilbert (1.4 Mini Cooper S), 17.3s; Tony Wadsworth (2.0 Hillman Imp), 14.87s **(record);** Russ Ward (1.3 Allard Healey Sprite), 16.43s; Bob Marsland (2.0 Chevron B31 Ford), 13.37s **(record**; John Haynes (4.7 TVR Tuscan), 15.48s; Barry Oddy (0.5 Voigt Konig Special), 16.21s **(record);** Alan Richards (1.1 Gryphon 3AR Ford), 14.74s; Rob Turnbull (1.6 Brabham BT35 BDA), 13.64s; Bob Rose (5.7 McLaren-Chevrolet M14D), 12.05s.

APG's FF2000 again

Good news from APG: they're to sponsor FF2000 again next year. After a slightly shaky start, the Formula has gone from strength to strength and although the grids are still a little sparse, there's no doubt that the racing has been close and exciting.

APG chairman Peter Fatharly announced this recently, saying: "All the signs are that the Formula will really take off in 1976 and we are looking forward to backing its growing popularity."

In response to requests from drivers, the championship is being extended from seventeen races in 1975 to twenty races in 1976. There will be four rounds held at Silverstone next year instead of the one in 1975 held last Saturday.

It's been widely thought that throughout this year a number of prospective entrants to the Formula have been watching from the sidelines trying to decide whether it's the right Formula. With APG's support again and the exciting racing during the latter half of this year, the fields should pick up well in 1976.

● Kelvin Hesketh's recent appeal at Rufforth has been upheld by the RAC.

Training trust established

The RAC is to launch a Motor Sports Training Trust. At first this Trust will concentrate upon helping officials to cope with the pressures of motor sport. It is not intended to supersede the excellent efforts of existing clubs who train their officials but to channel this training into a common standard and help existing training where possible. At the moment the training is more angled towards racing, but the trust will concern itself with all motor sport. This will enable a proper system of recognition for senior officials to be put into effect. Members of the RAC specialist committees are currently concerned about the present competence of some of the higher officials of motor racing.

The Trust will be formally created within the next few weeks and initially funds will be come from the RAC.

● Meetings are currently being held by the Scottish Sporting Car Club at the Golden Pheasant Hotel, Linwood on October 15 and 22 on how to learn how to compete in car rallies using a standard car. There are lectures on navigation, a film, practical map reading and how events are organised and run. Admission is free, just turn up.

Meek's weight problem

Following a voluntary weighing session at Snetterton on Sunday between the production sports Europa brigade, one interesting fact emerged. Firstly, however, one competitor volubly refused to take part in the session, Chris Meek. However, the BRSCC's Peter Browning decided that exercise was more than just interesting and ordered Meek's car onto the weighbridge too. It was found to be "substantially underweight," apparently about 140 lbs according to one witness.

Browning promptly disqualified Meek's winning Europa, but Meek appealed to the Stewards of the meeting who backed up Browning's decision. Meek then appealed against that, too, so now it drags on to the RAC.

Meek's argument is that the car is built to a shipping weight, but the car must comply to the homologated or catalogued weight, which in the Europa's case are the same. Meek has a special twin cam, which while being allowed, is lighter than the other engines but naturally allows less weight to be taken out of the car to keep it legal.

Hathaway's third title

For the third time in four years Graham Hathaway from Maldon, Essex, has won the Suffolk Autocross Championship. He beat Mike Smith in the run off at the West Suffolk MC event at Wickhambrook last Sunday, final of the three round series.

Hathaway, in his 1300 Escort, improved his best class run by 6.7% while Smith, who had a poor time, was only able to improve by just over one per cent.

BTD went to Nobby Cresswell in his big Escort in 2m 3.4s, set up over three laps of a quick 900 yds course and Cresswell then got to the final of the eliminator to do battle with Peter Harrold in his VW. This went to Harrold after Cresswell had challenged initially but when he got two wheels in the air he had his work cut out to stay upright!

The sports car class produced a tight finish with Rob Upton beating Brian Wright by a tenth of a second, both in Elans and for once the first and second in the specials class were close together with Rod Turner (Voodoo) beating Alan Young's Jackal by half a second.

