

MOROCCAN RALLY - JODY SCHECKTER - FIAT 131 TEST

AUTOSPORT

F2 championship battle continues at Rouen



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Notes from Derek Bell and Henri Pescarolo after their Austrian win clinched the sports car championship for Alfa Romeo.



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AUTOSPORT, JULY 3, 1975

EDITORIAL

Chicanery

So the decision has been taken — there will be a chicane at Woodcote corner for the John Player Grand Prix at Silverstone on July 19.

Once the idea had been mooted the eventual outcome was inevitable. We and enthusiasts everywhere are, of course, disappointed. Woodcote corner being taken at ten tenths by a Formula One car was a sight that gladdened the heart of every enthusiast who takes real pleasure out of watching man and machine on the very limit.

But we must not let emotion detract from the real point of the decision. Silverstone Circuits were faced with a very difficult task and it has been a brave move on their part to take this generally unpopular step. The reason for the insertion of the chicane in one of the world's most demanding and exciting corners is quite simply safety.

AUTOSPORT has always championed the cause of safety in motor sport and in doing so we have had to forget the basic ingredients of the sport which attracted us in the first place — no Armco, tree-lined circuits and so on. It would be foolhardy to call for the return of these days. However much it hurts one's principles we cannot decry the cause of safety in the sport. Motor sport treads a tricky path as it is, every possibility of disaster must be eliminated.

Two accidents this year, at Barcelona and Indianapolis, have shown the very real danger of cars or parts of cars flying into the crowd and causing death or injury. It is felt by certain parties that, in the event of an accident at Woodcote corner, the packed grandstands could be in danger. If the facts and figures show that this is a possibility then action has to be taken, however remote the chances are. Somebody will have to stand up in a Coroner's Court and explain why no precautions had been taken when the dangers have been pointed out.

The worrying fact of this whole business is something that stems right down to the roots of the whole sport. Why now, just three weeks away from the Grand Prix, has the danger just been realised? Why should it take a fatal accident elsewhere to make people realise the dangers? Why must it always be the circuit owners who have to take the action?

Again it all comes down to weak management. The governing body just does not have the strength to make unpopular, yet basically sound, decisions. The drivers seem unable to come up with any unanimous ideas and as individuals carry no weight. The constructors, whose job it basically is not, are strong and can see the dangers. One has to give them credit for pointing them out and trying to get things done, but in doing so they always put the onus on the circuit owners who have to foot the bill.

We've said it before and we'll go on saying it, the whole administrative structure must be re-thought. We need one body of strength representing all areas of the sport; an organisation with foresight, prepared to take the initiative before disasters occur and prepared to take and back up unpopular decisions. The current situation means that nothing really gets done and if it does it is at the last minute — in the meantime the problems become more and more acute and difficult to solve.

our cover picture

The beautiful and demanding road circuit at Rouen played host to the F2 championship series last Sunday. Our report starts on page 36.

Photo: David Winter.

Silverstone chicane—it's definite

We're afraid that it's happened. A release from Silverstone Circuits late last week announced that "after consultation with the governing bodies of motor sport, together with the Formula 1 Constructors' Association and the Grand Prix Drivers' Association, agreement has been granted by the RAC for the introduction of an additional 'S-bend' chicane at Woodcote corner in time for the John Player Grand Prix, the British round in the World Drivers' Championship, at Silverstone on Saturday, July 19. This measure has been taken after concern had been expressed for the safety of the spectators in the Woodcote corner grandstands, at current Formula 1 cornering speeds."

A circuit spokesman said: "Formula 1 Grand Prix cars are now going round Woodcote at nearly 160 mph. The lesson of very recent accidents at Barcelona and Indianapolis, which we have studied, suggests that as an additional spectator safety measure, we should either slow the cars down or strengthen the safety debris fence in front of the Woodcote grandstands. In the time available we have not been able to find a design of adequate fencing which would not block out the view of the spectators."

"Though the chicane will slow the cars into Woodcote, it has been planned in such a way as to continue to provide an exciting spectacle for the spectators."

"Because of recent decisions by the CSI, the international governing body of motor sport, to change the car regulations in the near future, the long-term nature of the corner will be decided once we have a clearer picture of the future of Formula 1 Grand Prix racing."

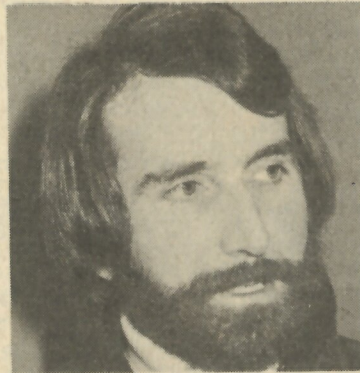
This decision is indeed a large blow to the character and nature of the circuit. While many feel that, in the interests of safety, something had to be done, a large majority of people we have spoken to feel that a chicane is a very poor way to combat the predicted "holocaust that will inevitably happen one day."

We spoke to several drivers on the subject of installing a chicane at Woodcote in time for the Grand Prix. On Monday, all of them, and we mean all, had not even heard of the decision which had been taken last Thursday. From their own personal viewpoint, and we feel obliged to underline that fact, none of them were in favour of changing the corner. However, on the subject of spectator safety, several did feel that

if a chicane was the only way of helping to eliminate the dangers of debris going into the crowd, perhaps a chicane was the answer.

Grand Prix driver John Watson said: "For the reasons they've outlined in their statement, regarding the safety of spectators, one has to agree. A chicane is right. It's the only choice at this late stage and it seems to be the most effective way of reducing speeds. Personally, I would prefer to have the corner as it is. I would like to think of it as only a temporary measure. Again, and I must stress this as a personal opinion, the thrill and challenge of Woodcote, especially when you know you've done it well, is a tremendous fulfilment."

We then spoke to Tom Pryce, the circuit's "unofficial" F1 lap record holder having taken his UOP Shadow around in 138.28 mph the other week. Tom, like Watson, also



John Watson — "effective way"

hadn't heard the news. He was naturally very disappointed indeed. "It's a shame. It's a real pity. When it comes to corners like Woodcote that what motor racing is all about." Commenting on the safety aspect which, we underlined, had brought about this decision, Pryce wasn't really convinced by it. "Suddenly they do this because of F1 cars. What about F3s in years gone by. They go around Woodcote not that much slower. Okay, so the F1s are doing close on 160 mph but when I raced F3s around there, we were taking the corner flat out at 140 mph. On top of that, you get them coming around side by side. There's no way you'll ever get two F1 cars coming around side by side. It's absolutely impossible." Tom then proceeded to give his personal views on the state of current Grand Prix racing, which don't exactly tally with some of the better-known voices within the

sport, we might add.

Moving away from Grand Prix drivers, we spoke to Ford works driver Tom Walkinshaw about the decision. "It's just panic, an over-reaction. As far as the safety aspect is concerned, an accident like the one they're trying to prevent could happen anywhere else on the circuit. What about the grandstand at Stowe. A wheel coming off a car going down the mainstraight at nearly 200 mph will bounce for miles. And anyway, I would have thought a circuit like Silverstone, with its resources, could have thought of something more original than a chicane. If they wanted to slow the cars down a bit, they could have retained the character of the corner just by moving the apex a little further out, say four or five feet, on the entry. If we lose Woodcote, we've lost the fastest corner in Britain. How are young drivers going to



Tom Pryce — "a real pity"

learn how to take fast high-speed bends? I think the results could be disastrous. It's like taking a tank to crack a nut. You must remember that many of us are professionals. We're paid to race. Okay, so we try to minimise the risk involved but racing is also an occupational hazard. It's part of the job."

Even James Hunt was heard to voice his disappointment if such a decision was taken while being interviewed on a BBC sports programme last week and then Tom Pryce even asked us whether he thought it was too late for those that didn't want the chicane installed to do something about it. Unfortunately, it seems as if the GPDA, especially following the Barcelona disaster, have given the responsibility of circuit safety over to the influential mouthpieces within the Formula 1 Constructors' Association.

F1CA want action

Following on soon after the CSI's bombshell that they were planning to clip the wings on racing cars from next year, a meeting of the Formula 1 Constructors Association took place at the Ferrari factory in Modena last Wednesday. Those present included Colin Chapman (Lotus), Bernie Ecclestone (Brahm), Enzo Ferrari (SEFAC), Teddy Mayer (McLaren), Luca Montezemolo (SEFAC), Max Mosley (March), Ken Tyrrell (Tyrrell), Frank Williams (Williams) and Peter McIntosh, secretary of F1CA.

Among other matters, the Association considered the recent CSI communication proposing changes to current Formula 1 cars, which was released without the Association's agreement as to its technical validity. The Association regards the CSI proposals as "highly debatable" and as contributing "nothing to the question of safety."

The Association, in a press communique, recalls that the President of the CSI agreed some 18 months ago to set up a "special committee," to include two members of the Association, for the purpose of planning changes to existing rules as and when necessary in the interests of safety. This promise by the President was repeated at a CSI meeting at the 1975 Monaco Grand Prix. The Formula 1 Constructors Association considers it essential that the committee be set up without further delay in order to consider such changes as may be desirable in an informed and responsible manner.

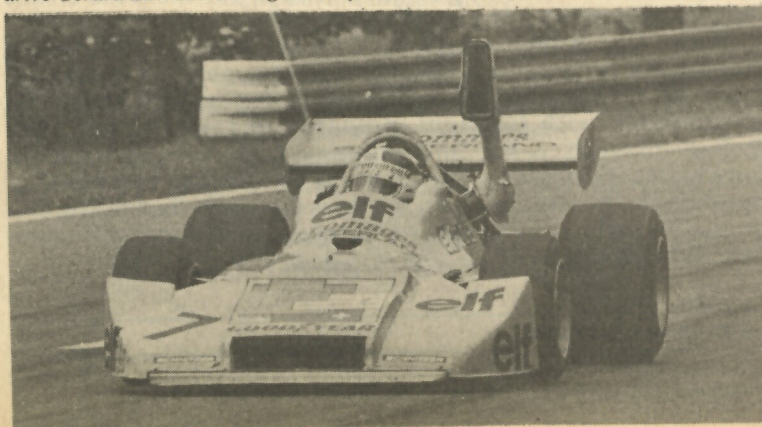
Hesketh for Ertl at German GP

There are moves afoot in Germany to try and organise the second works Hesketh F1 ride for German-domestic Austrian Harald Ertl at the forthcoming German Grand Prix on August 4.

We spoke to Hesketh team manager Bubbles Horsley earlier this week who, after stirring his thought waves, did admit to hearing vague stories about such a proposal. Apparently the idea was offered up to the team by a leading German journalist on behalf of Ertl who reckons that the suitable sponsorship and financial terms can be met with. Ertl did say at Rouen over the weekend that at this stage, everything was very much in its embryo stage.

On the subject of second Hesketh drivers, Horsley said that stories we'd heard that Jean-Pierre Beltoise might drive the back-up car to James Hunt at Ricard this weekend weren't about to come true. It was, however, discussed at one stage, although several weeks ago. Anyway, the team only have one useable chassis in their charge at the moment and that's Hunt's Dutch GP winner.

Jean-Pierre Beltoise forsook the Chrysler-powered Chevron B29 at Rouen to drive Gerard Larrousse's regular Alpine A367 instead.



Surtees— an apology

In the issue of AUTOSPORT dated June 27, 1974, Chris Witty reported that Carlos Pace had left the Surtees Grand Prix team and at the same time attributed certain remarks to Carlos Pace. Both Chris Witty and ourselves now recognise that Carlos Pace did not make the statements attributed to him which were defamatory of John Surtees and the Surtees Grand Prix team, and we would now like to take this opportunity of apologising to John Surtees and the Surtees Grand Prix team for any distress and embarrassment which has been caused to them.

Henton's works JPS

Brian Henton will officially drive a third works John Player Lotus 72 at the British Grand Prix on July 19. That news, which we've expected during the past couple of weeks, was confirmed by Lotus team manager Peter Warr on Monday evening when we spoke to him.

Henton, who tried one of the team's 72s at Silverstone the other week, continued his test programme with the Lotus team at Snetterton last Thursday when he spent most of the day trying one of the 72s fitted with a longer ("by about 5 or 6 inches" said Warr) wheelbase. Although the Lotus team have tested at Snetterton before, they haven't run an F1 car there since parts of the new, shorter track was modified. Consequently times were irrelevant although Henton, grabbing with the 72s spectacular cornering attitude, was lapping around the minute mark.

Warr said that they've been very pleased with Henton's performances in testing. "It's been a worthwhile exercise" said Warr, "and he takes it very seriously." Warr added that Henton's car sorting attributes helped them greatly as the problem they've found with team leader



Brian Henton - "worthwhile"

Ronnie Peterson is, "he'll hide the mistake, he's so bloody good!" Henton's views on the car "have been able to confirm Ronnie's pigeon English theories in a good old Derbyshire accent."

Henton will team up with both Peterson and Jacky Ickx for the British Grand Prix and when we asked Warr about his future with the team and also that of Jim Crawford and even Rene Arnoux, Warr maintained that Lotus were interested in all three because "as you may, or may not know, Ickx's contract does run out at the end of this year."

Migault for Frank

Back again in F1 this weekend, having had a brief flirtation with the Embassy Hill team is Frenchman Francois Migault. He will probably drive the second Frank Williams car alongside Jacques Laffite at Ricard.



No F3 for Roos

Bertil Ross won't be driving a works F3 GRD at the British Grand Prix meeting after all. This news was told to us on Tuesday by GRD boss Mike Warner who said that the Swede had now discovered a prior Formula Atlantic commitment in Canada.

So Roos' seat in the works GRD will be taken by Japanese "newcomer" Shaw Hayami who, you may remember, tested the Japanese Maki F1 car several times last year. Hayami has gone well in testing at Snetterton recently and will take in at least three F3 races with the car starting at Silverstone.

Arnoux back in charge

Following his defeat at Clermont Ferrand the previous week by Marc Sourd, Rene Arnoux fought off a last minute challenge by Dany Snobeck's UFP sponsored Martini at Rouen before the F2 race last Sunday.

Quickest in practice were the two Ecurie Elf sponsored Martinis of Didier Pironi and Arnoux, but the whole of the first seven were covered by just one second, so a keen race was expected. At the start, the two Elf cars, with Pironi leading, got away cleanly, and by lap two of the 20 lap race, they were leading Jean Ragnotti and Snobeck, these four already opening up a gap to Richard Dalles's Martini, and then a snarling bunch, headed by Alain Cudini. From this bunch, Alain Couderc was an early casualty, tangling with Jacques Coulon's T410. This allowed Cudini and Dalles to draw away temporarily but up front, the four were still tight together.

Then on lap eight, Pironi struggled round with a punctured rear tyre which meant that Arnoux was now leading Snobeck, who was taken for a couple of notti, and then got it back again. Cudini had got by Dalles meanwhile and was pulling away. Arnoux, towards three quarter distance, was easing clear from Snobeck and Ragnotti, but Cudini was slowly hauling in these two and as the laps ran out, so Snobeck hauled in leader Arnoux. But Arnoux held on to win by 1.5s after 40 minutes of racing, for his fifth victory in the series, from Snobeck. Then there was a gap to Ragnotti leading Cudini's March home by less than 2s. Dalles was nearly a minute away in fifth. Coulon and Sourd, who dived together for sixth place, both retired with mechanical problems.



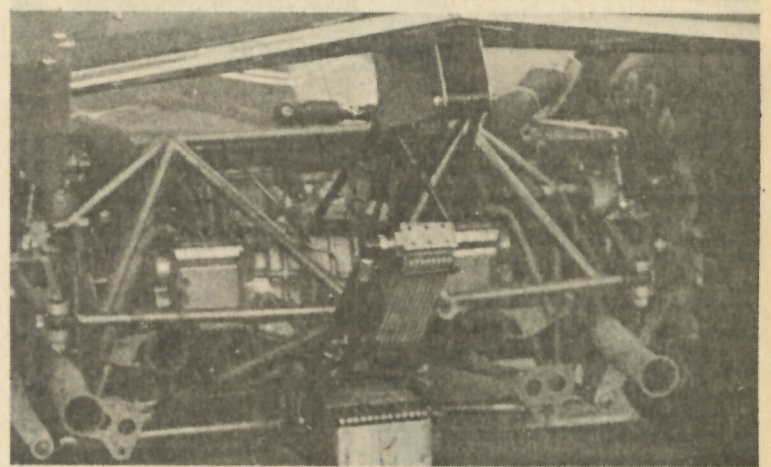
A. J. Foyt and his Gilmore Coyote moved further toward regaining their USAC crown when the Texan veteran succeeded in seeing off the potent Sinmast Wildcats of Wally Dallenbach and Gordon Johncock to win last Sunday's Pocono 500, the third race in this year's famed USAC "triple crown".

From the start it was Johncock who led away chased by Foyt with Mario Andretti moving up well in the Viceroy Eagle. Also in the hunt were Jerry Grant and Dallenbach while Indy 500 winner, Bobby Unser, hung fire and led the second bunch.

Andretti was destined to retire with a burnt piston while Grant and the Unser brothers were also due for the sidelines, Grant with a broken oil pump, Bobby U with gearbox trouble and Al U after the turbocharger butterfly orifice fell off.

Foyt moved to the front and began to draw away, Johncock giving chase and this eventually was to cause his downfall when the Wildcat crashed trying to keep up. Dallenbach then took up the pursuit, but there was no way his regular Offy (not the latest Sparks Goosens Drake unit) could hang on and, when the race was finally stopped 30 laps from the end because of rain, Foyt was the clear winner.

Third, and a lap down, was Billy Vukovich (Eagle) ahead of Roger McCluskey (Rocket), Gary Bettenhausen (Eagle) and Johnny Rutherford's down-on-power works Gatorade McLaren M16D.



Ferrari are known to have been experimenting with a De Dion rear suspension set-up on their latest F1 car. This new technical feature is said to allow the Italian car to put its power down better thanks to slight variations in the camber. The new technical refinement had already been applied to the 312 "snow-plough," but the results weren't terribly conclusive. But now, using a car with transverse gears, it looks as though many difficulties have been overcome.

Italian Giorgio Francia survived this horrific accident at Rouen last weekend when, after something broke on his Osella, it careered along the barrier, vaulted it, smashed a marshal's tower and ended up in the valley.



Another for Hunt?

The question everyone will be asking is "can he do it again?" The man in question is our own James Hunt. Can he repeat his brilliant Dutch GP win over the all conquering Ferraris of Niki Lauda and Clay Regazzoni at the French Grand Prix this weekend? Well, after 54 laps of the 3.61 mile circuit on Sunday afternoon, it may just well have happened.

However, the Ferraris of Lauda and Regazzoni, their 485 prancing horses apiece, will be itching to unleash the full might of their power down the long fast flat featureless Ricard straights. Everything seems to be going right for Niki at the moment. The points are massing; his championship lead gets better at each race; can he maintain it? Remember, this could be a race where the team might well have to do without the services of their injured team manager Luca Montezemolo.

Hunt's Hesketh has featured well at the circuit in testing earlier this year while both the Shadow DN5s of Jean-Pierre Jarier and Tom Pryce have done likewise. There's no doubt that Jarier will be superquick here.

Challenging hard, as always, will be the two Martini Brabhams for Carlos Reutemann and Carlos Pace while the Elf Tyrrell team will have three 007s on hand for regulars Jody Scheckter and Patrick Depailler plus the "guest" appearance of Jean-Pierre Jabouille.

When the race was last held at Ricard two years ago, Scheckter showed just what the McLaren M23 was capable of. Has Emerson Fittipaldi the tenacity to uphold the car's capabilities there? We are sure team-mate Jochen Mass has.

Ronnie Peterson (who won his first GP here in 1973) and Jacky Ickx are once again in their Lotus 72s while Alan Jones continues to support Tony Brise in the Graham Hill Embassy team. Other teams that remain unchanged since the last race



Paul Ricard - flat and featureless.

in Holland are March Engineering with Vittorio Brambilla and Lella Lombardi, a lone Surtees for John Watson plus the return of Mario Andretti and the Parnelli together with the Penske for Mark Donohue. Then there's Wilson Fittipaldi's Copersucar and Bob Evans in the singleton Stanley-BRM, while Frank Williams has still to decide quite who will partner Jacques Laffite as Ian Scheckter has now returned to South Africa and Arturo Merzario is still "being rested."

Finally the Ensign team are taking two cars, including the new one first seen in Holland. Both Gijs van Lennep and Roelof Wunderink have been nominated as drivers and it looks as if Jean-Pierre Beltoise's plans from last week have fallen through.

The race will receive the usual excellent BBC radio coverage on the major sports programmes over the weekend while Ed Stewart's Sunday Sport will broadcast the results on the dot of 7 pm.

Ehrlich buys Lotus 73s

Do you remember the Lotus 73s? They were the tiny eye-catching trick F3 cars which Lotus produced in 1972 and driven by Tony Trimmer and Bernard Vermilio under the John Player Special guise. The cars proved very troublesome and difficult to sort, although Trimmer did give one of them an excellent win at Mallory Park.

Towards the end of the year, Lotus produced a modified version of the car (the 73B) with which they intended to carry on racing in F3 the following year. However their sponsors refrained from their F3 activities and the cars thus became dormant in the infamous Hethel hanger.

However Doctor Joseph Ehrlich has acquired them, renamed them Ehrlich Lotuses (with the works approval, so we're told) and entered one of them at the Monza Lotteria last weekend. The car was driven by

the young Belgian Patrick Neve who was without a drive, the Safir team being unable to afford the finance to travel down to Italy for this important BP F3 championship qualifier. Neve is currently lying second in the series.

Ehrlich's invitation to Neve was gratefully accepted, even though the car hadn't turned a wheel in anger for at least two full seasons. Naturally problems intervened, albeit mechanical, and Neve was kept well out of the hunt. Ehrlich's other car, formally the EMC, was driven by its regular driver American Tony Rouff at Monza, although he too was out of luck.

Neve intends to become reunited with the Safir team in time for the next round at the British GP. Meanwhile, it remains to be seen exactly what lies in store for the reincarnated Lotus 73.

Damien Magee on the lookout

Seen spectating at Brands Hatch last weekend was Ireland's latest Grand Prix driver Damien Magee. However, Damien was quick to point out that besides his contractual obligations to Brabham and Bernie Ecclestone, he is still looking for good drives in either formula or sports cars. At the moment his Formula 5000 drive with the RAM team is pending further negotiations within the organisation, this being due to the current restructure taking place at their North London workshop.

Magee did say that he was flying off to Canada this week (he was due to leave on Tuesday) to join Allan McCall's Tui Atlantic team for at least a couple of races in the Canadian Player's series, the first of which takes place at St Jovite this coming weekend.

Magee will partner John Nicholson as Brett Lunger, despite a good showing in the last race at Gimli (see page 26), isn't being kept on by McCall as a driver. It is expected that Lunger has another Atlantic deal in the offing.

As to the chances of Magee running in the ex-Harry Stiller F1 Hesketh, now owned we gather by Tony Brown, there were no immediate plans as such and, as Damien pointed out, being a contracted driver, he was obliged to ask Ecclestone's permission first before embarking on any F1 ventures other than with a Brabham.

Knockhill 2L looking good

Entries look good for the 2-litre sports car race at Knockhill on July 13. John Lepp will be taking along the works March but will have the two KVG Chevrons of John Hine and Ian Grob, Martin Raymond's Fisons B31 and Guy Edwards' CI Caravans Lola to contend with. Others entered include Richard Scott, Iain McLaren, Andrew Jeffrey, Richard Lloyd and Ian Bracey.

New Talon

Feeling unhappy with the progress of his Interscope-entered F5000 Lola T400 in the opening two rounds of the American F5000 series, former works Talon driver Jon Woodner is switching back to the Talon marque for the remaining races of this fiercely competitive series.

Ted Field, who finances Interscope Racing, has given team-manager Carroll Smith and Woodner the go-ahead to purchase a new Jack McCormack-produced Talon which will be ready for the next round at Watkins Glen on July 16. Thus Woodner will partner reigning Tasman champion Warwick Brown in a two pronged Talon attack with the obvious aim of clawing back the ground lost to the Lola T332s of Brian Redman and Mario Andretti.

Woodner's T400 will be handed over to former drag racing star Danny Ongais now that his T332 is nothing more than rubble following his extensive shunt at Mosport during the last race. The car will revert to conventional springing and the intricate rising rate front and rear suspension geometry will be discarded.

Ferrari test

Gabriele Serblin, Giancarlo Martini and Lamberto Leoni, three Italian drivers who are currently competing in Formula 2 this year, were given a chance to try their hand in a Formula 1 Ferrari at the team's Fiorano test track the other week. It was a strange affair for neither drivers were told to go very quickly and in fact their lap times were slower than in their F2 cars. Quite what was the point of the exercise is a typical Italian mystery for Ferrari have no real intention of adding any youngsters to their team.

The car used was one of last year's B3s, last raced at Kyalami this year by Niki Lauda. The car was, in fact, lent to Sig Minardi of the Scuderia del Passatore team and no works mechanics were present. Martini proved the quickest, although quite whether anyone was attempting to actually try is doubtful.

Atlantic Ralt

Ron Tauranac's new Ralt concern has produced its first ever Atlantic car. It is naturally based on Tauranac's existing RT1 F3 car and the announcement couldn't have come at a better time, especially with Larry Perkins' superb win in the Monza Lotteria last weekend.

The Formula Atlantic Ralt has been built to order for Hong Kong's John MacDonald who will race it in the Far Eastern series of races which cater for Atlantic specification cars.

The car is powered by a Ford Cosworth BDM 1600cc motor. This is a new line produced by Cosworth naturally based on the BDA. The "M" is just the new designation for their large valve fuel injected "Atlantic" spec engines which are eligible in the Far East.

● The Irish Formula Atlantic contingent are coming over to England to compete in the John Player race at the British Grand Prix. Already entered are Patsy McGarrity and the Pollock brothers, Jay and John.

Rosberg wins at Norisring

Supporting the festival of G2/G4 racing last weekend, which the Germans rightly feel should be the ideal basis for the current FIA recognised G2 and GT championships, was another round of the Castrol GTX Formula Super Vee series at Norisring.

Once again it was Keijo Rosberg who emerged on to the winner's rostrum having taken his familiar Modes Kaimann to yet another win. However the drive of the race came from reigning GTX champion Kennerth Persson who, like Rosberg, was the victim of differing track conditions in practice, and had to start well down the grid. Persson was involved in a first-lap melee which rooted his full-width nose but he drove hard and fast to pip Kozarowitzky's familiar ATS Lola for the runner-up spot. The next places were taken by Louis Kristen's LCR and the Kaimann's of Dieter Engel and Hans Royer.

Perkins' Monza F3

Australian Larry Perkins made up for all the disappointment that's bugged him and Ron Tauranac's Ralt team this season when he convincingly won the Monza Lotteria at the infamous Italian speed-bowl last Sunday. The race, which took place under very hot conditions, was also a qualifying round in this year's BP F3 championship and so it quite naturally attracted a good entry, many no doubt spurred on by the excellent prize monies being offered. Apart from the usual hoards of Italians, the "Europeans" brought the entry up to a staggering 75 cars. Consequently the race was split into four qualifying practice sessions and two 10-lap qualifying heats, the fastest 25 going through to the final.