BTD: N. Cresswell (Escort), 2m 3.4s.
Class winners: B. Johnson (Mini), 2m 7.5s; G. Hathaway (Escort), 2m 13.9s; R. Upton (Elan), 2m 6.1s; P. Harrold (VW), 2m 5.7s; J. Wisbey (Datsun Cherry), 2m 17.9s; C. Richards (Escort TC), 2m 6.3s; M. Smith (Mini), 2m 6.1s; R. Turner (Voodoo), 2m 10.5s; S. Rolfe (Cooper S), 2m 6.7s; L. Wills (Mexico), 2m 17.2s.

● After all the ballyhoo about Rob Wicken's Brands Formula Ford record being equalled, comes the news that it hasn't. Jovial timekeeper Mike Eyre rechecked the watches and found the time to be 0.2s too fast. So once again the target is there for FF drivers.

Bolton's Mini revival

One of the most popular wins ever achieved on a *Motoring News* rally: that was the verdict of many last Sunday morning when Lancashire born Cyril Bolton stepped up to collect the top award after winning the Morecombe Car Club's Illuminations rally. Moreover the victory for the Cooper S — the first Mini victory for many years — was no hollow success for Bolton, with David Stephenson, not only beat the current king of club rallying Mick Briant but actually ended up pulling away.

The Cooper S scored its success with penalties of 31m 45s on an Illuminations as tough as ever. The onslaught of gale force winds and a lot of water around the route were the ingredients of a very hard night. With a 30 foot tide forecast and strong winds even the usual promenade start was discreetly moved away from the Irish Sea. Finally eighty odd crews got away.

Kevin Videan and Peter Valentine collected their only little bit of glory of the night by being fastest on the spectator section adjacent to the start but all too soon a drive shaft broke on the 24OZ on an impossible white. This caused much discussion and eventually the next control was scrubbed.

Bolton and Stephenson were there or thereabouts all night long and with some 25 crossings of the North Sea gas pipeline being asked of the navigators in Carnforth area there was no letup. Briant, with David Taylor in the RS2000 were hanging on but only just while behind them Geoff Birkett and Dave Orrick were thundering with the Ascona and collected third spot only 61s down on the runners-up.

A big gap to fourth crew John Edwards-Barton and Don Davidson (RS2000) was partially caused when they drowned out in one of several fords and an even bigger delay dropped Bill Gwynne and Terry Thorpe in their Escort to eighth equal.

1, C. Bolton/D. Stephenson (Cooper S), 31m 45s; 2, M. Briant/D. Taylor (RS2000), 34m 42s; 3, G. Birkett/D. Orrick (Opel Ascona), 35m 43s; 4, J. Edwards-Parton/D. Davidson (Escort RS2000), 43m 53s; 5, D. Cowan/F. Parker (Escort RS2000), 43m 58s; 6, T. Cowell/J. Chitty (RS2000), 44m 2s. **Semi-experts:** M. Byron/A. Whitehead (Escort TC), 55m 57s. **Novices:** J. Hartley/D. Smalley (Mexico), 58m 9s.

Ron Douglas powers his Lotus 47 in a full-blooded slide. He not only took a class win but the eliminator too.

Saunders' comeback

Falcon MC ran their last autocross at Knebworth Park last Sunday — next year it's speedocross all the way — and the last man to record BTD was Nick Seymour in his Volnik special who left everyone else behind by close on two seconds.

Man of the day for many, however, was John Saunders. Out of the sport for almost a year he brought along his big engined Mini to show the various pretenders to his crown just how it was done and he recorded 90.2s for second best time of day.

The event, final of the LCAMC Autocross Championship, and sponsored by Chris Barber, had four drivers in which a chance of taking the title from last year's winner Alan Davies. Ian Turner, however, came up against Davies in his most determined mood and that was the end of the 1300 Escort man's chances and Dave McDine comprehensively beat Barry Crump, though the latter was in an almost new car. Fourth contender Tim Fraser was blown off in the class and this left McDine winner with 63 pts, his second success in two years.

An entertaining eliminator produced a fine scrap in the final between Ron Douglas, campaigning a two litre BDA Lotus Europa, and Dave Fuell, fast becoming accustomed to his 2 litre Escort. Fuell finished half a car's length adrift after twice getting alongside the Europa.

BTD: N. Seymour (Volnik), 88.3s.
Class winners: P. Braddock (Mini), 92.1s; A. Davies (Anglia), 90.8s; L. Othen (Imp, 117.2s; R. Douglas (Lotus Europa), 93.5s; D. McDine (Mini), 92.0s; D. Fuell (Escort), 90.3s; J. Saunders (Mini), 90.2s; N. Bradshaw (Bradbuilt), 93.9s. **Ladies:** Miss E. Seymour (Mini), 94.6s.

● By winning Middle Comp at Blackbushe yet again with a 10.8s, Bob Messent took the NDRC points championship, beating Brian Mondey in the points race only when Monday got beaten by Norm Wheeldon in the Junior Comp eliminator, Wheeldon having been threatening to do this for some time now with his Jag powered Model T.

Too eagre Rees takes third

But for leaving two controls early Ken Rees and Peter Watts would have really rocked the Welsh club rally scene last weekend by running away with the Pontypridd MC Ar-Lyd-y-Nos Rally over a 180 miles route in South Wales.

Lucky to find themselves still in the results at the end of the night, they were finally classified third. Another crew to be somewhat wayward were Eric Davies and Mike Cowburn who rushed off from a passage check in the wrong direction, a misdemeanour which cost them 10 minutes and second spot.

Two selectives were included in the first half and newcomer Rees was fastest on both, one being 20 miles long, the other only eight miles.

Winners, without problems, were Howard Davies and Phil Jones in their Escort RS on 27m 11s. They finished 21s up on John Griffiths and Jim Bowie, also in an RS. Rees and Watts were third on 28m 6s while Davis and Cowburn finished fourth on 33m 18s. Geoff James and Colin Francis brought their Escort TC into fifth on 33m 55s and the leader board was completed by Andy Taylor and Paul Watkins (Cooper S), on 38m 18s.

In the Welsh Rally Championship Mick Briant still leads with 138 pts from 10 events with Howard Davies now second on 130 pts from the same number of events. James is third with 125 pts, Griffiths fourth on 86 but from only seven events. Top navigator is still John McKerrell with 138 pts from 10 events while Phil Jones and Colin Francis are now joint second on 130 pts. Jim Bowie is fourth on 76, but from only seven outings.

Novice Hucker fifth

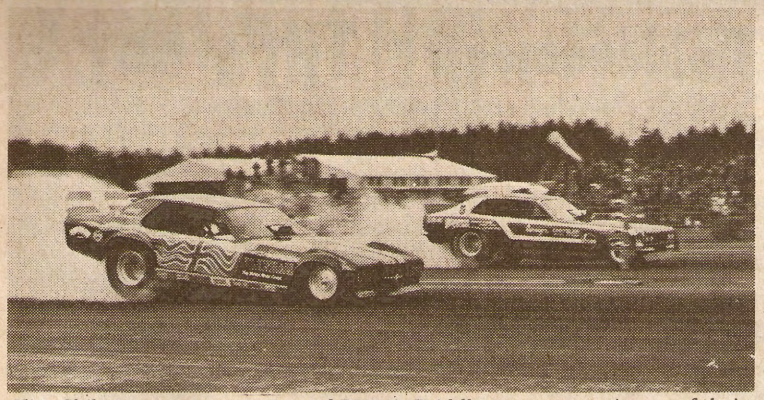
Ted Beames and Allan Edwards scored a two minute win to collect the John Parker Memorial Rally run by Weston-super-Mare MC last weekend. On the 130 mile route with 32 TCs, run in the Shepton Mallet-Frome district, they dropped 24 minutes in their Mexico to beat John Taylor and Bob Rutherford in their Cooper S.

Third, only a minute behind, were Ian Short and Roger Hunt in an RS 1800 while equally as close in fourth spot were Ian Champion and Miles Dailey in another Cooper S.