Fastest overall in practice was Perkins who took his Ralt around in 1m 49.1s. This was a full second inside the course record. Next up was Alex Ribeiro in the works March and just a little slower while teammate Gunnar Nilsson, the current BP series leader, also would have been well up, had he been able to start.

Unfortunately for the Swede, while attempting a real flyer, he clipped one of the high chicane kerbs and the March flipped over several times. The car was written off and Nilsson escaped with a big headache and paint missing from his helmet!

Nilsson's demise wasn't able to help Patrick Neve, however, for the Belgian, who's currently chasing Nilsson in the series, had many problems driving one of the ex-works Lotus 73s now owned by Dr Joseph Ehrlich. This drive came about because the Safir team hadn't been able to make the trip.

Nilsson wasn't the only one to have a big accident for Gianni Savoia, Conny Andersson's lanky Italian team-mate (and a wealthy one at that) rolled his March 753 end over end in a pre-race testing shunt the day before.

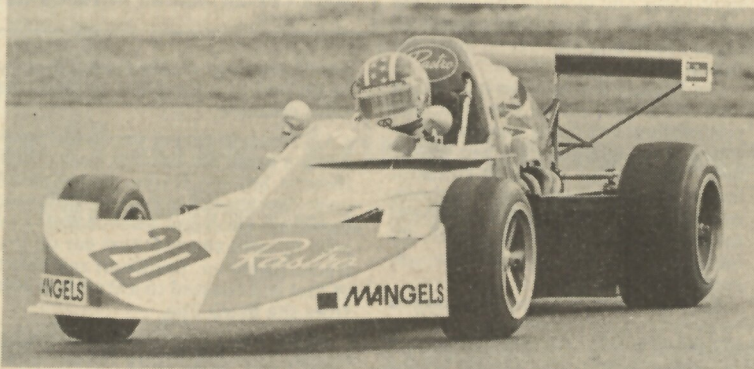
Ribeiro took the honours in the first heat quite comfortably while New Zealander Richard Hawkins (Ratcliffe Springs March) did well to hold off Conny Andersson's March, although both were eclipsed by Italian national F3 series leader Gianfranco Brancatelli.

There was a big shunt in this race when Savoia totalled his second chassis of the meeting at one of the chicanes. Pierre Dieudonne, in one of the B&O Marches, had to spin to avoid the incident, dropping to the tail and therefore failing to make the final. Bits and pieces of Savoia's wreckage hit Fritz Stehlin in the second works Modus and the unfor-

tunate Swiss driver was found to have broken his shoulder afterwards, although he struggled gamely on holding the steering wheel between his knees and uninjured arm. He failed to make the final, not that he would have started anyway.

Further back, the unfortunate Neve also failed to make the final as his engine was down on power and, from 21st on the grid, he could only finish 15th. The other Erlich car,

Alex Ribeiro's actions at Monza last weekend may well have got him into very serious trouble with the authorities.



driven by Tony Rouff, spun when the American clipped a chicane and pulled a radius arm out of the chassis.

The second heat, like the first, belonged to one man for Larry Perkins cantered home an easy winner ahead of the Italian contingent. Danny Sullivan, in the other works Modus, qualified seventh overall but had to endure a misfire throughout and never made it to the final.

In the final, it soon became apparent that this was to be a three-horse race for up front were Perkins, Ribeiro and Italian Fernando Spreafico in his GRD 374. The Ralt driver was obviously using his head for the latter pair were really at it hammer and tongs. It must have been quite amusing for the spectating Gunnar Nilsson.

Eventually Ribeiro's antics allowed the Ralt to break clear and once a gap had established itself, Perkins was left to canter home to a thoroughly deserved win, especially after so many near misses this season.

Behind him Ribeiro and Spreafico were still at it and on the run in to the flag, just as the Italian was about to pull out of the Brazilian's tow, Alex gave the GRD a huge chop and poor Fernando found himself taking the flag sideways and on the wrong side of the marker cones which divide the

old circuit from the new!

The whole incident was recorded on closed circuit TV and the Italian organisers had no alternative but to disqualify Ribeiro for dangerous driving.

Of the British-based runners, well up on the final grid were Hawkins, Herve Regout's B&O March, Graham Hamilton's Ecurie Ecosse car and Bob Arnott in his Swansong Records March. Hawkins was destined to spin off while Hamilton also spun after lying sixth at one stage. He restarted to finish within the top dozen finishers. Conny Andersson and Renzo Zorzi, both winners of

Championships

Graham . . .

Richard Lloyd suffered a tremendous set-back at Snetterton last Sunday when his down-on-power Chevrolet Camaro could only struggle home in fourth place during the latest round of the Southern Organs/RAC National Touring Car championship. Even at this stage of the season, Lloyd has scored in enough rounds to have to start dropping points (only the best nine results count) and so his result failed to move him ahead of the current leader Andy Rouse, who also failed to score.

However, the man who has benefited from both Lloyd and Rouse's misfortune is Stuart Graham who took his Fabergé sponsored Camaro to a handsome win. In doing so, Graham is now just one point behind Rouse while small class leader Win Percy in the nimble Toyota Celia isn't far away. The leading positions are:

Drivers: 1, Andy Rouse, 67 points; 2, Stuart Graham, 66; 3, Richard Lloyd, 63; 4, Win Percy, 59; 5, Bernard Unett, 51; 6, Gordon Spice, 46; 7, Vince Woodman, 37; 8, Jennifer Birrell, 28; 9, Roger Bell, 27; 10, Barrie Williams, 26.

Manufacturers: 1, Chevrolet Camaro, 81 points; 2, Triumph Dolomite Sprint, 69; 3, Ford Capri 3000, 65; 4, Toyota Celia GT, 62; 5, Hillman Avenger GT, 58; 6, Open Commodore GS/E, 36.

* Best 9 results.

Brise . . .

Tony Brise is now very close to taking the lead off Richard Lloyd in the Tarmac Championship, especially if he goes well in this weekend's French Grand Prix. However, Stuart Graham is the man to watch and his recent string of victories with the Brut Chevrolet Camaro have, like in the SO/RAC series, brought him right into contention. Also moving up well, especially following his wins at Le Mans and the Osterreichring on Sunday, is Derek Bell. Leading positions are:

1, Richard Lloyd, 174 points; 2, Tony Brise, 168; 3, Stuart Graham, 166; 4, Andy Rouse, 140; 5, Derek Lawrence, 124; 6, Derek Bell, 115; 7, Jim Crawford, 107; 8, Ian Taylor, 106; 9, Bernard Vermilio, 105; 10, Jeremy Rosstter, 99.

Crawford close

Although Richard Morgan won last weekend's John Player Formula Atlantic round, it was Jim Crawford who profited most by being able to inch a little closer still to Tony Brise in his quest for the John Player title. Brise was able to come home mere inches behind Crawford and, with just three rounds, left, it remains to see whether the Chevron can continue applying the pressure on the seemingly invincible Modus. Leading positions are:

1, Tony Brise, 132 points; 2, Jim Crawford, 105; 3, Richard Morgan, 58; 4, Cyd Williams, 56; 5, Val Musetti, 44; 6, Peter Wardle, 40; 7, Nick May, 36; 8, Ted Wentz, 33; 9, Stephen Coularton, 32; 10, Dave Morgan and Ray Mallock, 27.

● Following his fine fourth place in the Britannica 2000 race at Brands Hatch recently Chris Skeaping tells us that he would desperately like to have some more drives in this or any other category. "The problem is," says Chris, "I haven't got any money." His drive at Brands is one of the Aloy Marches was his first race for a year and only his second in two seasons.

previous rounds, retired with engine problems while fastest lap in the final went to Italian Luigino Grassi who had, in fact, hired Terry Perkins' Ralt for the occasion, thus making it a great day for Ron Taurance and his enthusiastic band.

Monza Lotteria BP F3 — round 8 15 laps — 46.60 miles

1, Larry Perkins (Ralt-Novamotor Ford t/c RT1), 27m 04.07s, 187.944 mph; 2, Fernando Spreafico (GRD-Novamotor Toyota 374), 27m 44.07s; 3, Alessandro Pesenti-Rossi (March-Novamotor Toyota 743), 27m 44.90s; 4, Gianfranco Brancatelli (March-Novamotor Toyota 753), 27m 45.40s; 5, Piercarlo Ghinzani (CRS-Novamotor Toyota), 27m 56.60s; 6, Ulf Svensson (Brabham Novamotor Ford t/c BT41), 28m 05.8s; 7, Anders Olufsson (GRD-Novamotor Ford t/c), 8, Herve Regout (March-BMW 753), 28m 06.48s; 9, Bob Arnott (March-Brown Ford t/c 743), 28m 06.53s; 10, Boris Kessel (March-Novamotor Toyota 743), 28m 07.01s.

Fastest lap: Luigino Grassi (Ralt-Novamotor Ford t/c RT1), 1m 49.2s, 109.549 kph.

Heat 1 (10 laps): 1, Alex Ribeiro (March-Novamotor Toyota 753), 18m 28.2s; 2, Brancatelli; 3, Richard Hawkins (March-Novamotor Toyota 743); 4, Conny Andersson (March-Novamotor Toyota 753); 5, Regout; 6, Graham Hamilton (March-Novamotor Toyota 753). **Fastest lap:** Brancatelli, 1m 49.4s.

Heat 2 (10 laps): 1, Perkins, 18m 23.3s; 2, Zambatti (March-Novamotor Toyota, 743); 3, Spreafico; 4, Rossi Pesenti-Rossi; 5, Conny Lungfeldt (March-Novamotor Toyota 743); 6, Ghinzani. **Fastest lap:** Spreafico, 1m 49.1s.

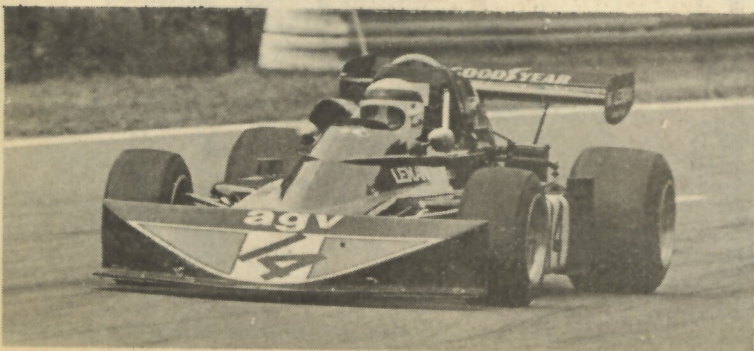
● None of the leading positions in the BP F3 series have changed following the round at Monza last weekend. Only Larry Perkins makes any progress, moving up to equal fourth overall with Conny Andersson.

Monza okay

The Formula 1 Constructors Association have "noted that the Monza circuit has been approved as complying with the CSI's safety regulations by the CSI sub-committee for circuits and safety. The Association therefore confirms its participation in the 1975 Italian Grand Prix in accordance with its contract with the Automobile Club of Milan without, however, giving any similar undertaking for 1976."

That's the latest release on behalf of FIA regarding the future of this year's Italian Grand Prix which will be held at Monza on September 7.

The Brian Koenen owned, Ford powered F2 March 752 was hired out to Frenchman Jean-Pierre Jaussaud at Koenen last weekend. He obliged with a good fourth place.



Fitz heads Gelo 1-2-3

Staged in the great monolithic concrete stadium that used to be the venue for many Nazi rallies, close on 100,000 spectators packed themselves into the Norisring last Sunday to witness a challenge match between the cream of Germany's G4 Porsche Carreras and the might of Ford and BMW with their works G2 cars. Also on the agenda was a qualifying round of the European GT Championship and, as in the main event which was to follow, it proved an absolute field day for Georg Loos and his Gelo Porsche Carreras.

The European GT qualifier fell to Britain's John Fitzpatrick and the win now moves him to the head of the series once again while teammate Toine Hezemans managed to overcome the threat of Messrs Mass, Peterson and Stuck to win the main feature later in the day.

Starting off with the European GT round, this was held in the morning and it resulted in a fine one-two-three for the Gelo team. The circuit is particularly hard on brakes and, like last year, many teams were experimenting with water cooled systems. It didn't, however, seem to affect the Gelo Carreras for both Fitz and Hezemans circulated in convoy finishing the 66 laps just 0.3s apart. Schenken was a further half minute adrift and the only other runner on the same lap.

Hans Heyer in the Erwin Kremer Carrera ran well initially, mixing it with the lead cars until he spun. It took him 1½ laps to realise that he'd knocked the ignition switch off in his haste. He finished 5th, albeit a lap down, and behind Claude Haldi's Carrera.

Current series leader Clemens Schickentanz in the Tebernum Carrera blew up an engine while the second car driven by Hartwig Bertrams had to pit. The Lancia Stratos of Italian Carlo Facetti made a long pit stop complaining of brake problems.

In the larger (over 2-litre) division of the German G2/G4 Championship round which followed, run over the same race distance as the GT event, it was Jochen Mass all the way in the works 3.4-litre Ford Capri RS3100 V6. Mass completed the race at a faster average speed than Fitzpatrick so it was obvious that the Capri was the fastest car on the track. Jochen's fastest lap was

almost one second faster than Hezemans'.

The works BMW CSL, basically an IMSA spec car, was to be shared by Hans Stuck and Ronnie Peterson. The former would take part in the German national race while Peterson would handle the car in the main feature. However, things didn't go according to plan.

While Stuck was being interviewed for German TV, Ronnie took the CSL out during an unofficial session and promptly shunted the car. The Swede lost it going into the tight Esses and clouted the concrete wall. The BMW mechanics spent all night rebuilding the car in time for the race.

Predictably it was Mass and Stuck who thundered off at the start, the pair of them swapping places two or three times on that first lap. However, Stuck soon began to run into brake problems and this eventually caused his retirement. The BMW mechanics then set about overhauling the system so that Peterson could start later on.

Only Reinhardt Stenzel managed to keep his Carrera on the same lap as Mass while Helmut Kelleners (Kremer Carrera) and Harold Grohs (Faltz Alpina BMW CSL) were next up, although a lap down. Two laps adrift was Reine Wisell in the third Tebernum Carrera ahead of Albrecht Krebs (Schnitzer BMW CSL). Retirements, because of brake problems too, were Urs Zondler's Schnitzer CSL and Swede Rune Tobiasson.

There then followed a smaller race for the under 2-litre division and here a fine tussle ensued between Jorg Obermoser's Schnitzer BMW 2002 and the Zakspeed Escorts of Hans Heyer and Klaus Ludwig. Victory finally went to Obermoser (his second in a week) after Heyer retired his Escort with a blown engine and Ludwig ran into gearbox problems with the latest Mk2 version. However, he was able to finish behind the BMW and retain his interest in the German national series.

And so to the main race with the fastest 10 runners from each of the earlier races making up the grid. Mass started from pole while Peterson had to start from the back in the works CSL. The Swede did, however, charge up through the pack extremely well until the brake problems

This weekend...

SILVERSTONE

The only major race meeting in Britain this weekend is at Silverstone where the BRSCC (Midland) are in charge for the Tricentrol Super Saloon Trophy meeting.

Everyone will be hoping for a repeat of the Oulton Park Tricentrol Superloon battle between Alec Poole and Gerry Marshall this time, perhaps, with some of the bigger point and squirt machinery joining in. Other entries include Ian Richardson's Corvaire, Martin Birrane's Ca-

vened once again. He rejoined, only to pit and quit for good around one third distance.

Up front, Mass led only until lap 8 when a small pin holding part of the throttle linkage broke. He rejoined well down, but drove with great verve to entertain the crowd and soon became the quickest car on the track. However, the Capri ran short of fuel and coasted to a stop just 30ft from the finish line.

When Mass relinquished the lead, Hezemans gratefully took over control and that's how it stayed with Fitzpatrick content to let Toine pick up the £3,000 first prize of the £18,000 prize fund by 4.5s. Stenzel and Kelleners were the only others on the same lap with Haldi and Grohs a lap down.

Notable retirements included Schenken, who was hit up the back and knocked into the wall by Grohs after four laps, while Heyer quit later on with gear selection problems. Both the Tebernum cars of Schickentanz and Wisell encountered engine dramas, although Wisell did struggle through to the finish and Krebs put his car into the dead car park with brake problems as did Zondler with ignition dramas.

Norisring, West Germany
European GT Championship — round 3

66 laps — 94.314 miles

1. John Fitzpatrick (3.0 Porsche Carrera RSR), 1hr 03m 29.0s, 143.46 kph; 2. Toine Hezemans (3.0 Porsche Carrera RSR), 1hr 03m 29.3s; 3. Tim Schenken (3.0 Porsche Carrera RSR), 1hr 04m 00.0s; 4. Claude Haldi (3.0 Porsche Carrera RSR), 65 laps; 5. Hans Heyer (3.0 Porsche Carrera RSR), 65 laps; 6. Cees Sievettsen (3.0 Porsche Carrera RSR), 64 laps.
Fastest lap: Hezemans, 56.5s, 147.85 kph.

pri, Nick Whiting's Escort and Joe Russell's Camaro.

Hopefully the F3 boys will make a better showing for a non-championship race this week. Among those entered are Ian Taylor, Richard Hawkins, Tony Rouff, Mike Tyrrell, Tim Brise and Bob Arnott.

Well over 100 Formula Fords have entered for the National Organs round which will require three heats and a final to sort out the points scorers. Needless to say everyone who is anyone in this hectic category is entered and between them they should provide some thrilling racing.

A number of the Super Saloons will be having a second outing when they compete for points in the Simoniz Special Saloon Car Championship round although, of course, this will be open to the smaller engined cars as well. Like all the other races this too has a capacity entry.

Completing the programme will be a round of the Elf Renault 5 Challenge which could prove to be as exciting and as hairy as the FFs.

Racing starts at 3 pm.

CROFT

D. C. Cook and Direct Tapes, the sponsors of the BRSCC Production Sports championship are also giving their name to the Northern Centre's race meeting at Croft on Sunday. Naturally enough one of their championship races is on the programme with all the usual runners, Chris Meek, Rod Gretton etc entered. The seven race programme has plenty of variety with events catering for Modsports, Tate Trophy FFs, Troy Tire and Auto Special Saloons and the Centre's own championship for Saloons, Libre and Clubmen's cars.

Racing starts at 2.45 pm.

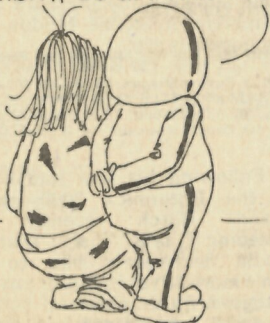
● Motor Sports Mixture is the title of the co-promoted meeting at Lydden on Sunday. Car races cater for FFs, FVs, Mini 7s, Saloons and Libre cars while also featuring will be karts and bangers.

● Promotasport and the Rochester MC are the hosts at Brands on Sunday for a racing and banging meeting. On the racing side a round of the SuperVee Championship tops the programme with Mike Young, John Morrison and Peter White leading the points chasers. Other events cater for Miglia Minis, FFs and Modsports.

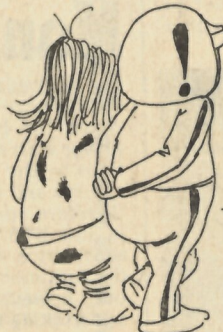
By Barry Foley

CATCHPOLE

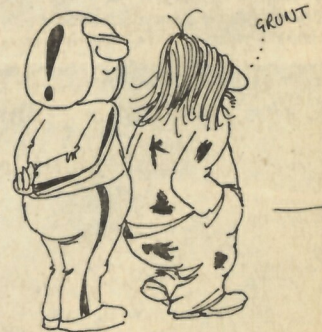
HAVE YOU HEARD THE STORY ABOUT COLIN CHAPMAN'S LITTLE BOY, IT SEEMS IT WAS HIS BIRTHDAY, SO CHAPMAN ASKED HIM WHAT...

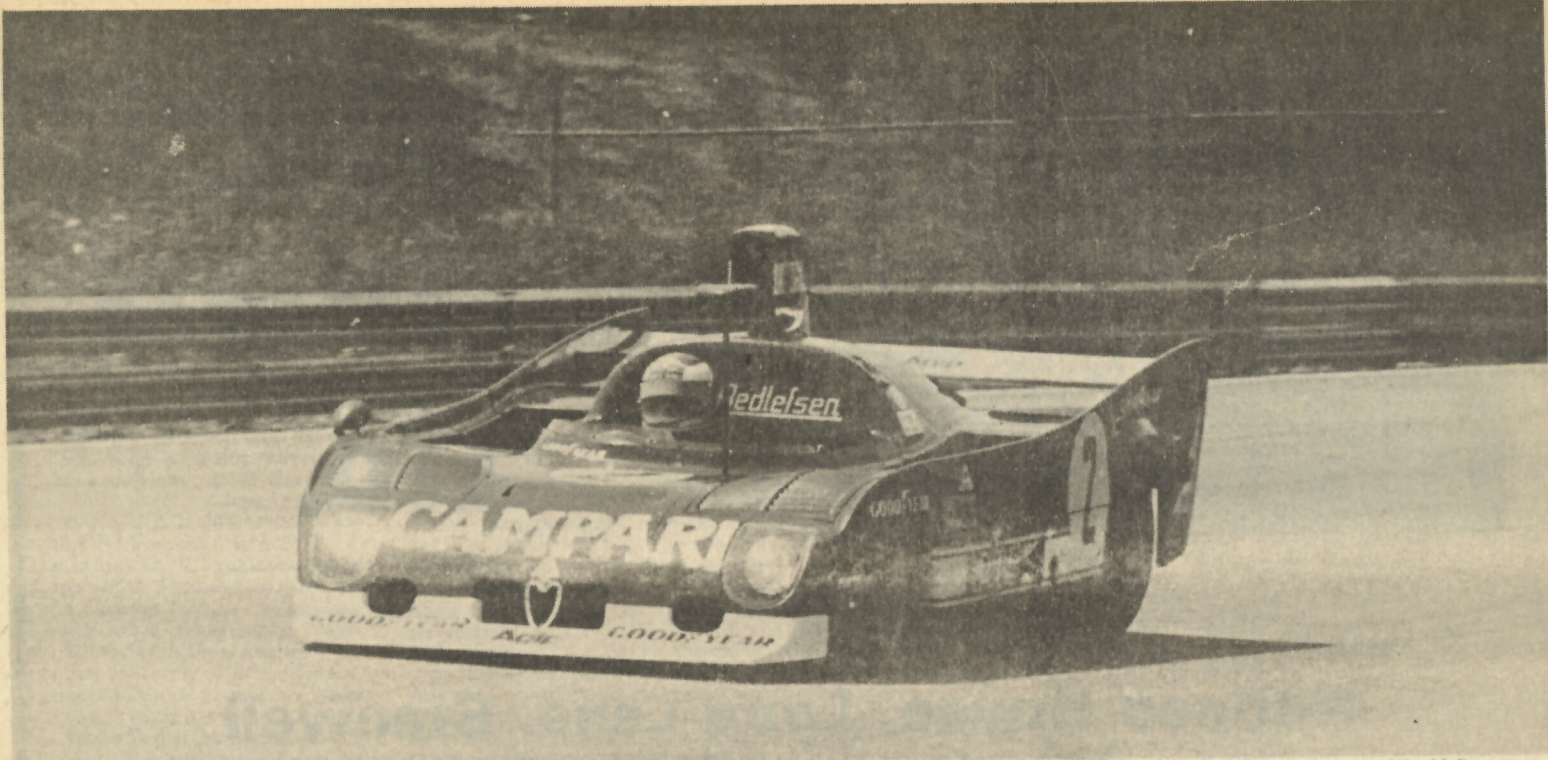


... HE WOULD LIKE FOR A PRESENT. AND HIS SON SAID HE WOULD LIKE TO HAVE A COWBOY OUTFIT...



... SO CHUNKY BOUGHT HIM SOME SHARES IN THE RAC.





After his Le Mans victory for Gulf, Derek Bell, partnered by Henri Pescarolo, added another piece of history to his career by clinching the World Sportscar Championship for Alfa Romeo in Austria last weekend.

OSTERREICHRING 1000 kms

Alfa's title clincher

Story and Photos by JEFF HUTCHINSON

"Injection pump belt" must be the three dirtiest words around the Alpine-Renault factory just now, for it was this small bit of rubber that cost them what looked almost certain victory over the Alfa Romeo team at the Osterreichring 1000 kms. First the Alpine of Gerard Larrousse/Jean-Pierre Jarier was put out of the race early on when one broke out on the circuit, while another broke on their second car driven by Patrick Depailler/Jody Scheckter while it was holding a strong lead. This they managed to replace quickly in the pits, but it put the fuel injection timing out and led to the car's eventual retirement.

Derek Bell/Henri Pescarolo came home to clinch the race and title for Alfa Romeo, less than a lap clear of team-mates Arturo Merzario/Vittorio Brambilla at the end of a shortened race which was washed out by heavy summer thunderstorms both at the beginning and then at the eventual end, which came after 103 of the planned 170 laps race.

Yet another fine drive by the Jost/Casoni duo in their Porsche 908/3 turbo saw them pick up third place overall, just a lap down on the Alfas at the end, while their 'back-up' non-turbo sister car of Kraus/Barth took fourth place, albeit ten laps behind.

One of the few 2-litre cars not to run into problems in the wet was the Lepp/Morgan March-Hart 75S which led the class from start to finish and ended up a fine fifth overall, three laps clear of their nearest rivals.

Before the Alpines ran into trouble they had been comfortably quickest in the wet (their first time on wet weather Michelins) an even further ahead after practice in the dry, but it's crossing the line first which counts, a task which Alfa achieved yet again and earned the Italians the well-deserved title of World Champions for the first time in their history.

ENTRY AND PRACTICE

"The circuit where you can see," is the slogan behind the Osterreichring, that being just one of the many nice features of this circuit, which most people, both drivers and spectators class as one of Europe's best circuits. It's well organised, well laid out, friendly and built amongst some of the most beautiful scenery in Europe as well. It's only disadvantage is that the nearest big city is 90 minutes away, while Salzburg and Wien are more like four hours drive. For this reason the organisers never expect a very big crowd for anything but the Grand Prix, but despite their expected losses for a 1000 kilometre race, they are willing to bring World Championship sports car racing to Austria out of their Grand Prix profits.

A strong 38-car entry was invited out of which 28 cars eventually turned up and practised.

Following their Nurburgring 1000 kms performance, it was the Renault-Alpine team's 2-litre turbocharged A442 which was expected to start favourite; the generous three hours of practice Friday and Saturday proved this to be the case — by a big margin. At this race, the team had also doubled their chances of success by bringing a second chassis for Elf drivers Jody Scheckter and Patrick Depailler. They were driving the ex-Larrousse chassis at the previous races, while Gerard himself took over the brand new second A442 chassis built recently. Because of Jean-Pierre

Jabouille's Formula 2 commitments at Rouen it was Jean-Pierre Jarier sharing the driving with Larrousse.

It was Jarier who set the fastest time in practice during the scorching hot weather of the first day. His best time of 1m 36.35s was quicker than the best-ever Matra time around this track and so much faster (almost three seconds) than the best Alfa Romeo time that it looked as though this race was going to be no more than a Sunday drive for the French team.

Jarier had soon settled into his car, and by his lap times hardly had to affirm that all was well and that he liked it very much, but for the second car it was a very different story. During the first day Scheckter managed only eight laps before accidentally slotting from third to second gear instead of fourth. The engine buzzed around to 11,500 rpm before he caught it. It did not blow up, but with the extra 1000 rpm on the clock, "it lost it's edge," said Jody and the rest of the day was lost while the mechanics installed a fresh motor.