A fine drive into fifth place earned Tony Hucker and Dave Craddock the novice award in their Cooper S on 31 minutes and sixth were Stephen Davey and Tom Nutt, also Cooper S on 35 minutes.

Best mixed crew and finishing 13th overall, were Wendy Stokes and Mike Nixon in a Fiat 850 Coupe on 47 minutes, Nixon having won the event last year.

● Apologies for not recognising Roger Redsell in the Lotus 7 at Brands in our report in last week's issue. We said it was Dave Bettinson, despite the fact that Redsell's name was on the front of the car. Sorry.



Clive Skilton, nearest camera, and Dennis Priddle power away in one of their three match events.

Priddle wins match

Feature elimination of the Blackbushe drag meeting at the weekend was of course the Dennis Priddle v Clive Skilton match race for *Custom Car's* £1,000 prize fund, and with all eyes on the star performers, it was once again to be an unlucky day for Skilton. Neglecting the formalities of qualifying, they went straight into the three runs to start the meeting off. Traction at Blackbushe is never a strong point and this weekend it was just about nil, so nobody expected anything special in the way of times. The burn-outs were traditionally smokey, then both staged, with little to choose between them for potential. At the green Priddle was away first, but only by a few feet, and with tyres smoking Skilton was chasing hard when the supporting bracket on his Fire Eater bottle broke, The bottle going under the back wheel as the car neared the finish. This ruined his chances of course, slowing him to a 7.9s and 165 mph and causing a big "moment" as the car leapt into the air. Priddle meanwhile had just stopped the clocks at 7.48s and 207 mph in his Avenger funny — a truly remarkable speed.

For the second run, the luck was again against Skilton, for he had to win this to stay in contention. But on firing up the big Donovan would die as soon as the throttle was opened, and after several attempts, Priddle was left alone to run and win with a 7.75s at 206 mph.

Too late it was found that when the car had gone over the bottle, the body had flexed and the inner metal work had clouted the metering unit arm on the side of the blower, a bend that was so slight, that it had not even been noticed, but it had stopped the valve working properly and cost Skilton the chance of a £1,000. But he had some consolation in the final with an absolutely fabulous start that put a car length on Priddle that he held to the end of the fastest ever Funny Car run, not so quick at identical 7.55s times, but at 215 mph for Priddle and 211 mph for Skilton. Even Priddle must have been glad that they got a straight race in at last, win or lose.

But Priddle was not so lucky in Top Fuel, where Trevor Young cleaned up the round-robin with Roz Prior. She was having trouble getting the car to run all day as well – this eventually being traced to the fuel pump, but in the run against Young she lost fire as he had laid down a strong-sounding but hopelessly smoking run at 8.59s after having qualified at 7.54s and 211 mph, with Priddle a fraction quicker at 7.53s/202 mph.

Priddle was expected to beat him when they met, but he pulled a rare red-light but kept going to a 7.08s at 208 mph as Young eased off to a winning 10.03. With time running short at the end of the day, Priddle's car was still too hot to run Prior, and he couldn't have won anyway with Young having notched up two wins out of two, so Roz was out for a solo run that ended at mid track with another engine failure as the blower belt jumped a tooth and the resulting backfire as the blower went seized the engine solid.

Of the other three funny cars present, Liam Churchill broke the crank in his 392 Capri during qualifying, while Roland Pratt was not much troubled by Tony Froome in the rear engined car that he has just bought from Peter Barnet, Pratt turning a best of 8.44s to 10.45s.

Pro Comp had only two cars, Mike Hall and Gerry Andrews, but though Andrews was expected to win, and did, Hall took the 208 Pro-Comp championship after having notched up several wins earlier this year, together with consistent runner-up placings. But Andrews' big 427 Chevy was too strong for him as he went down 9.7s to an 8.4s and 9.3s to an 8.5s on both runs.

Similarly Pro Stock was down to two cars, Gary Goggin still being without a gearbox having sent both his AT1 units back to the States for repair. Dave Rose was waiting for a new crank and Howerd Smith a new block, which was found to be cracked following the Nova's first outing at Santa Pod the previous weekend.

So John Ledster and Tony Dickson were alone again for three runs, which as the year draws to a close seems to be happening too much in too many different classes. The first went to Dickson with an 11.4s to 12.6s. The second went to Ledster when Dickson held back a bit on the line aiming to catch Ledster's 289 Ford Mustang with his 427 Camaro by the finish to make a better showing, but he misjudged it and couldn't catch up in time with a 13.7s to 12.8s! For the third run he took no chances, running his first and only ten of the day after a particularly fine burn-out that must have really helped the tyres to get some grip to a 10.8s at 131 mph to 12.7s at 106 mph.

● Would the kind person who lent Mick Hill a Jaguar gearknob at Silverstone two weeks ago kindly contact him at Drayton 3319. Mick replaced the knob with a temporary one which was Linda Strawson's bedroom door knob. Apparently Tony Strawson requires it.

HRH: Semi-expert award

Taking the lead after lunch, John Masson and Barrie Mole scored a 40s win in their Escort TC last Sunday on the Ebworth Chase rally run by Stroud and District MC.

Five stages – two at Catcombe and the remainder in Ebworth — provided 24 miles of competitive motoring for 39 crews. Initial leaders were Alan Howse and Phil Cozens in their Avenger GT and they were holding second place into the penultimate stage when they had a puncture and fell to fifth.

Dennis Harris and Bob Bedford were seond in their Cooper S on 856s comfortably ahead of third crew Terry Nicholas/Richard Winter (Escort TC) on 890s. David Turner and J. White brought their VW into fourth place on 909s with Howse and Cozens totalling 992 in fifth.

His Royal Hignness Prince Michael of Kent did the event with Stuart Rolfe in an RS2000 and finished fourteenth on 1,176s which was good enough to win the semi-expert class. The best Stroud members Brian Morrison/P. Pitway were eighth overall in their Escort on 1,066.

Ridgeway fiery

Lancs and Cheshire CC member Trevor Buckle collected BTD in his big engined Mini at last Sunday's Liverpool MC autocross at Thurstaston, Wirral. Over five laps of a 700 yds course he had a best time of 1m 36.1s to beat Midlander Terry Westley (VW), by half a second.

G. Grimshaw was a surprised and thankful winner of the big Escort class thanks to John Clarkson collecting penalties on both runs but his wife Dorothy was second. Dave Ridgeway easily won the specials class despite the MJH Special catching fire during the day.

BTD: T. Buckle (Cooper), 1m 36.1s.
Class winners: M. Nield (Mini), 1m 49.2s; D. Barnes (Escort), 1m 48.6s; T. Westley (VW), 1m 36.7s; D. Norris (Mini, 1m 39.6s; G. Grimshaw (Anglia), 1m 46.8s; P. Newey (Mini), 1m 52.1s; D. Ridgeway (MJH Special) 1m 43.2s; M. Watson (Escort), 1m 41.1s; P. Ratcliffe (Cooper), 1m 44.0s. **Best Liverpool:** J. Granville (Audi), 1m 41.0s. **Ladies:** Miss M. Banks (Cooper), 1m 44.6s.

Squire's dramas

Challenging for an outright win at the Sherwood Forest MC autotest at Mansfield last Sunday, Dick Squire ran into double trouble. On the 18th test he broke a half shaft but repaired it in 25 minutes but four tests later he made a hash of it and eventually won his class by a mere nine tenths of a second from Ray Webb.

Dave Barney set BTD in his 1275 GT in 829.6s despite incurring a penalty on the 14th test and he collected the Chad Car Contest Trophy.

BTD: D. Barney (Clubman GT), 829.6s.
Class winners: B. Johns (Mini), 913.8s; D. Squire (Sprite), 861.0s; T. Bowsher (Escort TC), 911.6s. **Novice:** P. Jeffrey (Escort GT), 953.8s.

BRIEFLY . . . .