The next day Jody did a couple more laps to check his seating position, which the previous day he had found very uncomfortable, then Depailler went out only to do exactly the same thing as Jody. This time it buzzed around to 12,000 rpm, so once again the rest of practice was lost while a third engine was installed. Like Jody, Patrick was not happy with the seating position either, but what the car lacked in home comforts was more than made up for by its performance. Patrick was really impressed with the turbo engine. "After

9,500 rpm the power comes in incredibly and you fly past everything," said Patrick waving his hands enthusiastically.

Hopefully both drivers had got used to the fine movement of the gear lever between fourth and second gears for the race.

The red-hot weather of Friday had turned much cooler by Saturday thanks to a steady down-pour of rain for most of the morning, which fortunately stopped shortly before the practice began and did not begin again until just before the end, when it returned as a full-scale thunder storm.

Thus, for the most of practice, the track was dry and the temperature much cooler, which for the Alfa team was a big help.

Despite a couple of day's of pre-race testing they were in a lot of trouble, mainly with tyres. Bell/Pescarolo were sharing their usual car while Arturo Merzario was joined in the second car by Vittorio Brambilla. All three cars were the regular race chassis, the rear-mounted gearbox car having only been used for a few laps testing and then abandoned after blowing its engine. This seemed a strange thing to do, for the big Alfa problem at this race was their usual one, trouble with the front tyres, particularly the left.

All the fast, long right-hand corners here were a real strain on the front left tyre, particularly because of the Alfa's very bad excess weight problem, which is also distributed badly. The rear-mounted gearbox car was designed with improving the weight distribution in mind, but despite this the team stuck with the usual cars.

The cooler weather of the second day allowed the cars to run a slightly softer compound than the first day, Brambilla taking the best time of the Alfa men with a 1m 38.84s, which was just quick enough to better the second turbo-Alpine's time and put the Alfa on the front row with the Alpine even though it was almost three seconds slower!

The best time for the second Alpine was 1m 38.98s, while heading the second Alfa Romeo were both the turbo Porsche 908/3s entered.

Reinhold Jost/Mario Casoni shared the second row with their Le Mans car, now put back to turbo trim, Jost's best time of 1m 39.8s just pipping the Muller/Kinnunen Martini backed car with a best of 1m 40.8s. Jost had tried his Le Mans long-tail arrangement which gave him better revs and which he felt was better to use, but the turbo charger was so close that the back of the body that it was getting too hot and the team decided to stick with the usual short tail, which was the way Jost eventually set his best time.

The Muller/Kinnunen car had been comfortably faster than Jost the first day after the latter had been delayed with turbo trouble soon after the start of practice. Muller could not improve the second day so Jost edged him off the second row.

The best time of the second Alfa was only 1m 40.25s, which had Pescarolo and Bell sweating to improve without much success. On the first day they could not better 1m 41.44s, for the front le

tyre kept chunking until they fitted such a hard compound that the handling then got too bad. To make matters worse this 'rogue' chassis also had a brake problem. "Every time you get to a corner the brake has to be pumped before there is any pressure," explained a disappointed Bell who was trying his hardest just to do times three seconds slower than he had been doing with the Gulf the previous year. "This car has always been difficult," said Bell. "The 'T' car is much better, so we might end up using that for the race if we can't get this to go any better." Odd size rear tyres at the beginning of the second day did not help matters much either and all a harassed Pescarolo could say after trying as hard as he has ever done and coming in with an even slower time was "bloody shit car". Both drivers had done almost a 100 laps between them, 50 per cent more than most of the others.

Next quickest car was the first of the good 2-litre entry, John Hine/Ian Grob in their usual Sphere Drake-backed Chevron B31-Hart.

They had no serious problems, and Hine's best time of 1m 45.92s was a really good effort. They headed the Porsche 908/3 of Jurgen Barth/Ernst Kraus, which only practised during Saturday's session after its two drivers were "delayed at their office." Fortunately for them it was dry on Saturday and they finished up eighth best with a 1m 46.27s.

John Lepp/David Morgan were the next quickest 2-litre runners with their usual March 75S-Hart, their only serious problem being natural hazards. After driving on the first day Morgan was unable to drive the second day when his left arm had swollen up like a balloon after being bitten by a bug in the night. On Saturday Lepp was flying down the straight when a big bird destroyed itself against the wing mirror sticking up just a few inches from his head. It took away the mirror and bent the ½ inch tube supporting bar! Despite their battle with nature, they recorded a best of 1m 47.11s. Just eight hundredths of a second slower was the Marie-Claude Beaumont/Lella Lombardi Alpine Renault 2-litre car, their best of 1m 47.19s having been set by Lombardi the first day.

Sharing exactly the same time, also set on the first day was the Lola-Romeo-Ferraris T292 being driven by Manfred Mohr/Martino Finotto. The car, owned by engine builder Romeo Ferraris, carried the latest of his very nice looking V8 2-litre motors, this one considerably different inside than the one that gave so much trouble in the Osella at Monza. "It has been de-tuned slightly to around 300 bhp to last the distance and the crankshaft now has special oil ways for each main bearing as oil pressure was a problem with the other engine," said Mohr. Its performance seemed to match its claims and, if nothing else, it certainly sounded nice.

Next car was the first of the two Roger Heavens entered Lolas for local hero Alois Muller and Manrico Zanuso, this car powered by a 1970 FVC engine. Muller showed great form with a very fast 1m 47.7s, although he blotted his copy book by over-revving the engine when he missed a gear. Even so, for his first time in a car like this - he had graduated from Mexico racing - he was doing very well.

The ROC entered Lola-Chrysler T294 of Francois Servanin/Laurent Ferrier made its usual regular appearance, and besides overheating troubles the first day, which affected most of the teams, they were running well and recorded a best of 1m 48.21s, their only real trouble being a communication problem with the rest of the ROC men at the F2 Rouen race and them unable to speak German or English.

Robin Smith/Richard Robarts turned in a good 1m 48.3s with their Chevron-FVC B23, four tenths quicker than the John Calvert/John Blankley Chevron B23-FVC, Martin Raymond's old car in which he actually set the fastest lap while sorting it out for Blankley.

Austrian F2 ace Hans Binder was sharing the Alroy racing March BDG 75S with Antonio Prado instead of running F2 at Rouen. "We have finished our contract with Schnitzer," said Binder, "Because he had too much work to do I think and the service was getting worse and worse. Now we have a deal with BMW, but we could not get ready in time for Rouen." His first day's practice with the March was also terminated with engine trouble, when an oil line fell off, while the next day, after changing springs and roll bars he said the car was better and going well, but could only manage a best of 1m 49.21s.

Martin Raymond's own Chevron-Hart B31 was well back on the grid with a best of 1m 49.31s, although his slow time was a reflection of his cautious driving. "We have only got one engine

left, after Brands Hatch," said co-driver Tony Goodwin and that was leaking a bit of oil on the first day. Having qualified the car, with extra high gearing so as to save the engine as much as possible, it was put away and saved for the race.

Herve Leguellec/Otto Stuppacher were sharing the second Heavens Lola, this car was 18th fastest with a best of 1m 49.52s, and powered by a BDG instead of an FVC. It was also Dunlop shod, which the drivers found caused considerable understeer compared with the Firestone tyres which they had run up to now.

Bringing up the back rows of the grid were local drivers Penker/Egerman/Rabl racing under the name of the Sports Car Team Austria with a KMW-Porsche SP30, some two seconds quicker than the Porsche 908/2 of the Ecuador Marlboro team entry making its usual visit to the Osterreichring following its annual Le Mans sortie. This year it was looking particularly evil with a home made "Can-Am" Porsche style body.

After a great deal of driver shuffling Kurt Rieder/Franz Keiser ended up driving the Stewart Chubb Racing Lola BDG T294, the two locals being unable to better 1m 51.93s.

Next up was the second Alroy March of Mario Cabral, sharing the driving this time with Brett Lunger, "just keeping my hand in," as the co-driver. Unfortunately practice for this car was foreshortened when Cabral had an argument with Jarier as he was being passed into a bend and the March limped in with a buckled rear wheel and bent top link. By the time it was repaired the rain had started to fall and so their best time was a disappointing 1m 52.03s.

In the driver shuffling, Peter Smith lost Kurt Rieder to the Chubb entry and so a last minute telephone call saw John Turner fly out from England just in time to qualify with Smith. Claude Crespin/Ian Tracey were sharing the Dorset Racing Lola once more at this race, their best

being a 1m 54.02s despite a relatively trouble free practice.

Next came the KMW-Porsche SP30 of Kurt Hild/Siegfried Schreider heading the Chevron-FVC B23 of Tony Charnell/Andrew Jeffrey/Ian Harrower, this car having suffered a nasty fire when a fuel broke the the first day. The hard working band of privateers got the car running by the next day only to have overheating problems, and then when, luckily, they lifted the head to check the problem they found one piston starting to break up. They borrowed a spare engine from the Chubb team and hoped their luck would change for the race.

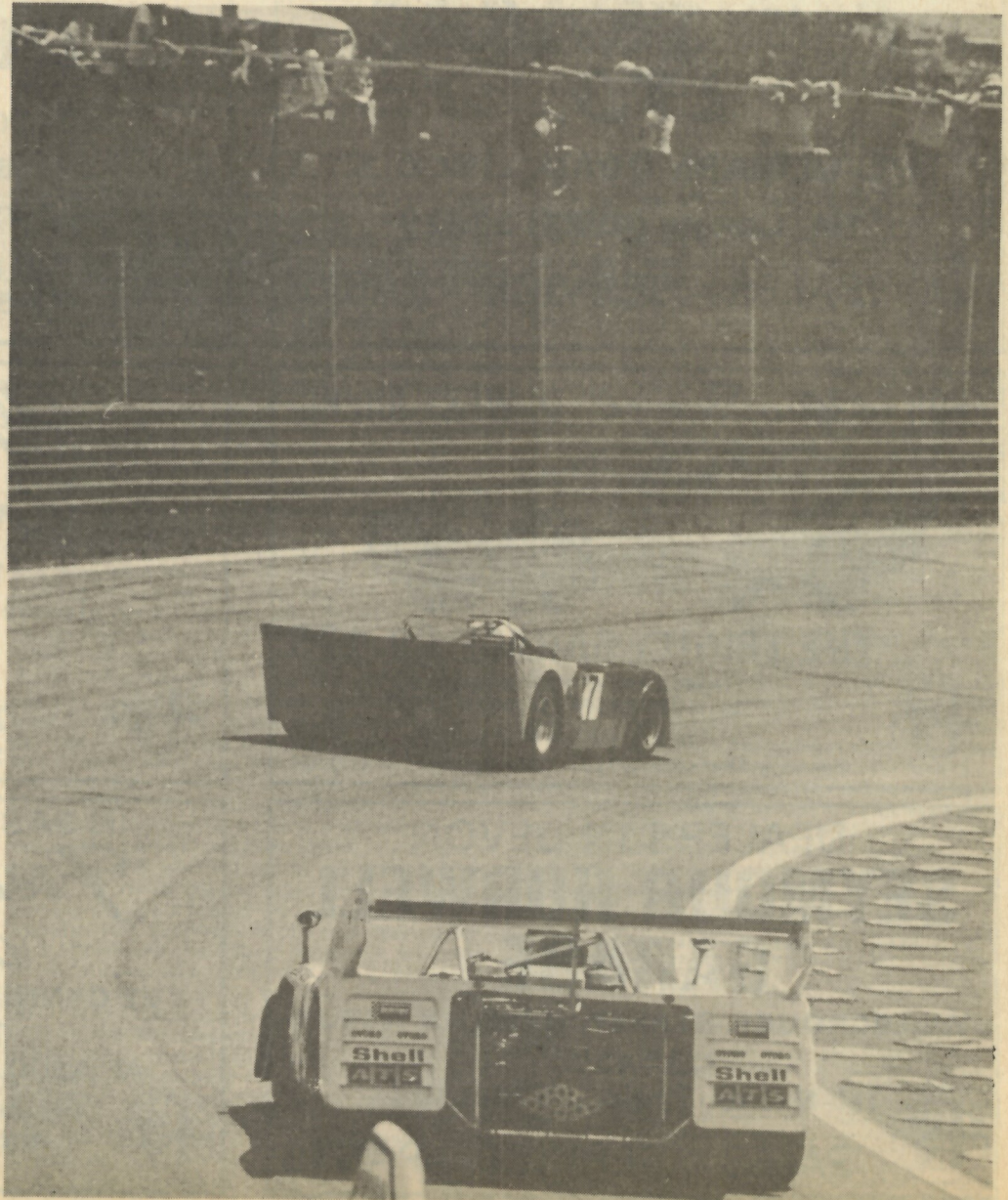
Bringing up the back row of the grid was the turbo charged KMW Porsche of Hans Muller-Perschl/Schweiger which had an injection belt come off the second day and a motor go sick the first day. Along side was the only GT car of the race, the locally driven Carrera of a couple of Porsche Club Austria drivers, their car only making the 2m 1.53s minimum qualifying time by two hundredths of a second.

RACE

Race day, like the previous practice day dawned warm, but overcast and by the time the cars were readying for the 1 pm start black clouds were starting to build up over the top of the high surrounding mountains. By 12.30 the first drops of rain were beginning to fall and by the time the cars were due to line up for the start we were in the midst of a full scale summer thunderstorm.

The drivers jumped out of their cars and mechanics threw covers over them as they sat on the start line. They sat that way for a full 30 minutes before the rain showed any signs of respite, by which time the small crowd had got lost amongst the trees, or some had simply given it up as a bad job and returned home.

The Robin Smith/Richard Robarts Chevron B23 heads the non-turbocharged Porche 908/3 of Ernst Kraus/Jurgen Barth.



After 45 minutes delay the drivers returned to their soaked steeds, made a slow warm up lap and then re-formed on the grid for the start. Already some cars were in trouble, including the Fisons Chevron being driven by Tony Goodwin. His car cut out on the way to the grid and poor Goodwin struggled to push it back to the start single handed through fields at one stage. He eventually got the car back absolutely exhausted and so Martin Raymond had to take the wheel eventually joining the race six laps after the flag had fallen.

When the flag did fall it was the two Alpines that leapt into the lead, Larrousse taking the lead from Depailler, the two cars easily outpacing the Porsche 908/turbo of Jost, which had made a good start and was holding off Bell, Muller and then Merzario.

Before the race Larrousse had said, "Yesterday the couple of laps I did in the wet were terrible. I don't know how the Michelin wet tyres are working compared to the Goodyears and I think maybe the Alfas will be much quicker."

He proved himself wrong, having no trouble extending his lead until lap five, when, already charging up on the slower cars he came together with one of the backmarkers which had not seen him closing. Larrousse was not even sure who it was, but whoever it was they did not stop, unlike Larrousse who was forced to the pits with a flat rear tyre.

He rejoined the race in thirteenth place and was fighting his way back through the field when his race ended for good after 10 laps. The belt driving the injection pump parted and his car was stuck out on the track with a dead engine. The mechanics rushed out and a new belt was fitted, but by the time the car got back to the pits it was too far behind to carry on. "We are going to Watkins Glen in two weeks so there is no point to race for nothing," said a disappointed Larrousse.

With less than half an hour gone Alpine's hopes of beating the Alfas were already halved, but their remaining car was still running strongly with Depailler well clear of the opposition.

Bell had found a way through the wall of spray dividing him from third place and Jost after four laps, so when Larrousse stopped the leading Alfa was in second place, although already well back and dropping further back each lap. Merzario was struggling to get by the Martini Porsche for fourth place which he managed after seven laps, while right from the start it was David Morgan who put the March-Hart ahead in the 2-litre battle and was holding a fine sixth place overall.

Morgan was one of the few 2-litre cars not in trouble with wet electrics, for on the first lap the ROC Lola of Servanin parked at the top of the hill for several laps struggling to get the engine to fire on all four cylinders, while Zanuso was also effectively out of the race when he spun and parked Heavens' Lola in a field. Instead of struggling to get the car out again and in to the race he walked back. His co-driver later retrieved the car and got it back to the pits, but by this time it was too far back to carry on.

Heavens' second car was also effectively out of the race soon after when LeGuellec stopped with the rear wheel bearing washed clean of grease by the water and the team started on a long repair job that was to loose too much time for the car to be classified.

The Chubb racing car came in soon after with a cooked engine after Kurt Reider had ignored a rising temperature gauge, while after just three laps the Grob/Hine Chevron was out of the race when the engine cut dead on the far side of the circuit. The rain was taking a hard toll on the cars before we were even in to the first round of scheduled stops.

By lap 16 Depailler had a 64s lead over Bell, while only Jost and Merzario remained on the same lap as the flying Alpine, Muller having been lapped. Behind the Martini Porsche, Morgan was still leading the 2-litre class ahead of Lella Lombardi, the Egermann KMW Porsche, Lunger in the Alroy March, the Charnell Chevron and Claude Crespin, already several laps behind the leading car.

By lap 23 Depailler had lapped Bell, so that when he finally stopped to hand over to Scheckter 10 laps later, Jody rejoined still almost a whole lap clear which grew to almost two laps when Bell came in to hand over to Pescarolo a lap later. By now the track was starting to dry and the Alfa men put Pesca on intermediate tyres which cost the team over a minute in the pits.

It looked as if the Alpine drivers could start taking things easy with such a big lead so early in the race, but their fortunes were soon to change. After eight laps at the wheel Jody suddenly had the engine cut out as he rounded the fast right hand sweep before the pits. Luckily he was able to coast

straight in for what looked like a routine stop to change over to slick tyres, but then the mechanics were lifting the back up and replacing exactly the same belt which had broken on Larrousse's car at the other side of the circuit and put it out of the race.

It seemed as though fortune had really smiled on the Alpine team when Jody rejoined the race still holding a useful lead over the Alfa, but the smile was a false one, for it was the beginning of the end for the Alpine. When Jody came in next to hand over to Depailler he had still a good lead, but all was not well with the car. It was missing badly when he tried to give full throttle and he had to lift slightly to get it to run properly.

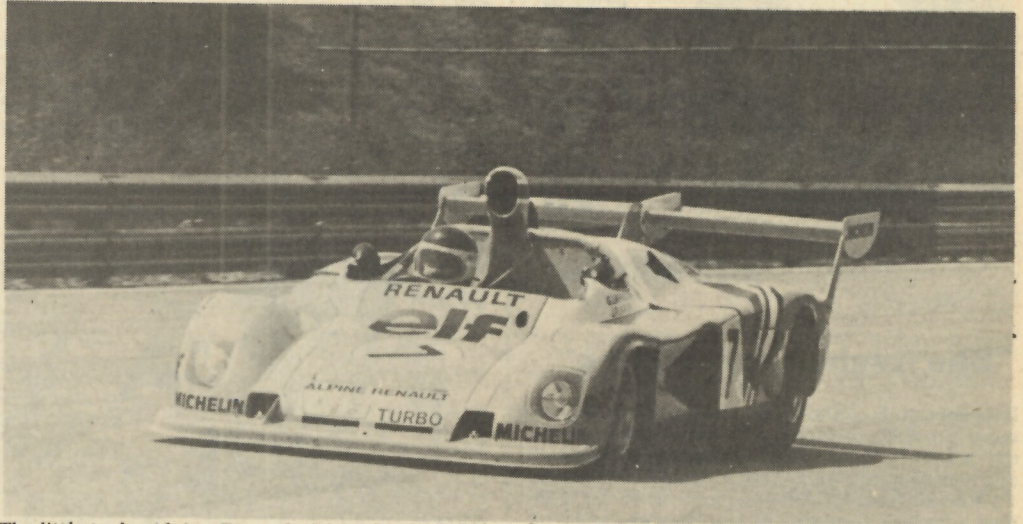
The mechanics changed the plugs and also the tyres as it was starting to spot with rain again and when Depailler re-joined the race the Alfas and Jost's Porsche had all moved ahead, but still on the same lap.

Brambilla's car had been put on slicks, which saw Pescarolo falling back on time with his intermediate rubber, but then when both the Alfas stopped within a couple of laps of Scheckter it was

went to the Lepp/Morgan March which never lost, it's lead throughout, although there were some lucky moments for this car. Morgan had stayed on wet tyres at the first stop, even though the track was completely dry, for, like the rest of us, he thought it would not be long before the rain began again.

Every lap he was praying for rain and was forced to go slower and slower to save his tyres, one of which had already had to be changed at the first stop. "It was getting so boring having to drive at a slow pace that I lost concentration for a second and slid into the barrier at the top of the hill past the pits. Fortunately the car only glanced along the barrier and it was all ok," said Morgan later, but he was also lucky to have been able to tell the story later. He finished his second stint with the rear tyres right down to the canvas! Lepp finally took over at what was to have been half distance, but found he had only a short run to the finish after the race was shortened, a fact which must have delighted him, for before the race he was dreading driving in the wet.

Three laps behind, the Mohr/Finotto Lola-Fer-



The little turbo Alpine-Renault driven by Jean-Pierre Jarier absolutely flew.

Bell that returned in the lead taking the actual race lead a lap later as Jost came in to hand over to Casoni and change once more to wet tyres, the turbo Porsche having led for just one lap.

After seventy laps it had turned into a desperate battle, Bell leading from Merzario with Depailler back in third place and Jost fourth, all on the same lap, but it was not to stay that way for long.

Depailler was back in the pits after just nine laps, his engine misfiring badly. At first it was thought to be wet electrics and these were changed, but it made no difference and Depailler returned whereupon the car made an even longer stop while the mechanics tried to re-time the injection system which had been out since the belt was changed and the root of all the problems. After several more stops the car was still as rough as ever, the change of mixture having damaged the engine beyond repair, so that after a couple more stops the car was eventually retired, just six laps from what was to be the end of the race. The rain had become so bad again that the organisers wisely decided to call a halt after 60 per cent of the distance had been run, 103 laps racing.

Bell held on to his lead over Merzario who, for the last ten laps, was waving at the officials to put out the flag each time he passed the finish line, the track by now almost awash. With the Alfas one, two and Casoni having dropped back almost two laps in arrears it looked like being an unexciting wet wait for the eventful finish, but for Bell it provided a heart stopping moment.

Unaware that the race was almost over he was still pressing on as hard as he dared to pull out a good lead over his team-mate, but then one lap before the finish the car spun away from him going over the hill behind the pits. "All I could see was revolving guardrail," said a still shaking Bell at the finish, but the Alfa spun cleanly down the middle of the road and Bell was able to get going again with the car still in one piece even though his heart had taken a severe pounding.

So he took the chequered flag just 1m 23s clear of Merzario to make it another Alfa one-two and clinch the Championship for the delighted Italians and crowd, which had stuck out the worst of the weather to see his moment of glory.

Casoni crossed the line a well deserved third overall, just one lap behind, while it was their team-mates Kraus and Barth who took fourth place, albeit a further ten laps down. Fifth place

raris took sixth place after a race of pit stops to cure wet electrics which made for an exciting finish for second place in the 2-litre class, for right behind on the same lap was the Smith/Turner Chevron and the Crespin/Bracey Lola, two of the few other 2-litre cars to run relatively trouble free.

The Muller/Kinnunen Porsche came in ninth after a stop to change a flat rear tyre, which then became a much longer stop a lap later when Kinnunen returned to the pits to say that the gearbox was finished. The turbo was also not working properly and the team manager made signs that all was over, but then after the mechanics fiddled around underneath the car they got all but fifth gear working again and the car continued slowly to the finish.

The Charnell/Jeffrey Chevron was placed tenth having been well up among the 2-litre front runners, like most of the others, at one stage, their problem being a long stop to cure an oil leak.

Raymond/Goodwin were eventually classified a brave 13th, their car running very rough with wet electrics in the final stages.

Lunger/Cabral were fourteenth after long stops to cure a leaking fuel pressure relief valve while the final classified finisher was the ROC Lola, which other than many stops for wet electrics ran relatively trouble free.

It was a race which nobody was sorry to see end, but which provided a surprise result for Alfa and a surprise trouncing for the Alpine team, even Lella Lombardi's car joining the others in the dead park when that also broke a belt, only this time to the camshaft. The yellow Alpines will be looking for the sweet taste of revenge in two weeks time at the Glen, that's for sure.

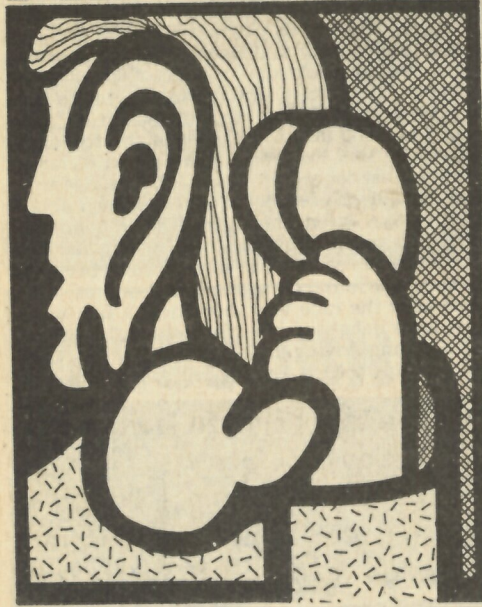
Osterreichring 1000Kms

June 29 - 170 laps

World Championship of Makes - round 8

- 1, Derek Bell/Henri Pescarolo (3.0 Alfa Romeo 33 TT 12), 3hr 34m 50.88s, 170.02 kph;
 - 2, Arturo Merzario/Vittorio Brambilla (3.0 Alfa Romeo 33 TT 12), 3hr 36m 13.28s;
 - 3, Reinhold Joest/Mario Casoni (3.0 Porsche 908/3 turbo), 102 laps;
 - 4, Ernst Kraus/Jurgen Barth (3.0 Porsche 908/3), 92 laps;
 - 5, John Lepp/Dave Morgan (2.0 March-Hart 420R 75S), 90 laps;
 - 6, Manfred Mohr/Martino Finotto (2.0 Lola-Ferraris T294), 87 laps;
 - 7, Peter Smith/John Turner (1.9 Chevron-Kelly Ford FVC B23), 87 laps;
 - 8, Ian Bracey/Claude Crespin (1.9 Lola-Richardson Ford FVC T294), 87 laps;
 - 9, Herbert Mueller/Leo Kinnunen (3.0 Porsche 908/3 turbo), 85 laps;
 - 10, Tony Charnell/Andrew Jeffrey/Ian Harrower (1.9 Chevron-Richardson Ford FVC B23), 84 laps.
- Fastest lap:** Jody Scheckter (2.0 Alpine-Renault A442 turbo), 1m 41.21s, 210.25 kph, * race shortened to 103 laps (367 miles) because of rain.

PRIVATE EAR



NICK BRITTAN

"She lurches and digs in"

If the much talked about wing ban for F1 cars does come into effect one team will have a head start on the others when it comes to developing an efficient wingless body. That's Team McLaren. If they aren't already at it they'll be in there with their nifty little computer set up. They've used it to great effect on their Indy cars and it's only a matter of time before they persuade Data General and EMR Telemetry to bring their electronic goody boxes to Europe.

The whole operation is contained in four components. A compact high powered computer, an analogue signal converter, a tele-typewriter and a mini TV-type unit on which to read the information printouts.

The sensing unit, housed in the car, monitors 14 different functions including fuel flow, throttle and brake positions in corners, ride heights, bump stop and the linear and lateral G forces. In short it does away with those frustrating conversations that designers have with drivers. You've heard them all before . . . "What's she doing in the fast left hander . . ."

Driver: "Well she sort of gets into an understeer situation, and then she lurches a bit and digs in and then it feels more like it's oversteering. But then maybe it's not so much oversteer as the lurch becoming a terminal roll understeer." You've seen pictures of Gordon Murray, Derek Gardner, Tony Southgate etc all of whom go through conversations like this at least once every meeting.

Now they get the absolute gospel from the machine. Or to be more specific Gordon Coppuck will. The others will presumably have to continue to rely on that less than completely reliable machine — the human driver.

The Computer has 32,760 words of memory which must give it a slightly better personal vocabulary than Ronnie Peterson, for example.

Tyler Alexander was playing with the new toy at Indy this year and summed the whole thing up with, "It's the first time we've ever known exactly what the car is doing at any given point." Wasn't this about to put some of the drivers out of business, I asked. "Oh no," said the smooth and diplomatic Tyler. "It relieves the driver of all sorts of anxieties and allows him to concentrate better on the business of going fast."

Knickers in a knot

Graham Hill's Embassy team performed a £10,000 a minute pit stop during the Dutch Grand Prix. Nobody paid very much attention because it wasn't until afterwards that that the true cost of the stop was evaluated.

A well drilled, well-equipped, pit crew shaving seconds here and there can do a 4-wheel swap in around 30 seconds. But in Holland it took closer to one and a half minutes to get Tony Brise back into battle and that extra minute in the pits could cost Graham £10,000.

Given that extra minute on the track Brise would have improved his position from a humble seventh to a certain points-scoring sixth, or maybe even a fifth. So how does that get to be worth £10,000? The F1 Constructors run a complex rating system among their members which, when simplified, means that it's only the top ten points scoring teams that get their cars transported free of charge (or to be more truthful, at the organisers expense) for the non-European races.

If you're not one of those top ten teams then you pay your own air freight bills for moving your cars to places like Argentina, Brazil, America, Canada and South Africa.

Humping two cars to far away places like these leaves little change out of ten Big Ones. And those extra points that Tony would have scored in that extra minute on the circuit may have cost Graham his place on the Constructors freebie chart.

Monday morning at the Hill factory was spent with the entire team carrying out a post mortem on those disastrous and costly sixty seconds that were spent in the Zandvoort pits. Watch for slicker pit stops from the red and while Embassy men in the future.

"No Betty, I don't want to look at the lap times, just tell them to change the wheels please."



Didn't they do well

Grand Prix drivers are getting younger, or team owners are getting older. Depends from whose side you're viewing. Certainly the whole thing has become a generation game — a second generation game. Team owners are now hiring the sons of men they used to race against. When Alan Jones joined the Hill team at the Dutch GP there was one of those rambling, wet afternoons in the mobile home, conversations.

From which transpired the fact that Graham was racing against Alan's father Stan at Ballarat in Australia when Alan was only 11 years old.

Later that evening at dinner the subject came up again. John Brise, former world stock car champion, kart racer and 500 cc Formula Three driver and father of Tony, was in the middle of a trip down memory lane when Ken Tyrrell leaned over from another table to ask if they hadn't raced together in the old flying cigar tubes that were the original Formula Threes. They'd missed each other

by a season it transpired.

Brise is 23, Jones 28, Graham is 47 and a coy Ken Tyrrell says he's 007 and soon about to be 008.

\$25,000 con-trick

Situations that make you think; Try this one. Le Mans 1975. A team from Ecuador enter a Porsche Carrera and their entry is accepted. They go sponsor hunting and up comes the Ecuador Government with the promise of \$25,000. There's only condition tied to the contract — to qualify for the money they must start the race.

Six months later and it's four o'clock in the afternoon at the Sarthe circuit. The man drops the flag and 56 cars leave the grid for the start of the 24 hour classic. End of lap one — puzzled officials are seen to be scrutinizing their charts and counting on fingers and toes and calculators and anything else they can find. Same performance next lap round. Heads together in conference.

Then out comes the black flag which is duly waved at the Ecuadorian Carrera. And in it comes. Smiling driver emerges and takes his bollicking from the Clerk of the Course manfully. He doesn't even offer an argument which is most un-Latin like.

And why was he black flagged? He'd qualified 56th and according to the regulations only 55 starters are allowed. How he got onto the grid is a mystery.

But that he started the race — just like it said in his contract — is something that nobody can deny. Seemingly government contracts don't bother to specify that you must start with the permission of the organisers.

It was reported that there were dollar signs in his eyes as he strolled away from the abandoned car whistling. "They can't take this away from me."

Moonlight Harry

When overweight Bournemouth millionaire Harry Stiller performed his moonlight pullout from Formula One racing the only person surprised by the move was Rob Walker. Rob was a part sponsor of the Hesketh and the first he knew of the folding of the operation was when it didn't show at Zandvoort.

The Bunter-like Stiller is famed for his whimsy decisions and general opinion was that is was just a mid-season menopause and that Harry would be back entering someone else, in something else in some other formula before too long.

Horses for courses

McLaren's Phil Kerr took a day off from his duties tending to the 450 horsepower McLaren F1 cars to spend a day watching the one horsepower races at Royal Ascot. Phil, a first time visitor to the raffiated champagne, salmon and strawberry cream team world of Ascot, was also a novice when it came to betting. But with typical attention to detail he did an instant survey of all the newspapers tipsters and produced his own amalgam of "certs."

By throwing in a nag called Galway Bay in deference to his wife, Sandy's, Irish ancestry he managed to chalk up three winners and a second place from the six races. (They are an uncanny mob these McLaren people; remember Tedd; Mayer and his winning bet on Unser at Indy!)

Phil's reaction to the prize money in horse racing was classic. Looking at the card he saw the first race was for two year olds over 6 furlongs and the first prize was £6,500. "Jeeze, we're in the wrong business running F1 cars. I'd rather pay the feed bill for that horse for two years than keep Cosworth V8 together for two seasons."

QUOTES OF THE WEEK

Denny Chrobak, Goodyear's Runyonesque Cor petition boss in Europe. "Half of these top drive are so unbusinesslike they wouldn't know which end of a brief case to open if they owned one."

John Webb, cleverly sidestepping the issue of last week's scandal over the sale of Brands Hatch. "hear Peter Wardle has put in a bid for Lydden Hi He's going to need somewhere to stage his Atlantic races next season."



Hannu Mikkola/Jean Todt finally broke their duck for Peugeot. To the left is a sheer drop of some 1500 feet to the parched valley floor.

MOROCCAN RALLY

Peugeot win as they please

By JOHN DAVENPORT

Photos by HUGH BISHOP

The team of three works Peugeots practically dominated the entire Moroccan Rally and they finished up in first, second and fifth places with two other French cars — an Alpine Renault and a Citroen — taking third and fourth after the retirement of the entire Fiat team of three cars and the Opel team of two cars. Undisputed winners after their team mates, Timo Makinen and Henry Liddon, had a two hour halt on the last special stage, were Hannu Mikkola and Jean Todt who finally broke their duck in the Peugeot team to win this extremely tough event which featured over 2000 km of special stages in its 4000 km route.

Mikkola and Todt won by one and three quarter hours from their less spectacular colleagues, Bernard Consten and Gerard Flocon who were in the third works Peugeot 504, while Makinen and Liddon were a gallant fifth overall after their eleventh hour troubles and by finishing, ensured that Peugeot also won the coveted team award. In third place after an excellent run with very little in the way of serious trouble was the Ecurie Ivoire entered Renault Alpine of Bob Neyret and Jacques Terramorsi which finished looking tired but none the worse for its long journey. Jean Deschaseaux and Jacques Plassard are legends in Morocco and probably know the desert roads better than anyone. Right until the last day they kept their Group 1 Citroen DS 23 in contention with the leaders and only last minute problems kept them from pipping Consten for second place and they had to be content with fourth overall and first in their category.

Sixth place went to the unlikely combination of two drivers, Shekhar Mehta and Bob Bean, who brought home a works Datsun Violet, again entered under the Ecurie Ivoire banner. Their problems mainly centred on tyres and they wound up driving on standard Goodyears made locally in Morocco fitted to Datsun 240 Z wheels of the standard tin variety. Seventh and eighth overall were the two survivors of the four strong Esso Aseptogyl team that had entered Peugeot 504s for crews of French ladies. The survivors were Marianne Hoepfner and Christine Fourton who came seventh in a Group 1½ 504 and Claudine Trautmann and Marie-Odile Desvignes who were just three seconds behind them in a Group 1 car. The other survivors were Volvos, Datsuns and more Peugeots and perhaps the biggest surprise of all was that Claude Laurent and Jacques Marche came a glorious 13th in the little Citroen GS that they had felt sure was too fragile to finish.

Front runners in the early part of the event were the Fiat team with Markku Alen and Ilkka Kivimaki seeded at number one in a Fiat Abarth Spyder staying in that place for four stages until the Peugeots started to make use of their desert legs. Even then, the lanky Finn was close behind and in a position to threaten them until the closing stages when he holed his sump and retired. The other two works Fiats both struck trouble early with Bernard Darniche and Alain Mahe breaking a differential on the very first special stage and then retiring two stages later while Bjorn Waldegaard and Claes-Goran Andersson lost a wheel very early in the rally and though they worked their way up through the field again to lie eighth, they retired with broken transmission not long after Alen. It was an equally sorry story for the two factory Opel Asconas driven by Walter Rohrl/Jochen Berger, and Rauno Aaltonen/Claes Billstam who both had minor problems early in the event and barely lasted beyond the halfway point before retiring with broken engines and suspensions.

The Moroccan Rally is a very tough event on a

motor car. There is little enough time for servicing and it is only those cars that need no service that have time for it. Consequently the retirement rate is high and to have 15 cars at the finish this year was only indicative of the fact that the organiser had tightened up the road averages on the one hand but extended the lateness allowance on the other. Without that total lateness of six and a half hours, doled out in separate chunks for each part of the rally, the number of finishers would have been six and as it was, only Mikkola escaped without a single penalty for lateness on the road. Most of the drivers agreed that the rally was no super-demanding on the crew as there were generous rest halts along the way, but one must take such modest statements at rather more than their face value when you hear that most special stages were 200 km long, the shortest being 76 km and the longest 746 km, which means that on special stage alone was as long as all the special stages of the RAC Rally put together. To avoid the heat of June days, more of the rally was run at night than has been usual in the past, but still the sun shone from five o'clock in the morning to ten o'clock at night and the desert is no more welcoming at night than it is during the day, so little of the harshness of the event had been lost in its transformation. The supremacy of the Peugeot 504s in this rally proved beyond reasonable doubt the superiority of a properly developed and skilfully driven saloon car in a long distance unsurfaced rally.

ENTRY

In days when rally entries are generally dropping it was heartening to see that the Moroccan Rally

"The Desert Foxes" — Jean Deschaseaux/Jaques Plassard finished an incredible fourth overall.





The second placed Bernard Consten/Gerard Flocon Peugeot would not have time to admire the view.

RALLY

Since the date for the Moroccan Rally has been moved into June, much of the original format which was daylight only has changed, and now the rally runs in three principal sections. The opener, called the prologue, runs from Casablanca to Rabat and encompasses a single stage of 90 odd kilometres timed to the second. Then the next section which starts after a night's rest takes in another five stages, but all these others are now timed to the minute as this is considered to be enough when they are so long. In practice this did not work out too well as the performance of many of the works cars was so similar that it needed the seconds to tell between them and Mikkola in particular was most upset by the system as twice he lost a minute for just a few seconds while his rivals sneaked in at the end of a minute on the same stages. The rally has a night halt of some 22 hours in Marrakech before going out to tackle the last part of the rally back to Casablanca which had only three stages but one of them was the fantastic Transmarocaine which covered some 700 kilometres across the fringes of the Sahara.

The start from Casablanca was on Tuesday morning and despite somewhat cool weather for June, the conditions were evidently going to be hot and dusty. Markku Alen had not been feeling too well and had been in bed for a day with an upset stomach, while Bernard Darniche had a broken bone in his foot where he had fallen up a flight of stairs but both had been attended to by the travelling Fiat doctor and looked good for the start, though Darniche had his foot strapped up with insulating tape over the top of his driving boot. As expected, Alen and Waldegaard dictated the pace on this very European style opener, and Makinen trailed some three minutes behind them

in the leading Peugeot. Mikkola had a puncture and lost a couple of minutes changing it, while Rohrl in the Ascona had the rear support for his propeller shaft come loose and had to drive carefully so as not to break it before he came to the end of the test. In more serious trouble was Aaltonen, who had a rocker arm break and ran through the stage on three cylinders with the remains of the original hammering to pieces and passing down into the sump, fortunately without doing any damage that could be detected. He had a new rocker fitted after the stage and the car

Opel mechanics struggle desperately to change Rohrl's front suspension. They went o.t.l.



seemed one hundred per cent again. Jean-Louis Lafosse inverted his Renault 16 TS but continued, while Christine Dacremont got a couple of crests mixed up on the notes and did the same with her Peugeot 504, rolling it and breaking a bone in her hand so that she was forced to retire. Darniche had a puncture after some 30 kilometres and decided to drive on the flat to a place where they had service, but before he could get there, the differential gave up under the strain and he rolled to a halt. The Fiat helicopter spotted him and sent back a service car illegally along the stage to get him out of trouble. They changed the part and he continued, but with over an hour lost on the stage and a couple of minutes on the road, he was almost at the back of the field. Compared with that, the misfire on Yveline Vanoni's Peugeot which was traced to a loose ignition lead was minor indeed.

After five hours of rallying the crews could look forward to a full night's sleep in Rabat, the Islamic capital of Morocco, and an early start the next morning. The young Prince was a few minutes late arriving so the organisers gallantly set back the schedule for the rally by six minutes and the race was on again. Stage two was a relative sprint of 86 kms where Alen and Waldegaard pulled out another couple of minutes on the Peugeots, with Rohrl, Neyret, Aaltonen and Deschaseaux in close attendance. Poor Darniche, struggling with the back markers, broke his front suspension on a rock that he did not see in the dust, and lost more time having that fixed, Ponnelle was discovering that his Citroen was not all that good in the suspension department while Jean-Pierre Rouget in his Jicehelle Racing entered Porsche was in trouble with the ignition which was to retire him on the very next stage. The road section was quite tight between the two stages held that day and many crews lost time to the start of the Cirque de Jaffar test at Tisi N'Isly and there were at least two retirements with accidents on the main road section there.

Big news from test three was that Waldegaard lost a wheel some 30 kilometres from the end and had he been driving for any other team that would have been the end of his rally. But Fiat sent in the helicopter and discovered that he had three studs missing on one side and one sheared off, so it went off in search of the spare parts. There was a bit of a delay because it had to refuel as well, but within one hour and 40 minutes. Waldegaard was on his way again. He lost quite a lot of time on the road as well into the control in Fez, but at least he was still going. Alen for the first time had to be content with second fastest behind Mikkola, who was now just thirty seconds behind him in general classification. This was partly due to the Fiat getting its plugs wet in a couple of rivers and having to stop to dry them out and after this they all carried compressed air containers to blow out the recessed spark plug holes in case it happened again. Darniche probably wished that he had thought of it earlier, for he lost his engine on one river and then flattened the battery trying to get started. As he was absolutely last car, no one came along to help and he stayed an incredible 30 hours alone in the mountains until a lorry came and they were able to get the car away and find an old taxi to take them to Marrakech. Darniche was very upset about the incident and felt, quite rightly, that Fiat or the organisers should have sent someone out to look for them.



Unlucky Waldegaard tackles a river with his Fiat 124 Spyder.

change it, losing something like 20 minutes to the Peugeots in the process.

The Peugeots were now dominating the scene. They had taken ten minutes off Alen in Missouri which led to all sorts of allegations of short cuts, but it seems more likely that they just had a more suitable car and used it to the best possible advantage on this rough stage. On Rich, Alen was back within a minute of Makinen but it was now clearly Mikkola who was leading, almost four minutes clear of Makinen who led Alen by four minutes after the Fiat had lost three minutes on the road taking a long service before the Marrakech control. Apart from the two leaders, the only other cars unpenalised on the road were Consten's Peugeot and Deschaseaux's Citroen. Ponnelle and Sarrazin were still running but both had been hampered with suspension and tyre problems chalking up nine punctures between them in three stages, while the most surprised gentleman was Laurent who held his little Citroen in 13th place having had no major problems. Paul Halley had two punctures in Missouri plus some trouble with the carburettor falling off and had then hit a dog on the main road, but now reckoned that he had all his problems under control except the misfire that was thought to be the carburettor. It was finally discovered to be a certain amount of foreign matter in the top petrol tank, so after repairing the bottom one which had sprung a leak, he was able to drain the offending top tank and carry on. Thimonier was out with a broken front wishbone that had taken too long to repair at Rich, while Jacques Prive in the Datsun 240 Z was in trouble with his differential that was changed at Marrakech. The Datsun of Gueusan was detained by the scrutineers as it went into the parc fermé at Marrakech. The struts were bent and it was insisted that they were changed before he went off on the last part of the rally. The work was done when he left the start the next day but the scrutineers were still not happy and told him to drive on; but slowly! As if in sympathy, the engine

promptly broke its camshaft and he was out.

The Marrakech halt was for 22 hours, which gave the drivers time to gather strength for the last part of the rally, but the cars were the ones that really needed most of the recuperation. The re-start on the Friday afternoon saw them tackle the mostly tarmac Tisi stage where both Fiats suffered punctures with Alen crossing the finish line on one bare rear wheel to record fastest time, while Waldegaard had one, stopped and changed it, and then had another within 100 yards and had to stop yet again, but was still seventh fastest just five minutes slower than Alen. All this was nothing for there was to come the Transmarocaine of 700 kilometres and this was to start after a rest of some six hours at Agadir whose only purpose was to let it get properly dark before the great test started.

Mikkola started badly with a recurrence of his electrical problems on the main road down to the start of the test, but he got that fixed after a helpful push from Alen who had his own reason to hurry as he had to take 20 minutes to change a radiator that had broken its mountings. Poor Houel retired here with a broken head gasket while Pagani was relieved to be able to fix up his injection which had been leaking petrol all over the place on the last test, causing the engine to run on three cylinders. Hadley was running out of petrol with his tank draining, but was confident that the petrol cans he was carrying would get him across the desert to his first service point.

In the test, there was disaster for the remnants of the Fiat team. Alen was pushing hard for a result that would put him ahead of the Peugeots and passed Makinen who had a puncture on the first part, but then the Fiat went too quickly into a river bed and smashed its sump. In the dark, the helicopter could not fly to his aid so he had to wait until daylight which was three and a half hours away, and even then with the sump fixed it was discovered that a connecting rod or piston was broken and they were airlifted away to Casablan-

ca leaving the mechanics to drag the car out of the desert with a Land Rover. Just 100 kilometres up the road, Waldegaard had a similar problem, for after passing eight cars on the test (they started at five minute intervals!) he had gone too fast into Shekhar Mehta's 1973 drift and broken a pipe that protruded from the oil pump in the sump. The Fiat mechanics reached him with a four wheel drive car and fixed it, but on his exit from the road he had wrecked the transmission on some rocks and within another 10 kilometres or so he was out with the propellor shaft broken. With the leaders, Makinen put on the pressure to get past Mikkola and beat him by 15 minutes on this eight hour test when the latter had two punctures which thus put Makinen in to the lead by over 10 minutes. However, he was to break a drive shaft on the very last test (a re-run of Rich), and only the most skilful use of the local telephone system between villages got a new part along to him in another rally car. He and Liddon then changed the part and carried on to the finish where, despite their heavy penalties, they finished fifth overall.

Also in trouble and equally clever was the Desert Fox, Deschaseaux, who had a hole in his Citroen radiator at Zagora and fixed it by buying red pepper in powder form from a local shop and putting that in his water and getting it to seal the hole. Now the secret of Holts is revealed! Neyret lost time when he tried a short cut in the long stage and got lost as well as getting a couple of punctures, while Consten also hurtled too fast into Mehta's drift and bent the steering so that he had to stop and fettle it for half an hour or so. Poor Pagani got a bit lost in the desert just before dawn when he took a run at some very soft sand and got the Peugeot stuck so firmly that it took them hours of hard work to extract it, so that they had no chance to continue in the rally.

That then was the story of the nine stages of the Rallye du Maroc which sounds like a very short rally but just has very little in the way of time controls and complications. What it does have are some of the toughest, dustiest roads imaginable and they make the rally far more than anything else. It is no surprise that an uncomplicated car like the Peugeot should win such a rally in a convincing way.

18th International Rallye du Maroc

1. H. Mikkola/J. Todt (Peugeot 504 inj) 23hrs 30m 48s.
2. B. Consten/G. Flocon (Peugeot 504 inj) 25hrs 12m 03s.
3. B. Neyret/J. Terramorsi (Alpine Renault A 110) 25hrs 48m 19s.
4. J. Deschaseaux/J. Plassard (Citroen DS 23) 27hrs 32m 52s.
5. T. Makinen/H. Liddon (Peugeot 504 inj) 28hrs 01m 03s.
6. S. Mehta/B. Bean (Datsun Violet) 28hrs 09m 23s; 7. M. Hoepfner/C. Fourton (Peugeot 504 inj) 30hrs 51m 03s; 8. C. Trautmann/M. Desvignes (Peugeot 504 inj) 30hrs 51m 06s; 9. K. Inouraim/J.-C. Maget (Peugeot) 504 inj) 30hrs 57m 49s; 10. J. L. Osstyn/J.H. Weilmann (Volvo 142s) 31 hrs 42m 53s.

100 starters. — 15 finishers

Coupe des Dames: Mme Hoepfner/Mme Gourton (Peugeot 504 inj).

Group 1: Deschaseaux/Plassard (Citroen DS 23)

SPECIAL STAGE TIMES

SS1, El Katuat, 95km

1. M. Alen/K. Kivimaki 1h 03m 12s; 2. B. Waldegaard/C. Andersson 1h 04m 06s; 3. T. Makinen/H. Liddon 1h 07m 07s; 4. R. Neyret/J. Terramorsi 1h 07m 19s; 5. W. Rohrl/J. Berger 1h 07m 33s.

SS2, Poulmes, 86km.

- =1. M. Alen/I. Kivimaki, B. Waldegaard/C. Andersson 1h 06m; =3. T. Makinen/H. Liddon, H. Mikkola/J. Todt, W. Rohrl/J. Berger 1h 08s.

SS3, Jaffar, 238km

1. H. Mikkola/J. Todt 3h 45m; =2. M. Alen/I. Kivimaki, R. N. Eyret/J. Terramorsi, B. Consten/G. Flocon 3h 52m; 5. T. Makinen/H. Liddon 3h 53m.

SS4, Le Chikker, 76km.

1. M. Alen/I. Kivimaki 46m; 2. B. Waldegaard/C. Andersson 47m; 3. T. Makinen/H. Liddon 48m; =4. H. Mikkola/J. Todt, R. Neyret/J. Terramorsi, 50m.

SS5, Missouri, 184km.

1. H. Mikkola/J. Todt 1h 48m; 2. T. Makinen/H. Liddon 1h 49m; 3. M. Alen/I. Kivimaki 1h 58m; 4. J. Deschaseaux/J. Plassard 1h 59m; 5. B. Waldegaard/C. Andersson 2h.

SS6, Rich, 205km

1. T. Makinen/H. Liddon 2h 51m; 2. M. Alen/I. Kivimaki 2h 52m; 3. H. Mikkola/J. Todt 2h 53m; 4. B. Waldegaard/C. Andersson 2h 58m; 5. J. Deschaseaux/J. Plassard 3h 04m.

SS7, Tizi, 87km

1. M. Alen/I. Kivimaki 57m; =2. T. Makinen/H. Liddon, H. Mikkola/J. Todt 59m; 4. J. Deschaseaux/J. Plassard 1h 00m; =5. R. Neyret/J. Terramorsi, B. Consten/G. Flocon 1h 01m.

SS8, Transmarocaine, 786 km

1. Y. Makinen/H. Liddon 7h 50m; 2. H. Mikkola/J. Todt 8h 05m; 3. B. Consten/G. Flocon 8h 28m; 4. R. Neyret/J. Terramorsi 8h 51m; 5. S. Mehta/B. Bean 9h 34m.

SS9, Rich 2, 205km.

1. H. Mikkola/J. Todt 2h 53m; 2. B. Consten/G. Flocon 3h 09m; 3. R. Neyret/J. Terramorsi 3h 19m; =4. S. Mehta/B. Bean, M. Hoepfner/C. Fourton 3h 23m —

Early in the rally the Houel/Heyder-Bruckner Renault 12 Gordini presses-on over Jaffar.



JIM CLARK RALLY — PREVIEW

Can Roger Clark do it again?

The next round of the RAC championship and the Gaelic/ *The Scotsman* series takes place this weekend. The Lowland Tyres sponsored Jim Clark rally organised by the Northumbrian MC starts at 7.30 pm on Saturday from the Scottish border town of Duns. The format is virtually identical to previous years and there are 140 stage miles in a total 300 mile route. The 21 stages include 80 miles of tar, incorporating the notorious Otterburn ranges. In the early evening the cars will tackle 45 miles of Otterburn before diving into the forest for 80 miles of loose and the compulsory halt at Byrness (70/770021), where the first car is expected at 1.00 am. Byrness in fact be in constant use throughout the night between 9.00 pm and 4.00 am as a petrol halt. After the halt, the crews head back through the ranges, tackle two small forest stages and Charterhall before returning to Duns at approximately 5.30 am. Presentation of awards will be as usual in the main street (or the renowned Agricultural Hall should there be inclement weather); and though the more usual creature comforts have to be forgone on this rather austere event, the organisation is renowned for its efficiency. Ron Chalton is Clerk of the Course. Programmes on sale at the start will be publishing spectator information but such as we have is as follows: Charterhall; first car expected 19.30; Cottonshope: (on ranges) 70/810062 (a half way point

between two stages), first car 22.00. Pundershaw: 77/804807, first car 22.30. Plashetts: 76/668901, first car 00.00. Charterhall will be playing host to the survivors again at 05.00. The entry list predictably reads like the "who's who" of national stage rallying and the seeded top twenty is as follows: 1, Roger Clark/Jim Porter (Escort RS 1800); 2, Andrew Cowan/Hugh McNeill (Vauxhall Magnum); 3, Billy Coleman/D. O'Sullivan (Es-



Billy Coleman — on the RAC trail again; he is currently second in the ECR series.

cot RS 1800); 4, Russell Brookes/John Brown (Escort RS 1800); 5, Tony Pond/Dave Richards (Opel Ascona); 6, Will Sparrow/Ron Crelin (Vauxhall Magnum); 7, Nigel Rockey/Ron Channon (Escort RS 1600); 8, Tony Fowkes/Bryan Harris (Escort RS 1600); 9, Andrew Dawson/Eric Silbermann (Escort RS 2000); 10, Brian Culcheth/Johnstone Syer (Dolomite Sprint); 11, Tony Drummond/Mike Nicholson (Escort RS 1600); 12, Bill Taylor/Ian MacIver (Escort RS 1600); 13, Donald Heggie/George Dean (Escort RS 1600); 14, David Thompson/Mike Greasley (Escort RS 1600); 15, Robin Eyre Maunsell/Neil Wilson (Chrysler Avenger); 16, Paul Faulkner/Monty Peters (Vauxhall Magnum); 17, Charles and Alec Samson (Escort RS 1600); 18, Ian Gemmell/Frew Bryden (Chrysler Avenger); 19, Allan Arneil/John McNicol (Escort RS 1600); 20, Bob Bean/Alan Greenwood (Escort RS 1600). The entry for Colin Malkin was received late but he will definitely be "fitted in somewhere." The scene is set for another great battle between last year's winner and the rest.