● Len Brammer, the Welsh Mini ace is the latest recruit to the world of FF2000. He's bought a Dulon which appeared at Silverstone under the Guy Roofing Systems/Guy Chemicals banner. Brammer had a steady run but wasn't happy about the straight line speed.

● Dave Lee Travis' non-appearance in the Radio One saloon car race at Brands on Sunday was due to the disc jockey not having a valid medical certificate. For celebrity races, it is possible to obtain a one-day licence and DLT was offered a form for Sunday but declined as he wasn't too pleased by RAC officialdom. However, the latter have their responsibilities . . .

● Apologies to Zekia Redjep for referring to him as a Greek Cypriot in our report of the special saloon race at Brands on September 28. He is, of course, Turkish and we apologise for this error.

● Regs are now available for one of the very few National status production car trials in the calendar, the Ernest Owen event to be held this year on October 19. Entries cost £2.50 to holders of a restricted rally licence and enquiries should be sent or telephoned to Peter Smith, 5 Trent Close, Burntwood, Nr Walsall, Staffs; tel Burntwood 72197. The event takes place at Tatenhill, Burton-on-Trent.

● Causing a few hearts to miss a beat at Silverstone was historic racer Hon Patrick Lindsay's pre-war Feisler Storch aeroplane. It appeared to frequently stop when airborne, but apparently was designed to do such things for the Luftwaffe at the beginning of the last war.

● The British Rallycross Drivers Association are holding a meeting in the vicinity of Wimbledon stadium (venue to be announced) on October 18 at approximately 2.30 pm to discuss the 1976 FIA regulations and 1976 British regulations plus various other matters. All interested parties are welcome. Wimbledon is the scene of the hot rod/rallycross challenge that evening.

● Burn-out of the day award at Blackbushe must go to Rod Arkinstall's much chopped Corvette Street Altered. After a long static burn with the front brakes locked, the cloud of smoke not only totally obscured the car from all angles, but as it slowly drifted forward in the wind it triggered the electronic starters and started the time running before either car was in stage! After all that he was beaten by Mory Maurice's E type!

● Hexham & District MC have around 60 entries for this weekend's 10th round of the Journal/ANECC Autocross Championship at Harlow Hill, near Ouston.

● Changes at the Mini Seven North West Centre include the appointment of Bernard Gibbons as club secretary and John Johnson as competition secretary.

● With a tie-breaker now in operation, the final top ten of the RAC Hillclimb championship now reads as follows: 1, Roy Lane, 90; 2, Chris Cramer, 82; 3, Alister Douglas-Osborn, 77; 4, John Cussins, 61; 5, Ken MacMaster, 57; 6, David Franklin, 47; 7, Malcolm Dungworth, 31; 8, Richard Brown, 24; 9, Tony Griffiths, 21; 10, Martyn Griffiths, 21; 11, Peter Voigt, 21.

Turpin's Welsh series

For the third weekend in succession Terry Smith collected a BTD award when he went to the final round of the Welsh Autocross Championship run by the Hereford MC last weekend. The new Welsh autocross champion is Mike Turpin who took his Special to an easy win in the six car run off for the series.

On a very quick 1,250 yds course, with three laps to a run, Smith collected the gold with a run in 2m 3.4s, but Gordon Bachelor was the man to watch as he roared round in his rally Escort for second best in 2m 4.2s. A classic battle between Frank Morris and Bruce Male in their one litre Mini class was resolved in Morris' favour but by only two tenths.

Tim Humphries put it across George Warren in the big Escort class by just under a second but Warren was not in his pukka car and later in the day he had to borrow Phil Griffiths' car for the run off after he had run into head gasket trouble.

Philip Martin headed Peter Vaughan in the big Minis class but Vaughan, like the other main contenders for the championship, was hanging back. In the run-off Vaughan finished third behind Geoff Hawkins in his 850 Mini.

BTD: T. Smith (Mini-Ford), 2m 3.4s.
Class winners: T. Wilson (Mini), 2m 16.2s; N. Garner (Mini), 2m 8.4s; C. Truman (Escort), 2m 12.8s; F. Morris (Mini-Ford), 2m 7.4s; T. Humphries (Escort), 2m 11.4s; P. Martin (Mini), 2m 6.4s; F. Moss (THF Special), 2m 7.2s; G. Bachelor (Escort), 2m 4.2s. **Ladies:** Miss P. Fletcher (Mini), 2m 28.2s.