Colin Malkin — returns to the scene with 2-litre power, and ZF gearbox and axle...

on a stage) first car expected 21.00 and then at 03.00; Elsdon: 71/938953 (reference is the midway point

● Following the granting of international status by the RAC to the Mintex Dales three weeks ago, we hear that the entry list is to be increased from its usual 120 to 180 starters, and that in keeping with its new international status there are to be international size prizes—the winner is to receive something in the region of £1,000. About 260 miles of stages are on the agenda for the '76 event which is to be held on the weekend of February 20th/21st.

● A successful first time sortie for Charles Hill and Roger Peaker's Escort with sponsorship from Barratt Developments (Leeds) Ltd, was the results of their efforts on the Sheffield and Hallamshire MC's

Jackson Trophy Rally. The Barratt crew achieved a class win and second overall on this pre-plot closed co-promoted event through Nottinghamshire and South Yorkshire recently.

● Chester MC are organising a stages rally to be held on September 27. Details of the rally are as follows: the start and finish will be in Ruthin and there will be approximately 40 miles of forestry commission land in North Wales linked by approximately 130 road miles. Regulations for the event are available from Mike Neal, 66 the Oval, Wolverham, Ellesmere Port, Wirral, Merseyside. An SAE would be greatly appreciated.

PREMIER RALLY CHAMPIONSHIPS

PEUGEOT CLOSE

Positions in the World Rally Championship after five rounds put Peugeot only 15 points behind Lancia. Scores are as follows: Lancia 55; Peugeot 40; Alpine Renault 33; Fiat and Opel 23; Colt 22; Saab 15; and Datsun 12. The next round is the Portuguese Rally which is being held over the same weekend as the British Grand Prix — July 19.

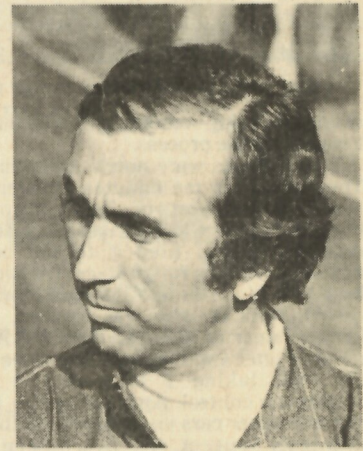
BILLY SECOND

ECR positions following the Tour of Ypres and the Circuit of Donegal are as follows: 1, Verini 270 points; 2, Coleman 133; 3, Nicolas 128; 4, Lampinen 120; 5, Bachelli and Clark 112; 7, Ballestrieri 108; 8, Jarofzewicz 102; Blomqvist 96; 10, Henry, Brookes and Altenheimer 85.

Verini — still far out in front.

Chris to Portugal

Chris Wathen is now most likely to be doing the Portuguese Rally in his own Mk 1 Escort while a new Mk 2 shell is re-equipped by Vospers following the accident in Donegal. There was an original plan for Chris to drive Cal Withers' G1 1500 Avenger; but since the G1 class in Portugal is up to 2000cc there now seems little point in this exercise—instead it seems likely that Cal will be handling the service arrangements down there. Martin Holmes, it seems, will be co-driving. Chris' next home event is thus likely to be the Arkell on Sunday July 27th.



Travel firm in Forest rescue

Following the withdrawal of Armstrong sponsorship for the York MC's Forest rally, (a Castrol/AUTOSPORT counter) Peter Williams has just informed us that the new sponsor for the event is Marina Holidays, a Sheffield-based tour operator catering for holidays in all

price brackets to the Channel Islands. The event will now be known as the Marina Holidays Rally of the Forest and the date will be unchanged; 6th September. Regulations will be available shortly from Peter Williams, 107 Old Orchard, Haxby, Near York. His telephone number is York 769593.

Timo Makinen/Henry Liddon were unlucky not to win in Morocco — but their eventual fifth place clinched the team prize for Peugeot.



Dessie's new 2 plug Porsche?

John de Stefano's twin plug head Porsche Carrera which Marek Gierowski used all too briefly on the Circuit of Donegal has just been sold to the brothers McCartney so we may well be seeing Dessie driving it in future. We appear to have done Marek a disservice in our stage time as he was twice in the top five times in the first six stages.

Manx notes

John Davenport pace notes will definitely be available for the Castrol Manx trophy in September. John will be travelling to the Isle of Man during the first week in August and copies of his notes should be available by the end of the month. Requests for a set should be made early to 'Motomail' — and that address again: PO Box 14, Coleshill, West Midlands. The cost is just £15 — a mere bagatelle.

Drummond, DTV for Rallycross

Midlands rallycross fans have only a little longer to wait as the two Philips Electrical RallyPoint weekends at Longmarston are at hand (6th and 13th July). All the rallycross stars will be there (see Sports Extra) but on the 13th they will be joined by Rod Chapman, John Taylor, John Smith and Mick Bird. Rally enthusiasts will also have the chance to see Will Sparrow in action. He will be sharing the driving with Chris Coburn and the pair will be debuting the new DTV/Castrol rallycross car. Will was determined not to miss out on another Longmarston weekend, and persuaded DTV into the idea. The car is in fact a 'pot pourri' of old bits; the one Coburn stipulation in its construction being that no money should be spent on it. Thus one of last year's bodysells has been pressed into service, there are glass fibre boot and bonnet and the 16-valve engine is the development unit that Chris used last year on the Tour of Mull which has been lurking in the works ever since. The hours

spent on the car were over and above the work commitments of the DTV mechanics and the result is not really a tailor-made (sorry) rallycross car, rather the best that the team could do with the resources available.

There will be a G1 class at Longmarston on both weekends and the Avengers of Bernard Banning, Chris Field and Mike Ranger are entered along with the Fulvia HFS of Mike Hill. A last minute addition to the ranks which should provide plenty of action for the crowds is Tony Drummond who is entered on both weekends. Practice starts at 9.00 am on both days; timed runs begin at 10.00 and go on until 12.30. There is then an hour's break for refreshments before the quarter finals, semi-finals and final are run between 2.00 pm and 3.00 pm. Longmarston is eight miles south of Stratford-on-Avon on the A46. There are 'funny car' and dragster demos on both days as well and these activities are sponsored by Castrol. (See Sports Extra for more details).

Bridgend Stages: Howells Allegro comes to grief

Last Sunday the Bridgend AC ran their SL Motors Bridgend Stages which started from the sponsors' premises and finished at the Crossway Country Club, Bridgend. Ten stages were on the agenda and the event attracted some interesting entries. Gethin Jones was seeded at number one in the SL Motors Renault 5 circuit racer; and at 2 was Pat Ryan in the Western Mail Team Howells Allegro which once again had eight port power and boasted a left foot operated handbrake for the first time. Robert James non started at 3 as he had blown his engine the previous weekend on the Bath Festival Stages, and Roger Davies took his place in the Louis Marx Toys Escort RS. Last year's runner-up in the Welsh road rally championship, Pat Jerome was at 5. The Howells Allegro had been rebuilt after the Welsh and the team were at last really happy with the car. They had been up until 1.30 am on the morning of the rally curing a last minute misfire and a problem with the foot operated handbrake had meant that they had had to disconnect it, but everyone was very confident. Thus it was a great shock to all when the car was destroyed on the first stage.

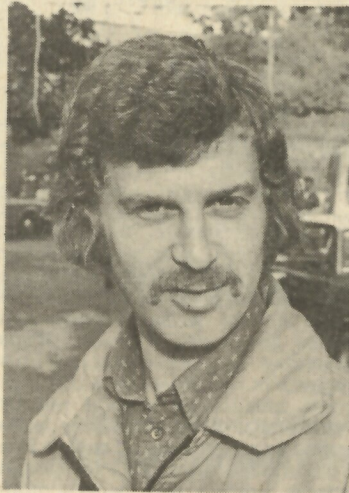
The test ran between a solid earth bank on one side and an equally solid brick wall on the other. The track was rather narrower than the average forest road and there were no ditches to cushion any errors. The Allegro was flying, pulling some 7000 rpm in third and making for a fast right into a square left. Pat thought the corner was going to tighten up rather more than it did, and instinctively put the tail out. Unfortunately the track was not quite wide enough for this type of manoeuvre and the tail caught the bank which flicked the car across to the wall. After this there was prolonged aerobatics including an end over end before the car came to rest in a very short stopping distance. It was a total wreck, only the engine and gearbox being retrievable. The savage impact of the crash partially collapsed the front support of the roll cage on the co-driver's side and Roger Smith will need a new crash helmet now. He was taken to hospital and will be in a neck brace for some two weeks.

Meanwhile ST are rushing to prepare another strengthened shell for Howells to enable them to rebuild the car for the Llandow rally car races on August Bank holiday. The rally programme was to have included the Nutcracker, with David Richards co-driving, which Pat may now do in the 1750 car fitted with the G2 1300 engine filched from the wreck. However the Welsh Border, a Castrol/AUTOSPORT round on 26th July is now out of the question.

The event was won by Ken Rees/Adrian Locke in their Escort TC, followed home by Andy Seward's Escort RS. Dennis Cardell non-started at 6 and gave both his entry and car to Garfield Evans, who is to buy it. Gethin Jones finished in the R5 and commented afterwards "we've only got 26 bhp but think of the petrol I'm saving!" He had thoroughly enjoyed himself.

The loss of the Allegro is a sad blow to the Howells team and has put added pressure on ST who are at present still working to put right the Scottish inversions. However everyone was very relieved to see that Roger Smith was not seriously injured despite having to be given oxygen before being removed from the car. He has suffered a severe compression of the neck but there is nothing apparently broken.

Pat Ryan — a bitter blow.



On this short sprint event there was considerable pressure from the start as should there have been a tie, the event was to be decided on the times of this opening stage. Part of

10 seconds — and Jan Churchill prepares to blast off the line on a stage of the Tour of Ypres. With co-driver Peter Valentine he finished a steady fifth overall.



Finalised Total entries

Definitely finalised for the Total Rally which is being held over the weekend of July 26/27 are three Datsun entries for Harry Kallstrom/Lofty Drews; Chris Scatter/Henry Liddon and Oda Dencker-Andersen/C. Heuser. Two Peugeots are coming; a G2 car for Hannu Mikkola/Jean Todt, and a G1 car for Achim Warmbold/John Davenport; the latter is the same car in which Mikkola finished fourth overall with John last year. There is a locally built Escort 2 entered in G2

for Roger Clark and local co-driver Stuart Pegg; and Andrew Cowan/Gerry Phillips are in a G2 Dodge (Chrysler) Avenger. Ove Andersson/Arne Hertz lead a two car Toyota team which includes Bjorn Waldegaard/Hans Thorszelius. Per Inge Walfridsson returns to Volvo with a G2 142 which he is to share with local man, K. Kasselmann, and there is even a G Marina V8 to be driven by Simo Lampinen (yes!)/William Van Heerden. It is not certain at present whether there is to be a works Lancia entry.

An accolade for Austin— Donegal MC get the Ford award

Not only the first time that a non Ford driver has won the award, but also the first time a non-driver has been elected... this is the situation with the Ford's Rally Man of the Month award for June. The panel of journalists eventually decided to give the award to 34-year-old Austin Frazer and the Donegal Motor Club in recognition of their superb organisation of the recent Circuit of Donegal. Austin in fact made his name as an organisation man in the Enniskillen area, where he now lives, and he has organised countless events for the Enniskillen MC in the past before being 'imported' by Donegal MC to take charge of the Circuit. Together with Harry Johnston (boss of Omagh MC) and Phonsie McElwee, Austin has really put the Circuit of Donegal on the international map over the last four years; but his involvement with rallying started way back in the early sixties when he navigated a service crew. He did this so successfully that one day a man from Londonderry by the name of Cahal Curley knocked on his door to ask if he would co-drive with him. He has been with Cahal ever since.

Austin is a pharmacist at the Erne Hospital, Enniskillen, and is married with a two-year-old son. He starts work on the '76 Circuit of Donegal next week hoping that the event has been upgraded in the ECR series for next year. If the observer who was present at the rally this year gets his report back to the right people, Austin should not be disappointed.

Austin Frazer—Clerk of the Course.



Monte Studley's flying circus

Now it can be told, the story of the third Monte Studley Foot Rallye... Redditch and District Car Club will be staging this great annual competition on Saturday, July 19. Rally HQ is the Swan, High Street, Studley, Warwickshire (150/072638); and

Russell Brookes — "the Godfather."



from here crews will tackle a gruelling loose surface route during which their endurance may well be tested to the ultimate. In deference to a minor motor race meeting some 35 miles away at Silverstone, the organizers of this great sporting extravaganza have delayed the start time until 20.00 hours so that the GP stars can attend in strength. The route is approximately 1¼ miles long (optional) with at least 300 yards of loose surface, so sumpshields and horse shoes are a must. Maps provided by the conscientious organizers will prescribe a tortuous route negotiating several nearby refreshment halts and water holes including the infamous Studley Fire Station stage (licensed). Provision of pencils, Romers, map boards, money, wellies and survival kits is the responsibility of competitors. A feast will be provided for just 50p. Previous winners include Will Sparrow/John Brown and the Heart of England Tourist Board; while previous winners of the Golden Boot (last) include Chris and Turtle Coburn and Roger Platt/Tom Seal.

Eric gets Andy an Escort

Kleber/Drive-In scholar, Andy Dawson, has had to alter his plans of late as he has come up against more problems with the supply of the correct parts for his Datsun 140J Violet. Andy has been "making do" ever since the RAC Rally without the correct up-rated suspension pieces and on both the Welsh and Scottish suffered more than his share of problems.

Until his parts problem has been resolved, Andy has decided that it would be wiser to take the car off the road. He will, however, still be appearing on the Jim Clark, using Lloyd's of Stafford's Escort RS2000 development car as used on the Welsh by Tony Drummond. The one-off borrowed car deal was apparently the brainchild of Andy Dawson's new co-driver, none other than Eric Silbermann.



A great favourite with the Texaco crowds was Sean Campbell who put in a spirited performance in co-driver Brendon McConville's Capri 3-litre. The exhaust falling off only added to the fun.

Silver Star—a Welsh reply

We recently published details of the BTRDA's plan to revise the Silver Star Championship. Organizers' comments were invited. Below is a letter from Megan Lewis, Press Officer of the Welsh Association of Motor Clubs:

The BTRDA seems to be panicking over a mythical shortage of road rallies for their next Silver Star Championship.

Out of about 400 rallies authorised by the RAC dept, 350 are road events! (Another 50 or so are no-time-schedule, i.e. non-authorized stage events). Even with the anticipated "cutback" — and presumably this is something to do with the Motorsport Advisory Council's expected suggestion that there must be a longer interval between events on the same stretches of public road — there would appear to be plenty of choice for a substantial road rally series.

Wales is already on a six-week interval as opposed to four weeks for the rest of Britain and yet the Welsh Road Championship is a flourishing competition with 25 well-subscribed qualifiers and the same number expected to run in 1976. Colin Francis has been WAMC Rally Secretary for the past five years and this year manages the new Stage series as well. Are there fewer entrants for the road series this year? "More if anything" he says. "The only people who seem to be missing are the works teams on British Championships." He sees the future of road rallying as secure for some time to come.

The future of the stage-rallying clubman is far less certain. True, all kinds of avenues are being explored to improve Wales' stage-starved condition, but the hope of "forest roads for all" is as yet but a twinkle in John Brown's eye. However hard we pray that he may succeed as Forestry Officer of the WAMC, the campaign will have a long gestation period like all schemes that require Government approval.

Over the country as a whole, current RAC figures reveal some 24,500 competitor starts in road events compared with 7,000 on stages (taking 70 as an average entry). So it is unlikely that in the

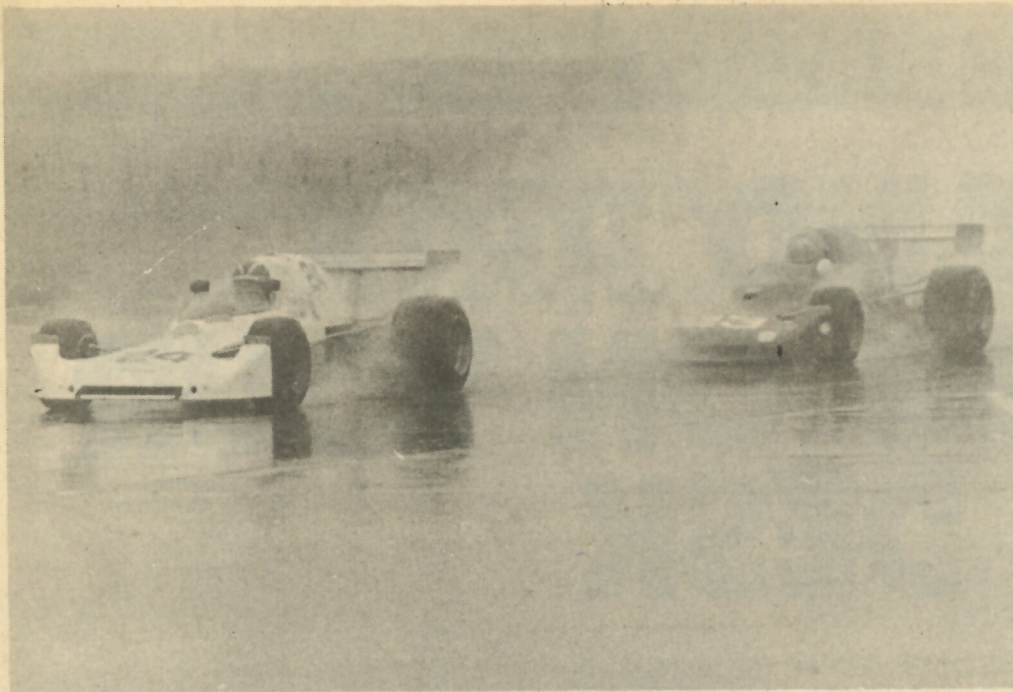
near future the Forestry Commission or any other body can dispense enough stage mileage to satisfy demand should there be only a moderate migration of drivers from the public highway into the forests. Taking this into account, that still leaves a large number of competitors who actually prefer navigational rallying (50% are map men, and in the top class that's a very fine skill indeed). Dennis Cardell, Chairman of the Welsh Association, states quite clearly that the main motorsport interest of the 80+ member clubs is road rallying. (It would be interesting to compare notes with the other 16 RAC Associations). The yearly entry for the road championship is greater than the combined entry for the stage, autocross, speed and autotest championships put together.

It's not just a Welsh madness either — the 17,000 individuals whom the Association represents include members of 30 urban English clubs who travel hundreds of miles at weekends to participate in their favourite sport.

The idea of a "variety pack" Silver Star Championship which mixes road rallying with autocross, hill climbs, etc, is ludicrous (and what do the specialists in these events think?) especially if it is based on the assumption that support for road rallying is about to fade away.

Odious though it is to compare one form of motorsport with another to try and make out that one is somehow "better" than the other, two recent ballots have done just that. Leaving Internationals out of it, competitors were asked, which rallies did you enjoy most? The BTRDA's own ballot over both Gold and Silver Championships came up with the Illuminations as "Best Rally of the Year" — a road rally as was its close runner-up, the Cilwendeg. Ecurie Cod also bestowed its Fillet on the Illuminations after a vote on stage and road events combined.

Are those who advise much-respected organisations like the BTRDA so ill-informed that they don't know these facts? Or are all road rally enthusiasts in the same boat as the little boy in Jon's cartoon who was asking his teacher: "If the Minister of Education is an economic illiterate, what hope have we got?"



Second place man Bobby Rahal sits in the spray of Howdy Holmes' Lola in the atrocious conditions.

GIMLI

Villeneuve the rainmaster

Story and Photos by CHRIS WADDELL

After Bertil Roos won the two opening races, Canada's national pride was restored on June 22 when Gilles Villeneuve drove his Skiroule March-Swindon 75B to a superb victory in the Player's Formula Atlantic series' third round at Gimli Motorsport Park near Winnipeg.

Villeneuve was full value for his victory as he conquered unbelievable conditions to come from 19th on the grid to lead by half distance. Rain pelted down all day long and the flat nature of the 1.3 mile circuit, meant that there was minimal drainage off the tarmac. Great puddles formed and visibility in many areas was next to nil.

But the 24-year-old Canadian snowmobile champion, in only his third year of motor racing and second in Atlantic, had an answer for all that. Using an old snowmobile trick, he built himself a mask and ran a tube outside the helmet, through which he did all his breathing. Thus he had none of the visor misting problems that plagued much of the field.

Coming second was Bobby Rahal, who finally showed that his car can run at the front for the whole race. He ran less than two seconds behind Villeneuve for much of the event after the French Canadian had followed him early on.

Price Cobb took third ahead of Bill Brack, Brett Lunger and Tim Cooper, but all drivers should have been awarded medals for braving conditions that Brack described as the worst he had ever raced in.

ENTRY AND PRACTICE

After a three week respite, 36 cars arrived to contest the third round of the Player's Challenge series at Gimli Motorsport Park, a circuit created from the remains of a World War Two pilot training centre.

Needless to say the 1.3 mile track is completely flat, being situated on the Canadian Prairies, almost in the geographic centre of the country. The track is laid out roughly in a 'W' shape and demands a car that gets its power to the road quickly and well. There are really no long straights, with the closest resemblance to one being the pit section. From there the cars go into a fourth gear left hand sweeper, down a shorter straight, through a right hand kink and then left, right and left through three hairpins, each one a bit tighter than the one before. Then there's a final straight, another right hand kink and a second gear left hander its back on a pit straight in the space of about 55 seconds.

The one saving grace to the circuit is that, being so flat, there is ample space for spins and off course excursions without damage to the car. All drivers made frequent use of this aspect of the circuit during qualifying.

Leading the way for the first time this year was the STP Chevron-Hart B29 of defending champion Bill Brack. He was fastest from the start of qualifying, and after experimenting with an F2 nose fitted with sideplates he went back to the production Atlantic nose and was the only car under the 55 barrier. His best, a 54.836s was still 0.426s outside of the circuit record set last year by Bill O'Connor, but weather and track conditions could have accounted for the difference.

The opening day of practice was a complete waste after a torrential downpour began the moment the green flag was displayed, sending everyone scurrying for cover. Several tornadoes were reported in the surrounding area but fortunately Gimli escaped. This cleaned every-

thing a win at Gimli, and this year put his latest model second on the 30 car grid at 55.156s. Like Bobby Rahal's car, Klausler's is now fitted with F5000 brakes and Bilstein dampers. At the end of the day the engine was changed just to make sure everything would be right for the race.

As is fast becoming a pattern, the top three were again on top so it was no surprise to find the Schweppes/Castrol March-Hart 75B of Bertil Roos qualify third. Despite a 55.164s, all was not well with the Ecurie Canada forces as Roos' right rear tyre was wearing at an alarming rate. "Unless we find something wrong with the suspension, I'll have to go slow or a new tyre won't last the race," was Bertil's comment.

Putting a big smile on Fred Opert's face was young Mexican Hector Rebaque, who, with a 55.188s, looked to have reacquired his early season F2 form. Right behind him were two Lolas: Elliott Forbes-Robinson's *Penthouse* backed T360-BSR which was cheered on by the 1974 Pet of the Year, was fifth best, on 55.310s, while Bobby Rahal was just 0.042s behind in his T360-McCoy, watched over by Bob Marston from the Lola works.

The next four places were all pleasant surprises, led by Brett Lunger in Allan McCall's Tui-Nicholson BH2. The American was finally getting the hang of Atlantic racing and benefited from new tweaks on the now elderly cars. A lengthened wheelbase, combined with some spirited driving resulted in a 55.373s. Starting beside Lunger was Bobby Brown's Chevron-Whitehurst B29, on 55.510, achieved after a morning motor swap. Mechanic Roger Chalk was hoping for a good finish for Bobby, as Chalk returns to England after this race to work on his own Atlantic car.

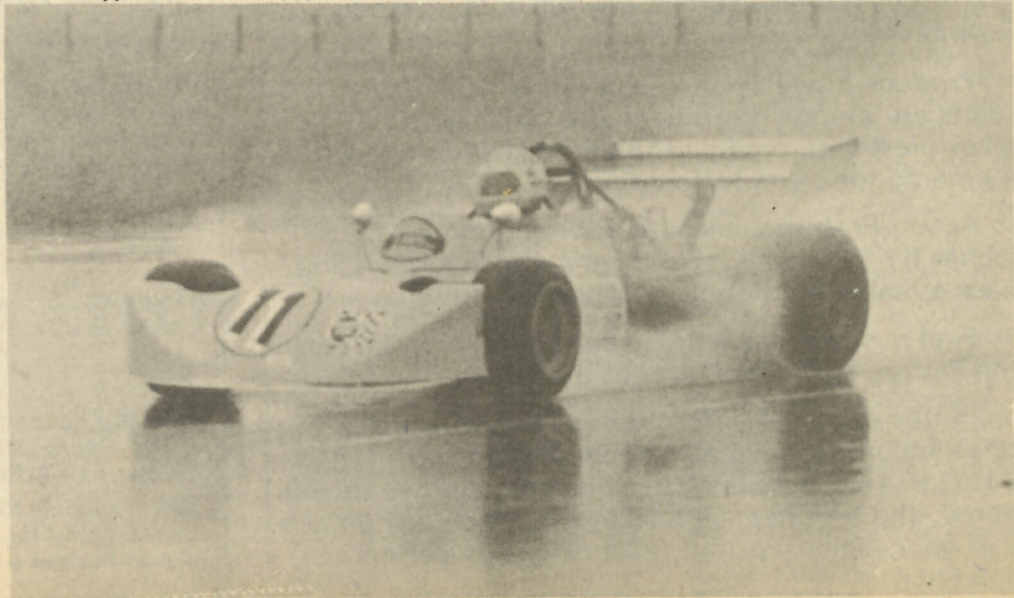
Howdy Holmes was ninth after a trouble free practice in the Bill Scott Lola-BSR T360, finally settling for a 55.513s. Completing the first five rows was the March-Traylor 73B of James King. Only Brack was faster than King through the sweeping left hander after the pits, and the American was happy to record a 55.686s.

Having had time to work on his car since Westwood, but not testing it, Dave Walker arrived in much better shape, and after work with the wing, roll bars and gears, he set a best of 55.826 for 14th spot, ahead of the Lambrusco Wine March-Cosworth 75B driven by Chip Mead. After lapping at 55.847, he was happy that he wouldn't have to get involved in any qualifying race, as at Westwood.

Back in 18th place and "not having fun because I'm not near the front" was Jon Woodner. However one would never have known it by watching the American F5000 man drive his March-Cosworth 75B. Sliding the car through most corners (and having his share of spins, but without damage) he still could do no better than 56.028s. But the day ended on a bright note as he found the cause of an engine miss that had bothered him all day.

Gilles Villeneuve (March-Swindon 75B) and Tom Gloy (Lola-Smith T360) were buried back in 19th and 20th, a long way off their Westwood performances. Villeneuve blamed his 56.038 on a timing belt that had slipped one tooth on the jackshaft, while Gloy had fuel pickup problems traced to carburettor float levels, and then the car's handling disappeared.

Vern Schuppan had an unhappy debut in the Rapid Movements March.



Canadian Hugh Cree did well to put his Chevron-Hart B29 21st quickest using some old Firestone tyres in his first race of the year. Colocking a 56.147, he edged out John Nicholson's Tui-Nicholson BH2 by 0.42 seconds. Johnny Nick was looking decidedly unhappy after finding the car understeering badly all day. "I don't think I've ever worked so hard, without any results." But a new engine after qualifying and some more suspension mods by McCall meant things would probably be right for race day.

Vern Schuppan, having his first taste of Atlantic on this side of the ocean, was enjoying himself but had a lot of cars to pass if he hoped to get a good placing in his Rapid Movements March-Nicholson, basically a 722 tub with 73B suspension. He undoubtedly would have been quicker than 56.659 had it not been for a duff check valve in the car's fuelsystem the team found after looking almost everywhere for the cause of the engine stumbling out of the corners. Beside the Australian was South African Robert Joubert in his Lola-Nicholson T350. Dave Walker's teammate was slowly getting used to Atlantic but found it tough work when he had to sort a new car as well.

RACE

All the efforts of practice proved wasted however, for greeting the arrival of mechanics and drivers at the circuit on race day was the first splatterings of what would turn into a day long rain, never once letting up. It soon became apparent that, with the poor drainage of the circuit, anything could happen in the race.

Robert Joubert did not start, having no rain tyres, and teammate Dave Walker was only able to scrounge some old Firestone rubber from Peter Ferguson about an hour before the start.

Not surprisingly Brack, with a clear track, took the lead, with Roos coming into second ahead of Rahal. Everyone else vanished towards the first corner in an incredible cloud of spray. Craig Hill was last around, having stopped on the pace lap with no electrics and then, after wiggling the battery terminals, getting underway again.

With Brack easily pulling out an advantage, Rahal snuck past Roos entering the first hairpin but lost it again with a quick spin coming onto the pit straight. So after two laps Brack led Roos, Rahal, Klausler, Bobby Brown, who was going very well, Elliott Forbes-Robinson, Rebaque, Bobby Dennett, Woodner, Lunger, Howdy Holmes and King. Two places further back was Villeneuve slicing his way up from 19th starting spot.

Things were getting more confusing by the minute as cars spun and pit crews lost track of their drivers in the overall standings.

But after five laps Brack had a seven second bulge over Rahal with EF-R not far back in third, ahead of Roos, Brown Woodner, who was soon to retire after losing his battery, and Villeneuve. Klausler, running in only his second rain race ever, was out after three laps with a broken nose.

Noticing the oil pressure light flickering on and off, and thinking he had a comfortable lead, Brack let up a bit, "and then a red rocket went flying past." Rahal was into the lead. EF-R also got past Brack for one lap until the Canadian champ retook his second spot. While this was going on both Villeneuve and Price Cobb were busy working their way through traffic. After ten laps

The Tuis had a much happier time - John Nicholson is seen alongside Bobby Rahal.



Elliott Forbes Robinson's Lola shows the result of the lack of visibility on its nose cone.

the French Canadian was in fourth, in front of Brown, Dennett, King and Cobb, who had Roos behind him. The winner of the first two races was decidedly unhappy in the wet and was falling back quickly.

Visibility became critical as the cars began to lap through slower traffic. You just could not see what was up ahead along the main straight, and many drivers seemed to be using an emergency vehicle, parked with its lights flashing beside the course as the only recognizable braking marker for the first corner.

As Rahal lengthened his lead over Brack, things degenerated into mass confusion in the pits. But the worst was still to come for the crews. When Villeneuve moved into second on the 20th circuit, suddenly everyone began to take notice of his progress. It took several laps before Rahal's crew realized that the French Canadian was indeed in second, and what was worse for the American team, was closing on their Lola.

Confusion reigned supreme as everyone began guessing exactly where their driver was running. Slowly, at the one third mark in the 75 lap race, some sort of order began to form. Rahal was in front, followed by Villeneuve, Brack, a fast closing Cobb, Lunger, King and Dennett. Brown had taken to the pits and retirement with wet ignition after his best race of the year ended on lap 14. A sad way for Roger Chalk to finish his Canadian Atlantic season. King was another in trouble as his engine went off on lap 21, again bothered by water in the electrics. He was now slowly fading after running as high as fifth, and stopped on the 26th

EF-R had gone missing for several laps after a spin into the grass on lap 16. The Penthouse car finally got rolling again, only to have Elliott run up the back of the Chevron of Seb Barone. "He was going pretty slowly right in the middle of the road, and I hit him, breaking the nose," related the American FSV champ.

With many individual dramas back in the pack, as car after car spun and continued, all eyes were up front where an epic duel was shaping up. Villeneuve was closing in on Rahal, both drivers pushing their machines to the limit. Slowly the French Canadian closed and then, on lap 32 he snuck past. But Rahal was in no mood to easily admit defeat, and he stuck to the tail of the Skiroule March. Weaving through traffic and somehow managing to keep away from the cars they were lapping, the two were putting on a tremendous display of wet motoring.

Going equally well was Cobb who had passed Brack on lap 29. The STP man was having great difficulty seeing the road in front of him. "I was determined that I would finish and get points so sometimes I took the main straight in third gear. My visor was useless and I finally threw that away and resorted to frequently wiping the muck off my glasses."

Lunger was making Allan McCall smile as he continued to impress with his best Atlantic drive of the year, running a solid fifth. But behind the American no one knew for sure exactly what was happening.

Roos had finally surrendered to the elements and a bad handling car and pulled off, on the 20th lap. Mike Hall was another to call it quits, not feeling he had enough visibility to continue.

In the last half of the race Villeneuve built a bit of a lead, despite hitting the back of Chip Mead's March and sending him into the guard rail, while coming down the impossible main straight. Mead had a damaged knee but is did not look serious.

Cobb was in a solid third with Brack well behind slowing in the last few laps as an off course excursion had damaged his nose and blocked the rad, sending the water temperature off the clock. Lunger, driving on three cylinders, finished fifth, while Tim Cooper had a strong consistent race from the very back to sixth, duplicating Cobb's performance.

John Nicholson was another to come from near the back relying on consistent lapping in his Tui, which had benefited from an engine change the night before the race. Jensen's Chevron was eighth, followed by Gloy's Lola and Cochesa in Opert's Chevron.

Neither Walker nor Schuppan really figured in the race, both eventually suffering with the common malady, wet electrics, and finishing 16th and 21st respectively.

Villeneuve's win could not have come at a better time for it should attract a large crowd of French-Canadians to Le Circuit Mont Tremblant St. Jovite, for the re-opening of the track and the next series round on July 6.

From the third, Quebec has a new auto racing hero, the first since Jacques won the Canadian title in 1971 and Bill Brack has moved to within easy striking distance of Roos, with three races left. The series is far from over.

Player's Manitoba Gimli Motorsport Park June 22 - 75 laps. Player's Challenge series, round 3.

1 Gilles Villeneuve (March-Swindon 75B), 75 laps; 2 Bobby Rahal (Lola-McCoy T360), 75; 3 Price Cobb (March-Race Shop 75B), 74; 4 Bill Brack (Chevron-Hart B29), 74; 5 Brett Lunger (Tui-Nicholson BH2), 74; 6 Tim Cooper (March-Williams 75B), 73; 7 John Nicholson (Tui-Nicholson BH2), 72; 8 Bruce Jensen (Chevron-Hart B29), 71; 9 Tom Gloy (Lola-Smith T360), 70; 10 Juan Cochesa (Chevron-Hart B29), 68.



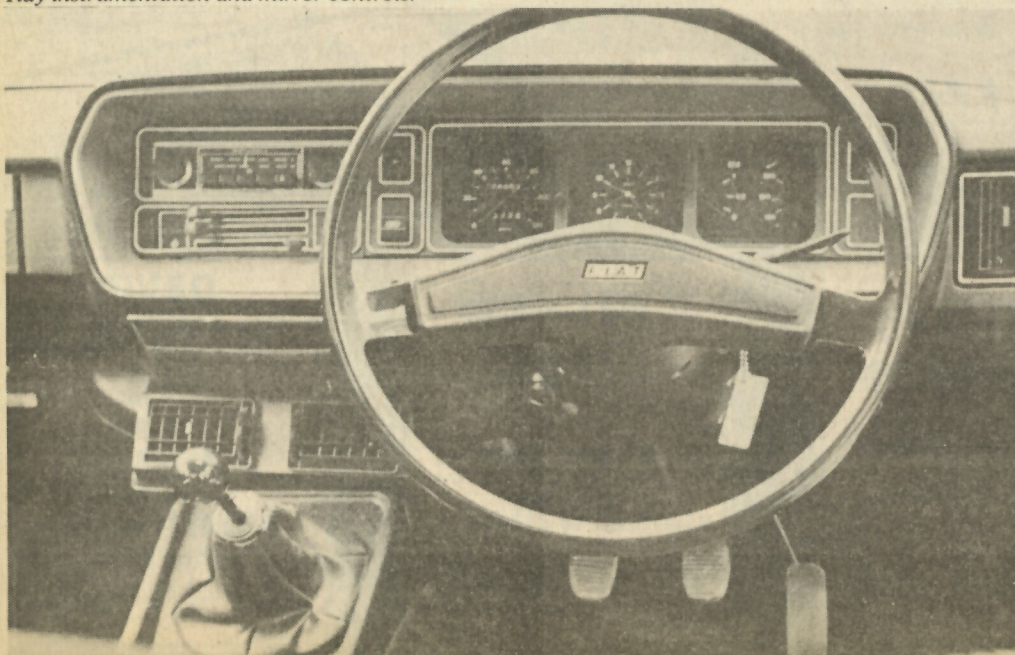
Fiat's attractive 131 – an ideal size for the family man.

Fiat's impressive 131

Some manufacturers stick to one design concept for a whole range of models. Fiat, on the other hand, demonstrate the versatility of their engines by making front-engined, mid-engined, and rear-engined cars with independent suspension of all four wheels. They also have customers, among whom are some important fleet owners, who still prefer the classic front engine and back axle layout that was dear to our forefathers. For them, they build the 132 and they have now introduced the 131 Mirafiore.

The 131 is a replacement for the 124, though its no less than 7in longer and has a lot more room inside. It looks much more expensive than its predecessor which, unavoidably, it is, and the

Tidy instrumentation and mirror controls.



interior treatment gets right away from the former suggestion of austerity. There's no doubt that this size of car is ideal for many family men and it covers a wide performance range with 1300cc and 1600cc engine options.

It is no secret that the first prototypes had twin-cam engines, but when the oil crisis suddenly placed the emphasis on economy instead of performance, a power-unit having more torque and less revs was substituted. Fiat try many engine types for which they have no immediate need, so the experimental department were able to wheel out the very thing, fully developed for immediate production. The combustion chambers are carefully machined to an exact shape, for this

is vital both for economy and emission control; it's interesting that the side-camshaft is driven by a very short toothed belt

The 4-speed synchromesh gearbox – 5-speed and automatic transmissions are options – drives the hypoid axle through an open propeller shaft incorporating a rubber cush-drive, of which more anon. The axle is positively located on twin trailing arms and a Panhard rod and is suspended on coil springs. In front, MacPherson struts and lower wishbones are found, in conjunction with a new rack and pinion steering layout.

The car is easy to enter through all four doors and there is plenty of leg- and head-room in the rear compartment. The driver is assisted in taking up a comfortable position by the adjustable angle of the steering column; this permits a short driver to locate the wheel rim where it will not obstruct forward vision. The all-round view is devoid of blind spots.

Instant starting and a rapid warm-up without stalling are ensured by the automatic choke. The engine has plenty of punch in the middle ranges and the car takes hills in top gear at a rousing pace. Compared with the 124 engine, this one has a somewhat lower rev limit, dictated by the onset of valve crash. In any case, the unit becomes rather noisy before reaching its limit. Though I attained 30 mph and 50 mph on first and second gears, the valves has already begun to bounce and one would not normally go quite so high.

The 131 cruises very pleasantly with a lot of power in hand at 80 mph. The level of road noise is low on most surfaces and wind noise is moderate until 90 mph is exceeded, when it becomes rather unpleasant. The car reaches 95 mph on any reasonable straight, with an ultimate 98 mph coming up after several miles of level road have been covered. The combination of engine and wind noises tends to discourage long bursts at such speeds, however, quite apart from any other deterrent.

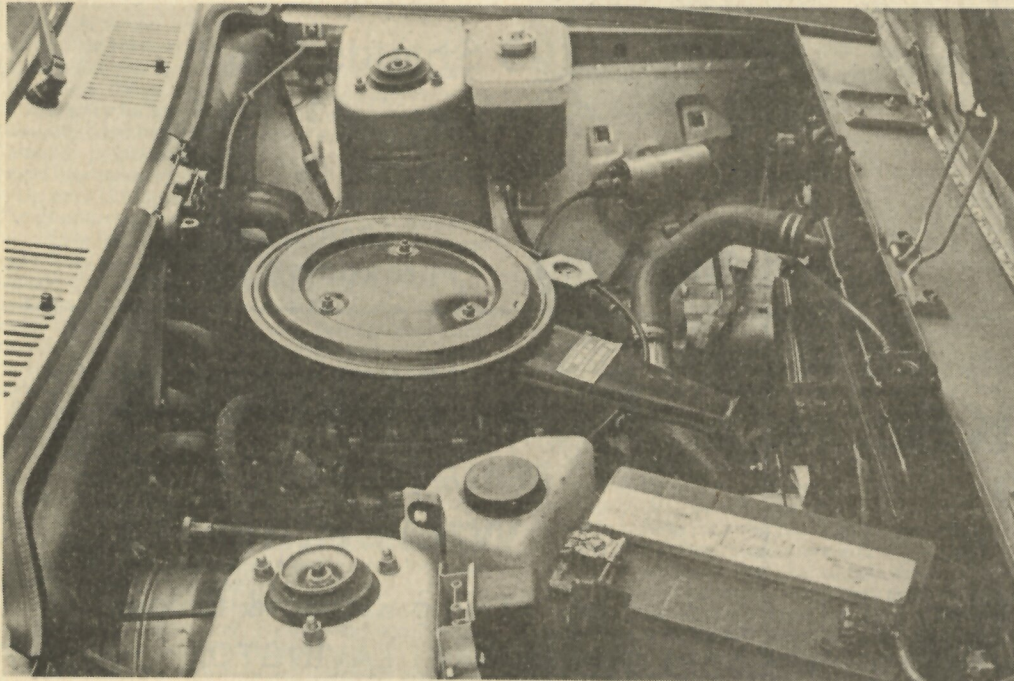
Extremely stable at high speeds, the car ignores sudden gusts of wind. There is a fairly strong under-steering tendency but this does not prevent corners from being taken at satisfactorily high speeds. The rack and pinion steering gives a better feel of the road than the old worm and roller box. However, it is curiously heavy at low speeds, which I found irksome when driving in London; this is all the more surprising as there is not much castor action.

The suspension does not feel soft but it gives a pleasantly smooth ride over reasonable road

Road test



The Fiat 131 1600 possesses an air of quality. Below: 1585cc pushrod engine.



Wide doors permit ease of entry.

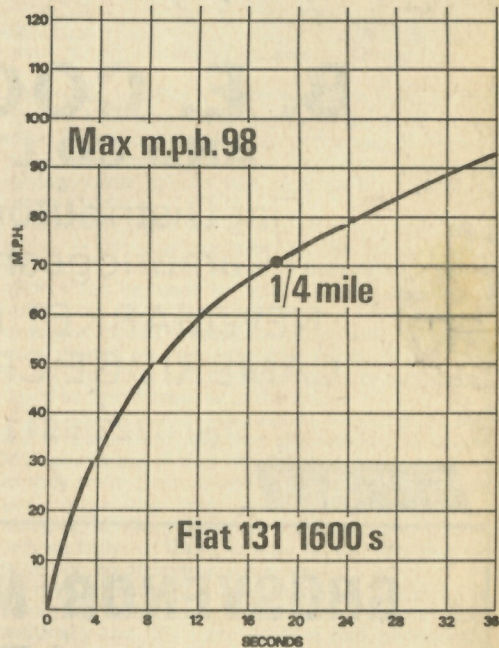


surfaces. On neglected country lanes, the body tends to be shaken about and there are thumping noises from the suspension, but most people seldom follow such tracks so the ride must be judged satisfactory. The brakes have far too much servo assistance at low speeds, making smooth driving in town difficult until one has the feel of them; at high speeds they behave admirably. At low speeds, also there is occasionally a slight winding-up of the propshaft, causing a surging sensation, though the effect is trivial.

The movement of the gearlever is light and direct, the pedals also being well arranged for heel-and-toe. The lights give plenty of illumination for fast night driving. The heating and ventilation are satisfactory, with separate ducts and adjustable inlets for cool, breathing air. Under the bonnet, there's a lot of space all round the engine for a man to wield his spanners.

An attractive appearance is necessary nowadays if a car is to sell well. There is no doubt that the 131 appeals to many people and the latest Fiats have an air of quality about them which is intangible but very real. To me, exposed wheel nuts are not pleasing, especially on a sober saloon, but they are fashionable at the moment and at least they are not emphasised with chromium plating. The large boot has the spare wheel beneath the floor, where it is well out of the way — with any luck it will never be used. In my vast driving mileage I have had dozens of shattered windscreens, but punctures are almost unknown, in fact I drove without a spare wheel for many years.

The 131 is not my favourite Fiat, for I am a dedicated 128 man. However, it will fill a very real demand for sensible family transport, with rear seats that are truly comfortable for long journeys. If the pushrod engine has not quite the sporting characteristics of the overhead-camshaft Fiats, it has the important virtue of being unusually economical, even when driven fairly briskly. Most owners will average over 30 mpg, which is an impressive achievement for such a roomy and substantial car.



Car tested: Fiat 131 Mirafiori 1600 S 4-door saloon, price £1,935, including car tax and VAT.
Engine: Four-cylinders 84 x 71.5 mm (1585 cc). Compression ratio 9.2 to 1. 75 bhp DIN at 5400 rpm. Pushrod-operated overhead valves. Weber twin-choke downdraught carburetter.
Transmission: Single dry plate clutch, 4-speed synchromesh gearbox with central change, ratios: 1.0, 1.361, 2.1, and 3.667 to 1. Hypoid rear axle, ratio 3.9 to 1.
Chassis: Combined steel body and chassis. MacPherson independent front suspension with anti-roll bar. Rack and pinion steering. Live rear axle on four trailing arms, Panhard rod, and coil springs. Servo-assisted dual-circuit disc/drum brakes with rear limiting valve. Bolt-on steel wheels, fitted 155 SR 13 tyres.
Equipment: 12-volt lighting and starting. Speedometer. Clock. Fuel and temperature gauges. Heating, demisting and ventilation system, with heated rear window. Windscreen wipers with intermittent setting and washers. Flashing direction indicators with hazard warning. Reversing lights. Adjustable steering column. Cigar lighter.
Dimensions: Wheelbase 8ft 2in. Track 4ft 6in/4ft 3¼in. Overall length 14ft. Width 5ft 4½in. Weight 19cwt 40 lbs.
Performance: Maximum speed 98 mph. Speeds in gears. Third 78 mph, second 50 mph, first 30 mph. Standing quarter-mile 18.6s. Acceleration: 0-30 mph 3.5s, 0-50 mph 7.9s, 0-60 mph 12.2s, 0-80 mph 24s.
Fuel consumption: 28 to 33 mpg.



"The CSI are also talking about reducing the rim and tyre sizes, I believe this will be a mistake".

With only seven laps to go in the 75-lap Dutch Grand Prix I was lying third. There I was all lined up for a flat-out fourth gear corner out the back of the circuit, doing about 140 mph, when there was an almighty bang and my engine exploded. Bang went my hard fought third place and with it those valuable points that count for so much in this world championship series.

Up until that point it had been a good weekend. The gremlin that came to live in my car in Sweden must have moved on to visit someone else because right from the first day of practice at this tricky seaside circuit in the dunes we were fast. On the first day the two Ferraris of Lauda and Regazzoni were fastest, then James Hunt in the Hesketh and me just four hundredths of a second behind him to be fourth fastest. Very satisfying after all the dramas and problems in Sweden.

On the second day of practice I was running in a new set of tyres, keeping to the outside of the circuit with one hand in the air waving everyone else through, when Clay came howling out of a corner looking like a big red snooker ball. It was one of those situations where you know it's going to be a collision course. It was just a question of deciding whether it was going to be a big hit or a little hit. Happily it turned out to be a little hit. His back wheel clipped my front which gave him a puncture and bent my front wishbone and wrinkled the monocoque a little.

I stood with my hands in my pockets and my fingers crossed watching the mechanics strip the bent parts and offer up new ones. They fitted perfectly which meant that nothing apart from the wishbones themselves were bent. Phew! I'd have been really annoyed if there had been serious damage because the car was handling really well.

Fortunately nobody improved their previous day's times on the second day so my fourth place

on the grid was safe. In the second session we had a little tyre problem with "growing" tyres. You can imagine that at speeds of over 150 mph the diameter of a tyre tends to grow a little — a combination of heat build-up and centrifugal force. Well, we had one tyre on the right rear that was growing more than the other. Amazing the difference it made on left hand corners. Just that slightly larger wheel on that side made the car understeer enormously.

Race day was wet which was a real bore, not that I mind racing in the rain. But it became obvious that it wasn't going to stay wet all through the race. It was going to be another Monaco — a race that starts in the rain and ends in the dry. That of course means pit stops for tyre changes. Inevitably that means the race can be won or lost in the pits and by decisions made on when to come in. I don't like that. I like a race that starts when the flag drops and goes all the way through until the chequered flag. A stop for four new wheels can take a well-drilled team between 25 and 35 seconds which is quite good going.

But equally important is the decision of when to



Jody talks to Emerson Fittipaldi about safety requirements for Silverstone's forthcoming Grand Prix.

pull in for the tyres. Often you get a situation of a drying track on which "wet" tyres will suddenly become ten seconds a lap slower than "dry" tyres. So in two laps you can be 20 seconds adrift. Conversely, if you change too early you find yourself on slicks on a wet track without sufficient adhesion and losing time as a result.

So the race started in the rain. I was on the second row and got everything just right — just enough acceleration to take me past Clay and tuck in behind Niki into the first bend. And away we went first and second. The spray on the first few laps was terrible. But all I had to contend with was the spray from one car — back in the middle of the pack some of them must have been doing their thing by braille.

James was the first to make his stop for tyres while he was lying fourth and he ducked back into the race and by the time everyone else had made their stops over the next few laps James was running in the lead.

After my stop I was lying seventh. So there was quite a job to be done to try and claim back some of those places.

I did get back to third and you know what happened then. Bang! That's the third engine we've had let go on us this year which is a bit disturbing. Ken winced when the boys lifted the engine cover off. I asked how bad it was and he said, "About £4,000 bad."

Great credit is due to James for winning his first Grand Prix. It was a satisfying way for him to win it too. He drove with his head and in those ten laps he was under real pressure from Niki and he didn't put a wheel wrong. It's not easy sitting five yards in front of the guy who has won the last three races and seeing his front wheel alongside, I can tell you.

The CSI decision to ban wings on Formula One cars for 1976 was the main talking point of the weekend. Everyone's first reaction was one of amazement that the so-called advisory committee could have made such a decision without consulting either the constructors or the drivers. However, strangely enough it's one that the

drivers favour. For a while we have been of the opinion that something needs to be done in an effort to reduce through the corner speeds. Wings have been the single most important factor in raising corner speeds so I suppose it's logical to remove them.

Obviously there will be side effects in removing wings — like our speeds before the braking area will be higher than before. I believe that some effort must be made to reduce corner speeds for apart from any other consideration I feel that we must give circuit owners the opportunity to spend their money on improvements other than those which are made necessary by the ever increasing speed and performance of the cars.

The CSI are also talking about reducing the rim and tyre sizes. I believe that this will be a mistake. My own feeling is that we should leave tyre sizes as they are at the moment — but not let them get any bigger. Big tyres do help to contain an accident. In a spin big tyres will slow a car to stop very quickly — that's a plus factor. On skinny tyres you go on spinning for ever.

There's obviously a lot of talking to be done yet before we resolve this situation. I think that politically the CSI have made a bad mistake in trying to railroad a radical change through without consulting the constructors. It's also interesting that the entire so-called advisory committee were French — none of them have any current experience with F1 machinery. Those who have had past experience with F1 have all been attached to teams who were conspicuous by their lack of success. The CSI really do score very low marks in the credibility department.

Now I'm off to Austria where Patrick and I will run the fabulous little turbo-charged Alpine Renault in the sportscar race. I've not driven the car but I understand it's quite a little flyer. The last turbo car I drove was the thousand horsepower Porsche in the CanAm a few years ago — and what a fistful that was. I don't think that with 2.2 litres the little Alpine will present quite the same problems. After that it's back to Paul Ricard and another bash at getting myself some more championship points.

Jody and the Tyrrell boys looked deep enough into 007 and found the Swedish gremlins.





Try as they might, the Adrian Boyd/Frank Main Alpine finished the six laps just 12s behind John Taylor.

TEXACO RALLY

Taylor-made Texaco triumph

The Texaco Rally has, for a number of years now, been widely regarded as a typical tarmac/forest rally, good enough in its routeing and organisation to be a round of the RAC rally championship. Then, last year, the Association of Northern Ireland Car Clubs voted to give the vital road closing order necessary to the Omagh Motor Club — not Larne MC. Omagh MC will be running their tarmac rally, the Duckhams Bushwhacker within the next couple of months . . . excellent — but what about Larne MC? This motor club has been virtually unique in its thinking during the past few years, its magicians' inventiveness and creative repartee a bye-word in the north of Ireland.

Loathe to lose the very valuable Texaco Oil Company sponsorship, some serious thinking was necessary and the results — an amazing way around their problem — came to fruition last weekend with a totally new style Texaco-backed event in place of the familiar rally. The result was a loose special stage rally, all at one location, ideal for spectators and service crews used to rushing around the countryside, and with a big fat cheque for the quickest driver over the 20 or so accumulated miles of flat-out motoring. Describing the Texaco like that, it sounds very much like a glorified rallycross, which it certainly was in many respects, so it was no real surprise to record, in that vein, that John Taylor was quickest.

The event, with a first prize of £500, a second prize of £200 and a third place award of £100 attracted an understandably healthy interest right from the time of its inception. All the Irish stars, with the exception of Billy Coleman were present and overseas drivers lured across included Pink Stamps man, Nigel Rockey; Tony Drummond who

stayed over with his Carman Catering butcher-/Wakefield Abany Inn car, after a gap of just six days from his successful Donegal sortie, Tony Fowkes' dazzling orange Cables and Components car, plus the Escorts of both John Taylor, and Scottish rally championship leader, Bill Taylor with his Royal Bank of Scotland Escort. Also

John Taylor drove swiftly and with great precision, not putting one wheel wrong all afternoon.



across from Scotland were a couple of group one entries in the form of Ian Gemmell's Maconochies of Kilmarnock Avenger and the very hard worked Marshalls Chunky Chicken SMT Vauxhall Magnum for Andrew Cowan.