Replacement

There was a hasty rush between the *Penthouse* Escort and BBC Radio 1 production race at Brands last weekend. The reason was attributed to Sports Editor Chris Witty who, having been bludgeoned into retirement yet again, wasn't able to allow John Waterman to race his car (on well scrubbed Michelin XAS in the over £1,700 Radio 1 event due to the damage incurred, while Chris was racing it, once again his rebuilt Adlards Sport just failed to be readied in time.

Pete King very sportingly allowed John to race in his identical Ronnie Scott Mexico instead and Waterman duly embarrassed a number of Capris (and the Sports Editor!) with sub 63s lap times, having started from the back of the grid.

Tiff's day

It was Tiff Needell's day at Silverstone on Sunday. The lady marshals at the circuit had voted the 23-year-old FF2000 driver their "Dish of the Day," he was on pole for the APG FF2000 race and then walked away with the race. For this he was voted APG Driver of the Day even though a driver of Reynard cars had voted Tiff's attractive girlfriend Chris, Dish of the Day.

Needell's progress in the FF2000 Hawke has really shown maturity, and unless he can find an F3 drive for 1976, he's almost certain to stay in the Hawke for FF2000 again.

Meanwhile, down at Brands Hatch, Tiff's Formula Ford mount was in the hands of its owner and partner in the sponsoring firm, Chris Hiatt-Baker. The hangliding instructor somehow lost the nose cone during his escapades and failed to feature any further.

Lindores accepts defeat

Despite blowing his cylinder head gasket on the first run Trevor Olds recovered well to record BTD at last Sunday's Berwick-on-Tweed MC round of the Journal Trophy/ANECC Autocross Championship near the border town.

Olds had a best run in 2m 15.7s in his 1275 Cooper S and another fine run was that of Geoff Manners who was second quickest in a field of 56 with 2m 17.2s.

The twisting course, nearly 1,000 yards in length, was very much to the advantage of the Minis and John Lindores, previously undefeated acknowledged the fact.

Most tired competitor was Dominic Buckley who arrived at the event with very little breather after finishing a fine 15th the day before on the Lindisfarne Rally.

BTD: T. Olds (Mini), 2m 15.7s.
Class winners: G. Manners (Mini), 2m 17.2s; H. Horne (Mini), 2m 21.6s; H. Currell (Anglia), 2m 28.3s) J. Lindores (Escort), 2m 20.4s; L. Eagleton (Escort), 2m 23.9s.
Championship (after nine rounds): 1, Lindores, 68 pts; 2, Olds, 65 pts; 3, Buckley, 56 pts.

Thompson equals record

Steve Thompson, apart from winning his ninth *Penthouse* Escort race at Brands last weekend and topping the century points mark, managed to equal the long standing class record of 61.6s in practice. This is remarkable because that record was set by Andy Rouse several years ago when slick tyres and taking Paddock Bend flat out in top gear were the order of the day. Nowadays, the Escorts have to make do with slower intermediate tyres.

● Apologies to Ashley Ward, Richard Piper, John Bright and David Hudspith for involving them, or not involving them in our *Sports Extra* Silverstone accident illustrations last week. Ashley Ward was the driver of the Ashtune Van Diemen in the pictures and David Hudspith the man bouncing across the Silverstone chicane in his rebodied Lotus. Piper and Bright had moments elsewhere.

Calton catches up

Cliff Robinson collected BTD and £15 down at the Bath MC's autotest at the Avon Rubber company's premises at Melksham, last Sunday. In his Sprite he did the 16 tests in 564.1s and was an easy winner.

Jonathan and Terry Mears collected class wins with their Mini and Austin 1300 respectively, Jonathan ending up second quickest of 30 competitors.

John Calton had a frustrating time for in addition to doing one test incorrectly he also incurred penalties on two other tests but he still won his class with his Mexico.