A mysterious chap by the name of Andy Benson, according to the programme, failed to turn-up with either Andy Marriott or the Kleber Datsun. Unfortunately the right sort of parts for this Japanese machine have disappeared off the face of this planet and Andy has been forced to put the car in a quiet corner under a dustcover. A great waste. Of the local men, Paul Martin couldn't compete due to his temporary attack of gearbox-foot and Sean Campbell arrived with a 3-litre Capri, his co-drivers car, as Sean has disposed of his own quick but unreliable Escort RS. Otherwise, all the stars appeared in their expected machinery, including Ulster heroes Adrian Boyd and Frank Main with the Renault Alpine.

The little Alpine was not the only attraction for the dashing Jean-Pierre Boyd's many fans . . . they were watching their day's motoring entertainment on hallowed Boyd territory, at Mallusk, Glengormley; without which ground — there would have been no event.

Using fleets of earthmoving, and mountain re-arranging equipment, the Boyd quarries were hacked and chopped into shape to provide nearly three miles of very varied motoring. Huge masses of boulders had to be strategically placed (some large lumps were so placed as to prevent the daunting possibility of a car falling from the quarry top — a cheap and effective barrier, if not very resilient) while whole new sections of track were created from scratch, to link every likely quarry road together. Included, was the manufacture of a rallycross course for use in October.

The scenery for any given lap varied from fern and scrub, through pine trees and open field and, of course, the dry, hard and dusty quarry, looking for all the world like something imported straight from the Moroccan Rally. By the end of the day many sore drivers reported that it felt very much that way to. With the passage of so many cars, problems did develop with some of the newly constructed links and one particular stretch had to be chopped from the agenda eventually as the "grooves" were visibly growing to daunting car-engulfing proportions. In other places it was "on the rough side," as was readily admitted by Larne MC, Adrian Boyd, Michael Ford-Hutchison (Clerk of the Course) and all others, but in no way could it be branded a car-killer, certainly no more so than many "Scottish" stages experienced earlier this month. Tony Fowkes was one driver slightly disappointed with what he found, reckoning that if he had had a real go, the results could easily have negated his plan to trundle the car across to Duns afterwards and leave it there, ready for this weekend's Jim Clark.



Porsche spectacular: Left, Dessie McCartney has a very sideways moment fractions before a severe "yump", while David Agnew gets his ex-works car well set-up on "Weighbridge" corner.

Regarding the surface roughness, an important factor to be taken into consideration was the fact that cars were travelling complete with co-drivers, and this intrepid band were very busy shouting-up pace notes, or any similarly effective encouragement to their frenzied drivers. Coupled with the assumption that the more astute drivers might remember to remember which way the road was about to deviate, the "tis all flat here!" warblings of the note-men meant that cars were tackling some sections at speeds approaching the incredible. How there were no high speed rock contacts or rolls is something many spectators will be wondering about for along time to come. Serious spills there might not have been, but spectators certainly did receive great value from their 50p admission charge. Even to the most disinterested Belfast day-tripper (a number of the crowd showed an extraordinary interest in the generously sized beer tent) cars nearly, but just not quite, having big accidents was a constantly repeated sight well worth observing.

Usually to watch such aces as Rockey or Drummond through the forests a hectic (and expensive) day of scurrying around the countryside is required. Even then six stages would be hardly likely. Here, the form was quite simply to find a good-sized rock and just lie back to take in the sun, sound and spectacle. An admirable public address was operated and times of the top cars were broadcast almost immediately on completion of run. It was a great day's sport for the enthusiastic crowd and reinforced the clever thinking from Larne MC — an idea worthy of further development. Their sponsors, Texaco, must have been very gratified with the response.

Towards the business of winning that bumper £500 first prize for being bravest/most reckless/highly skilled driver of the day, practicing started several hours before the 1pm start. The route was basically a run between two vast flat-bottomed quarries which, with the use of a link-loop would provide six "stages", three each way, comprising two runs each of three combinations.

Cars burred around at low speeds while the notes were constructed, drivers traversing the loops in what could best be described as random fashion and the situation became quite tense with such combinations as Rockey, Cowan and Eyre-Maunsell going one way and Fowkes, Drummond and Bertie Fisher travelling in the other. Added to this m el e were several course cars, a water spraying truck and a grader. Quite an obstacle course at times.

Although most drivers became quite familiar with the course, notes proved to be quite an advantage for it was all too easy to become disoriented in the lunar-like quarryscape.

With Coleman non-starting, the first car on the track was Rockey's snarling Pink Stamps Escort, very competently guided around by Peter Scott. Rockey's car was joined on the course moments later by Taylor, then by Drummond with Dessie McCartney's Porsche following; the noise of such, raucous BDA Escorts and rattling flat six Porsche engines filling the entire complex and silencing the enthralled crowd. Just minutes later the first times were announced and Taylor, accompanied by Charles Reynolds, learned that he had taken four seconds off Adrian Boyd. Some of the

partisan crowd didn't like that very much. They did, however, like seeing Ronnie White's spectacular 1425 cc autocross Mini taking third quickest behind Adrian and ahead of Tony Drummond and Dessie McCartney.

Unfortunately for many of them, that is the way it stayed, Boyd just unable to match the speed of Taylor. One particularly unusual entry was that of Ronnie McCartney back in action with a most unlikely Triumph 2.5PI — the car with which he and younger brother Dessie won the '72 Galway. They had recently taken it back in part exchange. The Triumph unfortunately ruined its steering and rear suspension on the first run during an excursion.

The group one category proved to provide the closest results of all, and some of the most spectacular driving, with Grewer's Opel Ascona taking the first session by just one second from Gemmell's Avenger, and Eyre-Maunsell's Ulster Dealer Team car a further one second back. Again, the first lap dictated the pace of things to come and Grewer comfortably took the award at the end of the day. His driving of the Opel was one of the highlights of the day. All credit to both car and driver for staying right side up.

As the day progressed so the times slackened slightly — due entirely to the track surface cutting-up, for several drivers were visibly trying harder each time. Tony Drummond kept turning in impressively good times, his opposite-locking, arms and elbows style, another favourite with the

crowd. Fowkes, Rockey and Bill Taylor seemed content to stay just short of top times by comparison, sensibly conserving their cars for the important RAC championship round coming up.

Apart from the dice at the top between Boyd and Taylor most drivers were treating the rally in a light-hearted way and there was not much disappointment about times. John Taylor obviously took the proceedings in a more serious vein with that £500 well on target and, although bitter at the pounding he had to inflict on the car, kept up a magnificent performance to the end and was thankful that the final run did not use the rallycross section which was just too far gone. A few cars were, perhaps, too much the worse for their experiences by the end of the day but, by and large, the Texaco proved to be a most worthwhile exercise. An "open" event on Friday night was won by Trevor Fleming's Mini-Cooper "S".

IAN SADLER

1975 Texaco Rally — results: 1, John Taylor 19m 21s; 2, Adrian Boyd 19m 33s; 3, Tony Drummond 19m 37s; =4, Dessie McCartney and Derek Boyd 19m 58s; 6, Ronnie White 20m 20s.
Group One: Colin Grewer 20m 40s.

Stage One: 1, J. Taylor 3.18; 2, A. Boyd 3.22; 3, R. White 3.24; =4, T. Drummond and D. McCartney 3.25.

Stage Two: 1, J. Taylor 3.27; 2, A. Boyd 3.28; 3, D. Boyd 3.32; =4, T. Drummond and D. McCartney 3.33.

Stage Three: =1, J. Taylor and A. Boyd 3.19; 3, T. Drummond 3.23; =4, N. Rockey and D. McCartney 3.24.

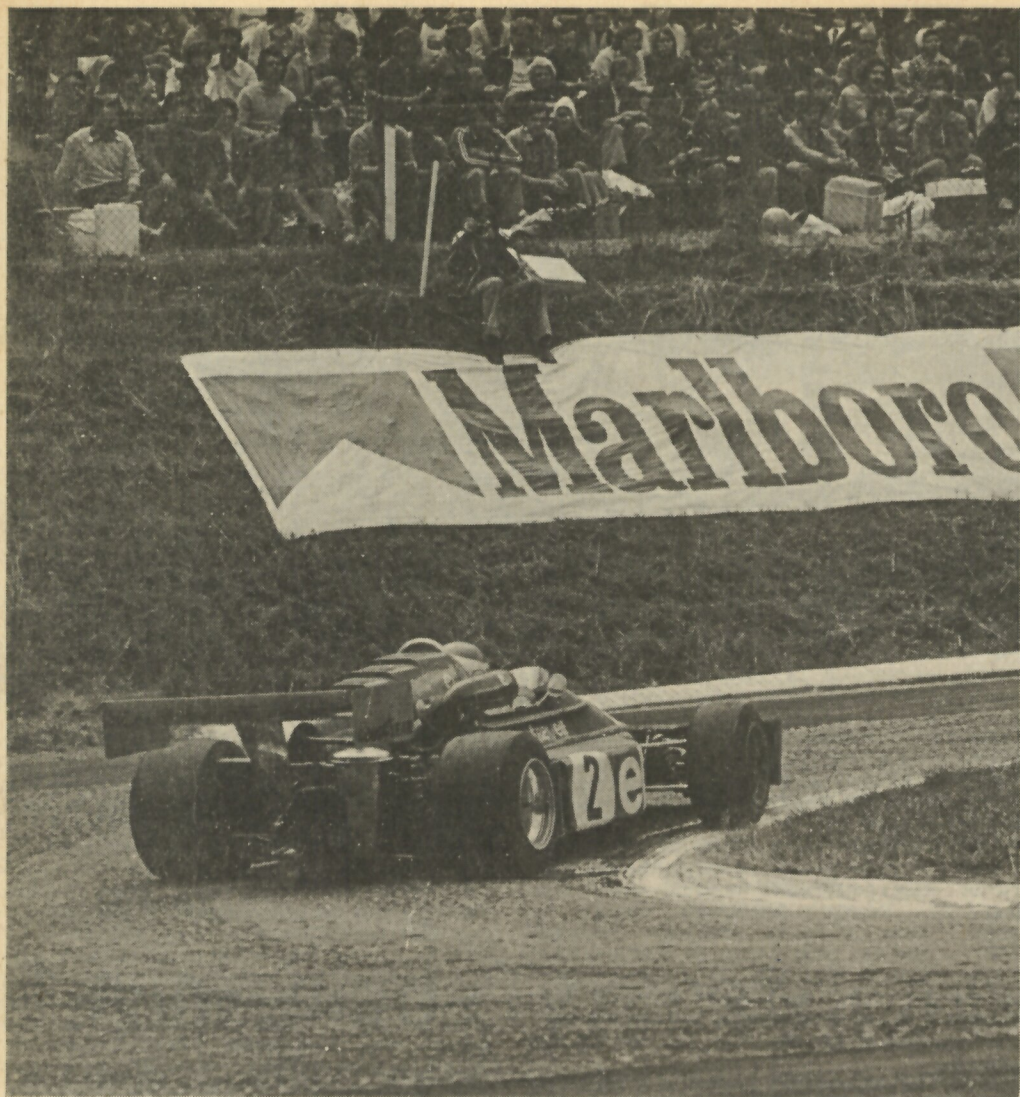
Stage Four: 1, J. Taylor 3.25; =2, A. Boyd and T. Drummond 3.30; 4, D. Boyd 3.33; 5, D. McCartney 3.34.

Stage Five: 1, J. Taylor 3.20; =2, A. Boyd and T. Drummond 3.21; 4, D. Boyd 3.24; =5, N. Rockey and D. McCartney 3.25.

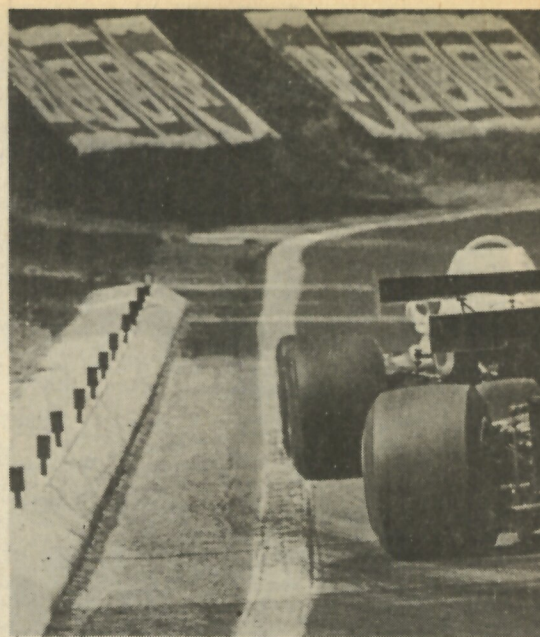
Stage Six: 1, J. Taylor 2.32; =2, A. Boyd and D. Boyd 2.33; =4, T. Drummond, R. White and N. Rockey 2.35.

The Robin Eyre-Maunsell/Richard St John Young Avenger was quick but slightly inconsistent.





Michel Leclere, Rouen's victor, powers his Elf March round on the cobbles of Nouveau Monde hairpin on the way to his first F2 win.



Jean-Pierre Jaussaud gets a mite out of line in Brian H front. Below, Michel Leclere is out of sight and now Jean Jacques Laffite just behind.



ROUEN

Leclere at last

By BOB CONSTANDUROS

Photos by DAVID WINTER

It was a victory that regular F2 observers had been expecting. Of the contenders at the head of the championship and of the regular field, Michel Leclere is the only one never to have won an F2 race and on Sunday, at the fast wooded road circuit of Rouen that calls for such bravado, he nipped by leader and poleman Jean-Pierre Jabouille on lap three and was never headed again. Jabouille was losing oil from a broken piston ring, and the man who looked a good bet to win the race slowly slipped back. But not before he, Patrick Tambay and Jacques Laffite had a hectic dice for second place for ten laps. In fact, it was more a matter of keeping in touch and testing one another out, but it enabled Leclere to grab a ten-second lead. Then, just after the quarter distance mark, Jabouille's engine finally complained of lack of oil, and a couple of laps later, Laffite had to pit after his steering was deranged by contact with Tambay. Which left the two Marches in front, all the way to the flag. They had their problems, but with a substantial cushion to the rest, they could afford to cruise home to a resounding one-two for the world Elf March team. Those four — Leclere, Tambay, Laffite and Jabouille — had been 1.5s quicker than the rest in practice, so third place was who would come out of the rest and it was Claude Bourgoignie who had a busy time, dicing with others, and finding himself slowly climbing up the leader board. He drove sensibly and well to take third place, but only just from another swift and popular climber, Jean-Pierre Jaussaud, the 38-year-old driver bringing Brian Henton's March up through the field after very limited practice, having only driven the March for the first time on the Friday but setting fastest lap during the race. And that was it, the only other runner being Bernard De Dryver in the second Brian Lewis run, Bang and Olufsen March, a lap behind. Not a good day for F2 with so many retirements, but a good one for March who provided all the finishers, as did British-based teams. Hart engines too deserve a mention gaining fastest lap in Jaussaud's car, while Mr Schnitzer's day is not one that he nor his customers will want to remember.

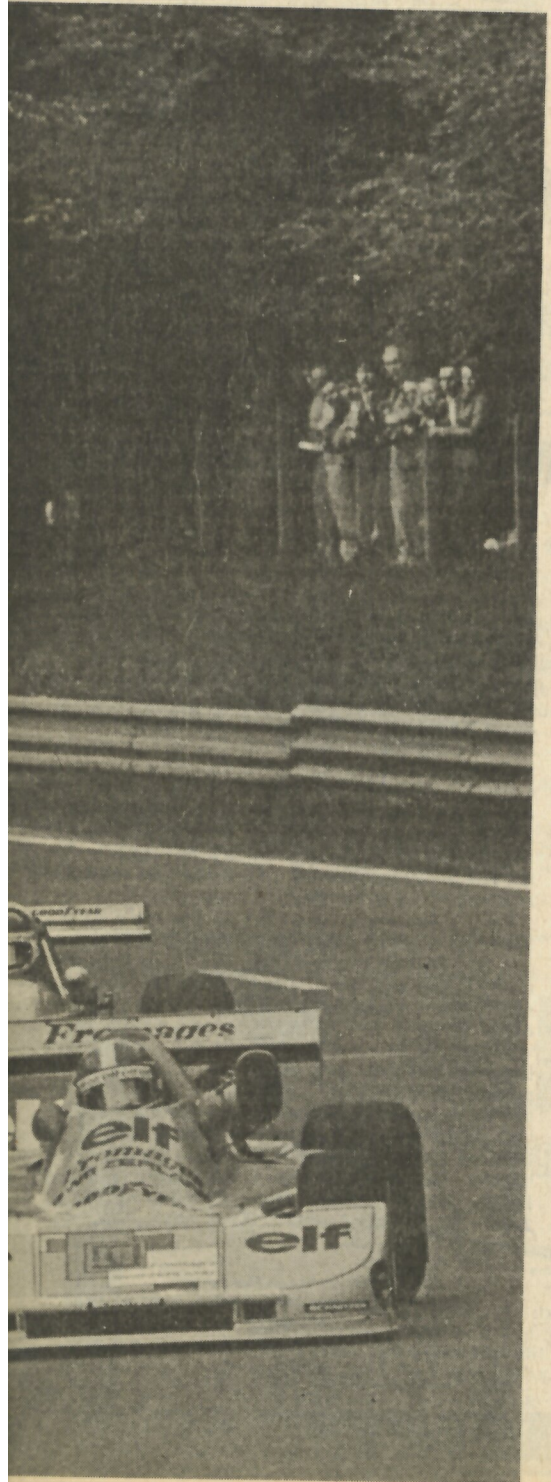
ENTRY AND PRACTICE

It was back to the wooded circuit of Rouen for the eighth round of the European Formula 2 championship with just one thing in the minds of all the top runners — how to keep Jacques Laffite from gaining another victory that would take him even closer to the F2 championship. But after the slip streamer of Salzburgring, the circus recollected at the circuit which has always been well known for sorting the men from the boys. The fast swooping bends which wind through the trees down the side

of the valley from the start of the chicane, now in its second year of permanency. Then the second burst to the bottom of the valley where the driver's climb down from fourth to first with their feet hard on the brakes to tackle the cobbled hairpin at the bottom - Nouveau Monde. Then the climb up through the trees again, up the other side of the valley through the woods of Les Essarts and then out on to the flat beside the motorway for the three new bends which the motorway construction necessitated some years ago, and then into the final right hander before dashing past the pits again — it all calls for an extra kind of skill and bravado.



... in pursuit of third placed Claude Bourgoignie, just in ... uille has Patrick Tambay waiting to demote him, with



On this course, despite its length of 5.5 kilometres, just 20 cars are allowed to start, so it would look as though five of the entered 25 wouldn't start. However, conveniently, six entries failed to turn up. Neither the Passatore March 752s for Lamberto Leoni and Giancarlo Martini turned up, probably because of money, or because they were preparing for Mugello, the next round. Loris Kessel is known to have internal problems within the team and didn't arrive, Hans Binder is changing from Schnitzer power to works BMWs and is having the chassis altered while David Purley was known not to turn up in Kuwashima's March anyway. Finally, Duilio Truffo had a contract to run seven races in the Osella team, and this being the eighth, he was still renegotiating the second half of the season. However his brother Armando was still in charge of their remaining car.

There was an hour and a half's worth of practice on both Thursday and Friday afternoons, the former some finding hotter than Salzburgring. Friday's session was held under slightly cloudier but cooler weather, and what a humdinger it was. The times to aim at were in the 1m 48s bracket, set during last year's practice, so after 1m 50s were set on Thursday, with sorted gear ratios and handling, one could expect a little more on Friday. And we got it.

Immediately the times were in the 48s, Jean-Pierre Jabouille in the Elf Switzerland Elf 2 with Schnitzer power first to show, producing gasps of amazement from circuit officials as the yellow car swung out of the chicane and hurtled down to the hairpin, every time seeming as though it would shoot down the escape road, but turning controllable round on the cobbles to scream back up the hill again. Then half an hour later, the two works tended Elf Marches of Patrick Tambay and, unknown to the good-looking Frenchman, his team-mate Michel Leclere came out 100 yards apart. Their times went through the 48s, then down into the 47s, winding up, after eight laps with Tambay on 1m 47.2s and Leclere a little slower. Then it was Jabouille's turn again, and as the session drew to a close, it was he who captured pole. So what of Laffite? His practice was troubled with both traffic and a wrongly set rev limiter, so that as he wound off the armfuls of opposite lock around the hairpin, the engine would cut at the top end as he changed up through the gears, but at the end of the second session, he finally took the Elf sponsored Martini-Schnitzer Mk16 into the 47s too. So we had four drivers in the 47s, these were the men. Then there was a gap to the 49s, with five drivers on that mark, then two second slower a further six and then the final five on 52s, a 54s and a 2m 1.99s.

Quickest then, was Jabouille in his own run Elf, still the same car used throughout the season so far. He was in his element here — "I drive much harder than ever before" — perhaps due to his impending F1 drive. After curing oversteering problems in the first session, the blond Frenchman got down to 1m 47.28s in the session to take pole position. His Schnitzer, although reported 15 bhp down on the works BMWs, stayed in for the race.

Beside him, on 1m 47.39s despite private watches clocking him quicker, was Patrick Tambay in the first of the works March 752s. Of late, the team has been trying narrowing rim widths, going from the standard 11in front, 15in rears down to 9in fronts, 14in rears, although for this event, the combination was 10in fronts, 14in rears. This has the effect of pulling the tyre more into the rim. It all seemed to work. Although Tambay had a down on power engine for the second session, having overrevved his during the first session, he was some 15/100ths quicker than

his team-mate, Leclere, who was on the second row. The dark Frenchman had an unhappy first session with an even more down on power engine than Tambay, losing some 500 revs. After an engine change — the cause was not found but thought to be electrical — and new suspension settings, the team were happy to send him on his way with thought that there was more to come. His second row proved that.

Beside Leclere came the final 1m 47s man, Jacques Laffite on 1m 47.77s. Laffite had done over 200 kilometers of testing between Salzburgring and Rouen, but his sessions were troubled. In the first, there was a niggling electrical problem which took most of the session to sort, thought to be in the ignition, although the transistor box among other parts were changed. The rev limiter kept his second session troubled and an engine change was prescribed for the race.

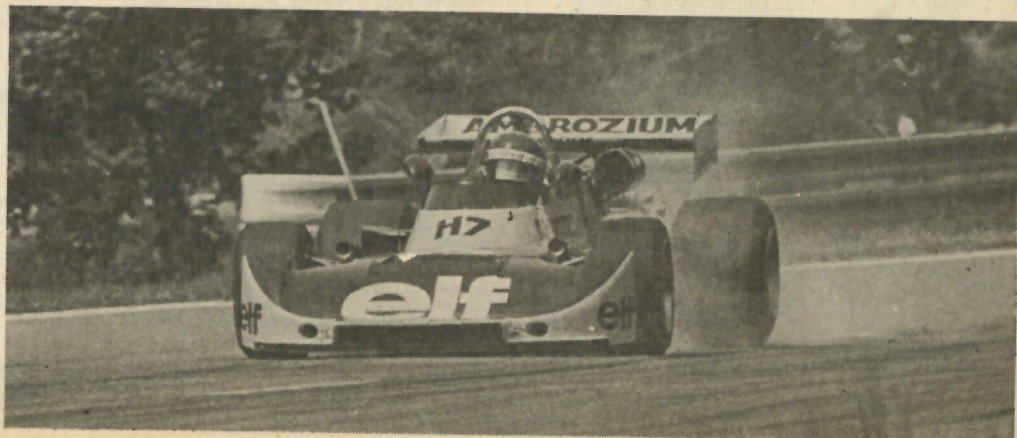
First of the 1m 49s on the third row was Claude Bourgoignie in the Bang and Olufsen team March-BMW 752 on 1m 49.14s. This was a good effort for in the first session the Belgian lost 30 minutes on the circuit when the main battery lead failed, and then could be seen fishing for gears in the second, attributed to a deranged gear selection mechanism. Beside him, on 1m 49.71s was Maurizio Flammini in his Trivellato March-BMW 742. This was another good effort, for Flammini had a full fuel load in the car, and after learning the track in the first session, got onto the marbles in the second while letting through a works March and went off lightly at the Autoroute end, which abbreviated his practice.

Row four was headed by Jean-Pierre Beltoise in the Alpine Elf, normally driven by Gerard Larrousse. With Larrousse away at the Osterreicherung in the turbocharged Alpine, Beltoise stepped in to partner Jabouille. Beltoise would doubtlessly have improved on his 1m 49.82s had he not had a down on power engine for the second session. So he had his first session engine refitted for the race. Beside him sat Gabriele Serblin in the Elba Racing, Trivellato run March 752. His was a fairly troubled couple of days; he broke a shock absorber in the first practice, and then had a bolt break in the gearbox which meant no second gear for the whole of the second session. Thus, his 1m 49.83s was quite a good effort.

Final 1 49s man was Harald Ertl in his Fred Opert Chevron-BMW B29 on 1 49.82s. His first session didn't produce the best in him as he had driven over with the truck from Germany and was pretty tired. Add to that brake trouble, a puncture and gear linkage trouble and you can see why he wasn't too happy. In the second session, he expected to improve, but found that the brake bias had gone the wrong way. But he felt consistent 49s would be on for him during the race.

Beside him was the first of the 1m 51s, Warsteiner Racing's Willi Deutsch March 752 now with works BMW power for the first time. After oversteering in the first session, he came out in the second, set his time and was just bedding in new brakes when he braked too hard for the chicane and spun lightly into the Armco on the inside towards the end of practice. His 1m 51.60s was 11/100ths quicker than sixth row opener, Giorgio Francia in the sole Osella-BMW PA2. After a satisfactory first session, Francia became the luckiest man of the second session. Coming down past the pits, through the first right hand swing, the car suddenly turned sharp left into the Armco at around 140 mph. The Armco held fine, but the Osella bounced back into the road, rolling and cartwheeling in flames for around 200 yards to the next left hand swing, where it bounced over the Armco, through a wooden marshals' post, and down about 15ft into the ravine. From this, the

Laffite is out of the hunt, but still piling on pressure, here locking a front brake.



Italian crawled out with a cut arm and a badly scarred helmet, but no serious injuries. With a steady hand, an hour later, he announced that he would drive the spare. Osella in the race, until a broken wrist was diagnosed. His own car, totalled, was so far into the undergrowth that several passers by didn't even notice it.

Sharing his row was Xavier Lapeyre in the first of the ROC Chevron-Simca/ROC B29s on 1m 51.78s. A broken oil pipe, injector trouble, and rising water temperature kept his mechanics busy. Row seven held Bruno Pescia in the Technitub Project 3 entered March-Schnitzer 752 who was hoping for his first F2 race at Rouen after non-qualifying at Hockenheim, his practice being trouble free.

Beside him, on 1m 51.94s, was Jean-Pierre Jaussaud, perhaps a long way back for such an experienced driver, but he had his excuses. Originally, through the organisers and the French equivalent of MRC, Promocourse, he was entered in a Fred Opert Chevron; but Opert couldn't find sufficient mechanics, and so another car was sought. Brian Henton's March was available as Britain's F2 representative couldn't find the cash, and rather late, the team set off for Rouen, arriving after the first practice session. So Jaussaud and the team, with Roy Kennedy in charge, had to do all their sorting and their time in one session. Jaussaud found the gear linkage strange and also a lot of down force on the front from the nose, a view shared by Kennedy, but it was expected that Jaussaud could produce a much quicker time in the race.