BTD: C. Robinson (Sprite), 564.1s.
Class winners: N. Yoward (Mini), 609.6s; J. Mears (Mini), 587.5s; T. Mears (Austin 1300), 690.9s; J. Milne (Hunter), 941.1s; J. Calton (Mexico), 665.1s. **Novices:** S. Cole (Mini), 749.9s; J. Pennell (Cooper S), 808.5s. **Best Bath:** M. Free (Escort GT), 680.0s.

Terry Mears collected a class win in his Austin 1300 at Melksham, here three-wheeling around the Avon car park.

Radford fastest on five

The Tiverton crew of Ray Radford and Barry Luxton scored a 34 seconds win on the Exeter MC's Stages Rally last Sunday, the event attracting 55 crews for the compact event which included 20 stage miles in a 40 miles road route.

Only one of the 10 stages, nine on private forest land, was cancelled. This was the sixth stage which was blocked when Ron Brown and David Bealey rolled their Escort.

Radford and Luxton, in an Escort 1800, dropped 757s and were fastest on five stages. Andy Facey and Barry Gummer (RS 2000), finished on 791s, while Tom Green and Steve James (Escort) were third on 804s. The RS 2000 of John Woolley and Mike Pearce collected fourth on 816s just six seconds quicker than Ivor Pengelly and John Pitfield who were in an Escort TC. Completing the leaderboard were Terry West and Chris Daw (Mexico) with 826s penalties.

The other class winners were D. Pool/M. Jones (Imp) and C. Simm and D. Litton (Cooper S).

● On Friday, November 7, just a couple of days before the Formula Ford Festival at Snetterton, it is planned to hold a Formula Ford drivers Dinner and Dance in Cambridge, the location being central for both southern and northern competitors who will be attending the festival. Numbers would be limited to 240, so those interested in attending should contact Geoff Cherry immediately. His daytime phone number is 01-304 8511 and evenings 01-650 8995.

B1 retires

The Cheshire Racing team of Vin Malkie and David Mabbutt hope to reappear with a two car team of U2s in Supersports next year. Their very trusty Chevron B1 is finally being given a well deserved retirement — of sorts.

The car has been competing in Clubmans and other races for nearly eleven years but this winter it is being completely stripped down and rebuilt as designer Derek Bennett built it in 1965. With a 1500cc downdraught engine, it is hoped to enter it in the appropriate championship series for cars of that vintage. Meanwhile, the Cheshire Racing Team hope to be sponsored once again by Taverners Sweets who've been supplying goodies to competitors and spectators at circuits where the team have raced.

Douglas' team

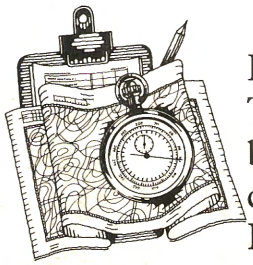
Ron Douglas has lined up two dates — in Ireland and in Scotland — for a ten strong rallycross team at the end of this month.

On October 25 the team will be near Belfast and the following day they will be at Knockhill racing against the locals at each circuit. The team will be George Warren, Nick and Judith Jesty, Mick Bird, Trevor Hopkins, John Smith, John Taylor and Rod Chapman or Hugh Wheldon.

● Former Mini driver David da Costa, now devoted to making his presence felt in the world of Mexico racing which he has done with mixed reaction for several seasons, has expressed interest in returning to Minis. Da Costa is interested in competing in the new Leyland Challenge.

● Following the success of their two speedocross events Falcon MC are planning to run four events at their Knebworth Park venue next year. A club spokesman said, "We have decided not to run any more two abreast events. The format of four abreast speedocross appeals to the public and to the organisers and even more so to the competitors."

To be taken when your big end goes.



Directions:
The other competitors are belting past you to the Forestry checkpoint.
Remain calm.
Unpack the emergency rations.
A bottle of Campari, a thermos of ice, two bottles of soda, an orange, a knife, and two glasses.
Mix two stiff drinks.
Give one to your wife.
It's the only way to get her to rally at the best of times.

There's no Camparison.