The eighth row held the second Project 3 March of Sandro Cinotti who had two offs, both at the chicane for his 1m 51.99s, although he was troubled by brake problems. The car was easily repaired each time. Alongside was Alberto Colombo's Trivellato March on 1m 52.74s who broke a driveshaft in the second session.

The last four on the grid were Jo Vonlanthen's March, who went off in the first session; Bernard de Dryver's Bang and Olufsen March, who had no problems and was learning the circuit; Christian Ethuin's ROC Chevron, whose clutch gave up in

the first session and Max Bonnin, who was plagued with problems in both session and did very few laps.

Early on Sunday morning before the race, the F2s had a further untimed session of 30 minutes, during which certain dramas struck three of the principal contenders. Both works Marches had parts come off the engine—off the cam on Leclere's car, and a nut through the injection on Tambay's car—but Paul Rosche of BMW advised them to keep in the engines fitted, after both bits of metal were found. The other drama belonged to Laffite, who took his Schnitzer up to 11,900 rpm by mistake, but his engine stayed in for the race also.

RACE

Although the cars were brought out long before their race was due to start at 3pm, it wasn't until that time that the cars did their two warm up laps. In these, Bourgoignie found a little clutch problem, but took his place with the others under the sometimes sunny skies. Ten minutes late, the flag came down for the 25th Grand Prix de Rouen. Into the chicane for the first time, it was Jabouille from Leclere, Tambay, Serblin who'd made an excellent start, Laffite and Flammini, the rest following like a long angry and weaving snake. Jaussaud was well back having had gear selection problems at the start. By the end of this first lap, the initial order was the same, except that Leclere was really pressurising Jabouille for that all important first place, the rest following on and Ertl taking seventh from Flammini. By the next lap, Laffite had got Serblin as his form would dictate for fourth place.

Now that all the four quickest were running together, the fun could begin. Firstly, on lap three, Leclere finally harried Jabouille out of first, and as he did so, the blond Frenchman dropped back to his compatriots. So that as they came by on lap four, there was a very tight little train some 2s behind Leclere, of Jabouille, Tambay and Laffite. Serblin still led the rest, but already about ten seconds back. Behind him were the snarling bunch

of Ertl, Flammini, Bourgoignie and Beltoise. Deutsch and Cinotti followed.

The centre of the attraction though, was up at the front. Unknown to spectators, Jabouille had a piston ring break early on, and as this fraught battle took place for second, with the cars locking brakes occasionally, pulling out of the tow, and looking for every way by the one in front, so oil was spilling onto his brakes. As they approached the quarter distance mark though, it wasn't he who left the lap chart, but Laffite. In this fraught dicing, he'd touched Tambay in front, and the steering was deranged so that he was on a quarter lock going in a straight line. On lap twelve, with this battle 6.5s behind the flying Leclere, he ducked out of his fight to have the steering checked — and so there were two.

Not for much longer though. At the end of lap seventeen, having dropped back from Tambay, Jabouille's engine finally blew. And that left just the two works Marches on their own in the lead, now separated by nine seconds. Apart from niggling problems like overheating in Tambay's March, and a difficult engaging and disengaging of fourth gear for Leclere, the two works cars simply cruised to a superb victory.

But what was happening behind? There's no doubt that the top four had been in a class of their own, for when Serblin finally broke free from the gaggle behind, he was already nearly 20 seconds behind Jabouille, this being on lap 14. Behind him though, Ertl still held Bourgoignie, Beltoise and Flammini at bay but this was to change. In fact just before half distance, the whole fourth place order was to change. Ertl dropped to the back of the bunch to retire eventually with rear end vibrations. Bourgoignie now led, and Flammini had nipped by Beltoise when Ertl slowed. Jaussaud had now got into the swing of things and was next, in eighth position. De Dryver came next in front of a dicing Deutsch and Vonlanthen. Pescia was slowing with gear selection problems, ultimately traced to a collapsed gearbox bearing, and was now lapped, being chased by Laffite who was out again and going as well as ever. Both ROC Chevrons had retired with engine bothers, and Bonnin hadn't even completed a lap. Colombo, who'd been following De Dryver, found the Belgian sideways in front of him at Paradis, took to the marbles and spun himself into the Armco. This then, was the position at 20 laps.

Next to go was Flammini, dropping out of his eighth place dice with Beltoise and Bourgoignie with a broken driveshaft. He was to reappear later in a "wheelchair" dice with Ertl, and ultimately was the seventh finisher, after a good drive. Next to go were Deutsch and Vonlanthen for the amiable German pulled over for one of the works Marches to pass, and as he did so, the slippery marbles caused his spin, and Vonlanthen hit him. Exit two more. And so there were seven. Laffite being the first lapped runner due to his pit stop. But seven was to become six when Beltoise, now making his move in fifth position, and challenging Bourgoignie's fourth place, blew up. Bourgoignie was in the news again, for approaching the final quarter of the race, he began to haul in Serblin's third placed March. Serblin's wing was actually rupturing the gearbox with downforce, and with oil escaping, so he slowed. But once in fourth place, he stayed right with the B and O March until lap 33 when suddenly the whole lot let go, and Serblin pulled off beside the pits with the rear end of the car on fire.

Now there were just four — the two flying Marches of Leclere and Tambay, each nursing his car, followed by Bourgoignie, and Jaussaud, now really flying and about to set fastest lap. The gap of eight seconds halved on lap 25, and halved again on lap 36, but the problem with Bourgoignie was that he was having to hold the gearstick in first, and having lost his time using second, proceeded to go back to first again, and held off the experienced and popular Frenchman to the line. And that was it, four finishers on the same lap, the final classified runner, De Dryver one behind, Serblin five behind, Flammini six, and Laffite, who'd subsequently had valve or piston failure, 12 behind. Not a shining example of the Formula.

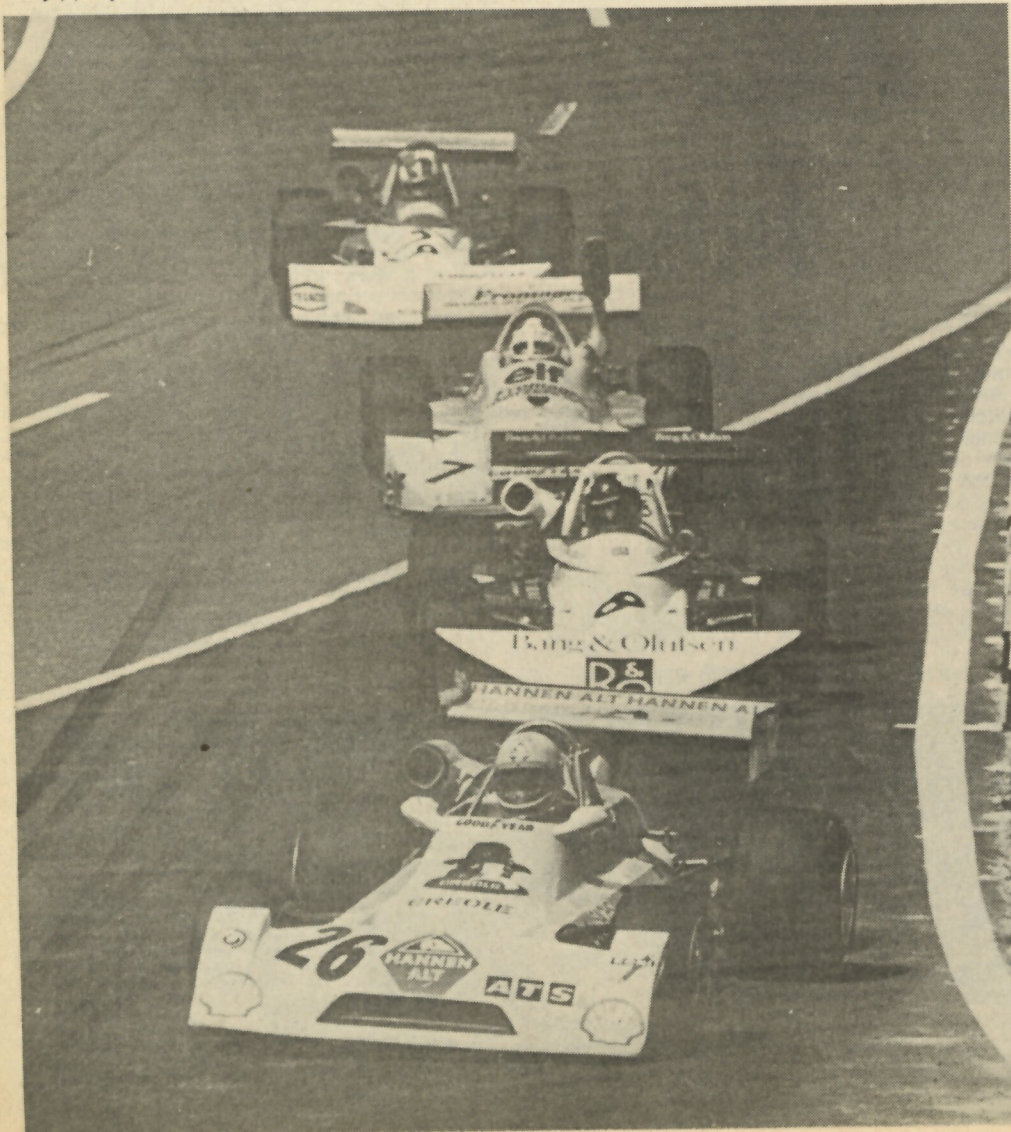
Grand Prix de Rouen Les Essarts Formula 2 European championship, round 8 40 laps

1. Michel Leclere (March-BMW 752), 1 hr 13m 30.48s, 180.976 kph.
2. Patrick Tambay (March-BMW 752), 1 hr 13m 37.13s.
3. Claude Bourgoignie (March-BMW 752), 1 hr 14m 44.42s.
4. Jean-Pierre Jaussaud (March-Hart 752), 1 hr 14m 46.25s.
5. Bernard de Dryver (March-BMW 752), 39 laps.

No other classified finishers.

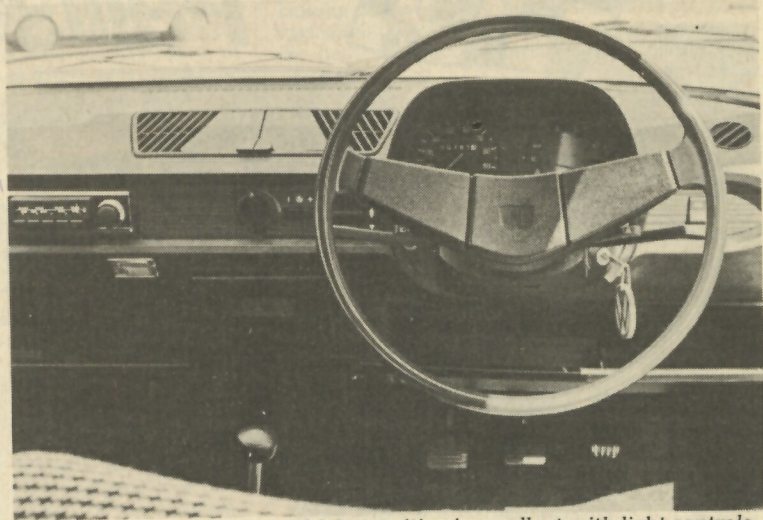
Fastest lap: Jaussaud, 1m 48.74s, 183.509kph.

Early fifth placed dice: Harald Ertl leads Bourgoignie, Jean-Pierre Beltoise and Maurizio Flammini.





The Polo is an all-new design, with extensive wind-tunnel development.



The driving position is excellent with light controls.

VW's three door Polo

It's a pleasure to examine a car which has been designed on a clean sheet of paper to embody the latest engineering techniques. Such a car is the Volkswagen Polo and it does not have to make do with an engine adapted from an existing model, nor have we seen any of the body panels before. In short, it really is a new car, and that's pretty rare nowadays.

Though the Polo is small, it is a really comfortable four-seater of the popular semi-estate type. To move it around in a lively fashion with an economical engine of only 895 cc, much research has taken place in reducing power losses. It is now recognised that the fuel-saving benefits of a well-shaped body can be enjoyed down to quite low speeds, so the wind tunnel has been employed extensively at the design stage. Volkswagen were willing to adopt unusual profiles, with spoilers and deflectors if necessary, but it was found that a clean and quite orthodox shape was the most efficient at the speeds of which the machine would be capable.

The front suspension is of MacPherson type, with the now well-known Audi steering geometry. At the rear, there are trailing arms united by an axle beam, which is not directly between the stub-axles but halfway along the arms. This permits the spare wheel to be carried flat behind the beam and the petrol tank inboard ahead of it, with obvious safety advantages. The axle beam acts as a girder to keep the wheels upright and in track, but it is permitted to twist, thus doubling as an anti-roll bar. It was quite an exercise in metallurgy to produce a spring steel that was suitable for welding into the one-piece structure. There are disc brakes in front and no servo is needed with a car of this weight.

In the engine and transmission, every effort has been made to eliminate friction and noise, at the same time simplifying the construction to avoid expensive labour costs. The transverse unit employs the 2-shaft gearbox to offset the drive line, with no primary gear train and only two pinions for the final drive. The overhead-camshaft is belt-driven and operates the horizontal distributor directly, while the oil pump is on the front of the crankshaft. This eliminates the usual vertical shaft and skew gears, which are such a source of power loss in orthodox engines, occasioned both by the drive itself and through end-thrust on the camshaft.

The car has a crisp, modern look, perhaps a little less angular than that of the slightly larger Golf. The driving position is excellent, except that the pedals are too high off the floor, placing the ankles at an uncomfortable angle and rendering heel-and-toe difficult. The controls are light to operate and the absence of a brake servo is not noticed — indeed, the machine can be stopped in incredibly short distances, with no tendency to swerve. The gearchange feels light and direct, which is not always the case with transverse-engine installations.

The performance is surprising for a roomy car with so small an engine and the Polo certainly does not feel under-powered. After a long burst on full throttle, I timed it at 86 mph, which makes the manufacturer's claim of 82 mph seem rather conservative. The engine is smooth over a very wide range and will pick up from low speeds in top gear quite effortlessly, when rapid acceleration is not required. The problems that beset large four-cylinder engines are much more easily solved with small power units and the absence of rumble and boom is most noticeable.

Where the Polo leads all existing small cars is in silence of running; most small cars are objectionably noisy, though why this should be so is not clear. People who are having to invest in more economical transport may find that some miniature cars are almost deafening when hard-pressed. For them, the Polo is the answer, and it's back to the drawing board for some other designers. The level of wind noise is low and the car exhibits typical front-drive stability in strong gusts. The insulation of road noise is also very effective and in this respect the Polo is superior to the Golf.

The steering is light and precise; the slight vagueness that is at first noticed with the Audi geometry is soon forgotten. Though the suspension is well damped, it absorbs the bumps of

inferior roads very well. The little machine is pleasant to flick through corners and the angle of roll is by no means excessive. I enjoyed driving it fast on winding, country roads, where its small size and light weight could be exploited.

At the time of writing this article, neither the price nor the delivery date had been finalised. With fuel economy becoming increasingly vital, more and more people will be thinking in terms of small cars, though the general lack of refinement in this class is painful. If the price of the Volkswagen Polo is anywhere near that of its competitors, the demand will be tremendous, for this is the first really quiet small car we have been offered for a considerable time — it has modern performance and vintage silence.

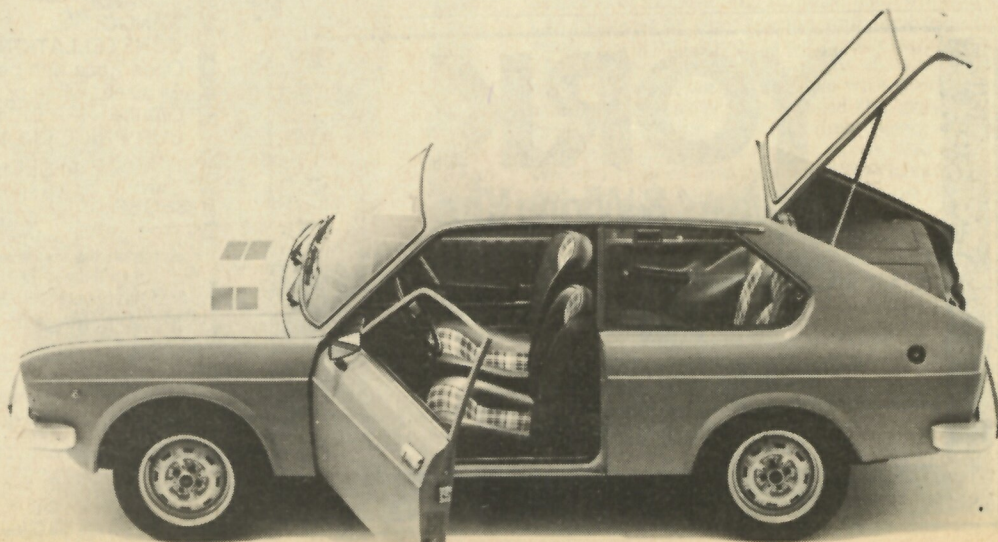
JOHN BOLSTER

Car Described: Volkswagen Polo 3-door saloon.
Engine: Four-cylinders 69.5 x 59 mm (895 cc). Compression ratio 8.2 to 1. 40 bhp at 5900 rpm DIN. Belt-driven overhead camshaft. Single downdraught carburettor.
Transmission: Single dry plate clutch, 4-speed synchromesh gearbox with central remote control, ratios 0.963, 1.347, 2.050, and 3.454 to 1. Helical-toothed spur gear final drive, ratio: 4.571 to 1.
Chassis: Combined steel body and chassis. Independent front suspension by MacPherson struts and lower wishbones. Rack and pinion steering. Trailing rear dead axle on coil springs and telescopic dampers. Dual-circuit disc/drum brakes. Bolt-on steel wheels fitted 135 SR 13 tyres.
Dimensions: Wheelbase 7ft 8in. Track 4ft 3in/4ft 3½in. Overall length 11ft 6in. Width 5ft 1½in. Weight 1510 lbs.
Performance: Maximum speed 82 mph. Acceleration: 0-50 mph 12.7s (manufacturer's figures).
Fuel consumption: 40 mpg overall on 2-star petrol. 54.3 mpg at a steady 50 mph (manufacturer's figures).

Fiat have recently introduced a logical and highly desirable model to their award-winning 128 range, the three door 128 3P. Based on the lines of the Coupe, which it replaces, the new model comes in two guises, 1100 or 1300, and its thoroughly practical, yet sporting in almost every aspect, as is the current fashion.

The opening tail gives access to a large boot and parcel shelf — the latter can be removed for more space and the back seat folds down to give a full estate version.

All the running gear is traditional 128 although a cylinder head redesign and increase in compression gives comparable performance to existing models



Designers...

The FICA's one sided opposition to the CSI's latest proposals was sadly predictable. The constructors appear not to like change when they will have to pay for it - but is it not time that they tried considering issues on their merits rather than as an interest group?

Last week's quotes from various constructors make priceless reading. Dr. Postlethwaite tells us that a car braking from 170 to 130 generates enough kinetic energy to break it up. Spectators at Le Mans, where cars are accustomed to braking from around 200 to 40 or 50 mph at the end of the Mulsanne straight, may wonder how anybody ever finishes a 24 hour race. (Surely the entry should be reduced to a heap of powder during the first lap?) He also tells us that racing aerodynamics are directly relevant to road cars. What, 1970 GP wings on 1975 road cars? Apart from Porsche, I cannot think of anyone who shows this supposed influence, and in any case what relevance does it have?

Gordon Coppuck says that cars will be more dangerous as a result of higher straight line speed, but seems to ignore the fact that the corners are the real danger areas. (Certainly there have been accidents on straights but an overwhelming majority takes place on corners). Also he appears to think that the proposed restrictions are intended to reduce the number of accidents. Surely this is not so - they are intended to mitigate the effects of accidents by reducing the speed of impact.

Let us face it, the number of accidents depends not on car restrictions or circuit design but on the amount of risk which a driver and weight-paring designer are prepared to take. This is why the less stable cars likely to result from the proposals would be far from "recipes for accidents" as you call them; each driver would adapt his driving to give him the same margin of error as at present. Forty years ago cars had more power, puny tyres and no wings: their safety record was no worse. (Far better, considering the "unsafe" circuits they had to contend with).

If, as Ken Tyrrell apparently believes, restrictions would emphasise the advantage of the faster drivers, so much the better. If the outcome of Grand Prix races becomes more a reflection of sheer driving skill and basic design, and less a matter of Friday's chassis sorting, then that is a move in the right direction.

Something must be done if we are not to lose either all our circuits or all our drivers. Reducing cornering speeds is both the most significant and the most difficult area to attack and a bold attempt is required. Let us hope that the FIA will go the whole hog and limit tyre widths. If speeds on the straights become too high then they can be curbed more easily by weight or capacity restrictions - one hopes this will not be necessary, since cars will be leaving corners more slowly with far less traction available, and are unlikely to reach much higher speed.

It is a pity that the FICA cannot recognise a constructive suggestion for what it is worth. Their credibility is not enhanced by red herrings such as (a) the reference to the CSI's advisory committee as "all of them F1 failures", (b) the comment that speeds in F2 would be unaffected, and (c) quote: "only 2% to 3% of accidents have been caused by wing failures" when none of these things is the issue.

WALLINGTON, SURREY

ROGER WOODWARD

...doubted

As a motor racing enthusiast, I find the latest moves in Grand Prix racing to be very worrying. As a spectator I pay good money to sit in a Grandstand at the British Grand Prix and see a motor race, not to peer through endless yards of chicken wire, or to sit thirty yards from the track.

Motor racing needs to be safe, and most people agree that the cars need to be slowed down, especially on corners. After reading (*P & P June 26*) I still see no suggestion from the designers on how to do this, but they are quick to say the CSI are wrong.

When wings were first introduced (the four poster things) we were told by the designers that the decrease in straight-line speed was about 5%

so how can Gordon Murray say that taking off the wings will increase speed from the present 190 mph to 230 mph, a speed increase of approx 20%?

With cars coming out of corners slower anyway, it seems doubtful if straight line speed would be any more than at present.

This would seem to rule out Dr. H. Postlethwaite's argument about kinetic energy.

There are more questionable points in the article, but I seem to remember F1 cars running on narrower tyres and without wings, only a few years ago. Were the people who drove those cars, only mindless idiots who wanted to go as fast as possible?

And if people say the cars are more powerful today, okay lets make the cars heavier. The tyre companies can make tyres to stand up to it.

Over the last few years, the spectator has made sacrifices for the sport, so have circuit owners, its about time the Constructors made some sacrifices.

LONDON NW2

N. BEEHL

Chicane okay

We seem to be in for another brouhaha from spectators, this time at Silverstone where voices have already been raised in protest at the suggestion that there should be a chicane at Woodcote.

My own firm opinion is that this corner represents the most potentially dangerous part of the circuit from the point of view of spectator safety. For a very long time I have feared that a car or cars would go out of control and that parts would be catapulted into the grandstand. My worst fears were almost realised last year.

Aesthetically perhaps a chicane detracts from the appeal of the "most demanding corner in Europe" but the loss of the vicarious thrill of seeing cars skating past at almost the highest possible cornering speed so near to the vital centre of circuit control, and at the most densely populated part of the circuit, will be surely more than compensated for by seeing the cars brake down from top speed, jostle for position and accelerate out again from the new chicane.

I, for one, am relieved at the decision and look forward to the added spectacle. There will be many who don't agree with me, but please remember this: this time the decision was taken by the circuit owners and they must have the experience to know what is safe and what was rapidly becoming too highly dangerous to be tolerated further.

TOWCESTER, NORTHANTS.

ROBIN REW

£160,000—too much

I deem it irresponsible, that the constructors demand £160,000 per meeting from the organisers and I would deem it irresponsible, if the organisers accepted this sum. That escalation in prices would do harm to our sport in a way those involved cannot imagine or don't want to imagine. The first point is, quite naturally, the inevitable rise in admission prices, that would deter the ordinary man from visiting race meetings. He would prefer to have a less expensive look at television instead. It is Joe Public and not the odd race fan, who pays for our sport (John Bolster will agree), and Joe Public will not pay £4 or more for boring all-the-way races. He wants to see exciting racing, and not "Fittipaldi-ish" drivers relaxing after having become aware that they cannot win. He wants to see drivers like Jackie Stewart in 1973 (French and Italian GPs for example) who fight for fourth and fifth places. From this generation, from this sort of driver nobody is left except Superclay Regazzoni, to my mind the most underrated driver at all. His fantastic drive in Zolder showed what a race driver can offer the spectator.

But it's not only the spectator who suffers. The minor meetings are often financed by the Grand Prix, and when the GP doesn't render the organiser any profit, they are endangered as well.

Another result of this demand can be that the rise of new teams and drivers is made impossible. As they don't belong to the FICA their entries

might not be accepted as they "only cost money". The formula badly needs this new blood, but the demand of the constructors will prevent this. Don't let the spectators, the club-drivers, the up-and-coming drivers and teams suffer from the constructors' greediness for money! Stop the FICA now!

GERMANY

LUTZ MILZER

For...

WITH regard to your recent *Editorial*, concerning the problems of the Technical Commission, it is pleasing to at last see someone supporting the drivers of the junior formulae. Up until recently it has been very popular for the press to make pathetic jokes about "children waving fivers after the race" without appreciating the frustration of these competitors seeing drivers being acknowledged as superstars while driving blatantly "bent" motor cars.

In Formula Ford this year there has been very few nasty rumours, helped by the disappearance of two of the more notorious engine tuners, and most people are happy, although a few more complete engine strips would be welcome. However, as you say, the Technical Commission must survive and I would like to propose that all the drivers, in the categories covered by the Commission, donate the cost of one race entry (£7 for private entrant, £8 for trade entrants) towards this cause. This idea was discussed among drivers a year or more ago but at that time there was no-one to give the money to. As far as Formula Ford is concerned I would be only too pleased to offer my services as "tax collector" for competitors in the National Organs and BAF championships while am sure a similar scheme could be promoted in all the other formulae. All it needs is someone, perhaps AUTOSPORT, to collect the cheques and then forward the proceeds to the RAC.

Finally, with regards to the Dunlop tyres now being used in Formula Ford, I personally feel they are a great improvement on the Torino. In *Sports Extra* a competitor complains at the cost but doesn't account for the tremendous saving in time, money, and aggravation that was necessary for going testing purely to wear out half the Torino and make it competitive. Geoff Lees points out that the lap times are slower but surely that is irrelevant, especially as most of the lap records still stand from the "screamer" days of 1972/1973. However, I do feel it would be a good idea to rewrite those lap records, as of the beginning of 1975, as record breaking does provide an extra interest for the spectator. Perhaps you could use AUTOSPORT's influence with the circuit Press Officers and get them to agree to this change.

Thanks again for taking an interest.

WEYBRIDGE, SURREY.

TIFF NEEDELL

...against

I am afraid I cannot agree with your recent *Editorial* that it would be worthwhile paying extra to ensure that cheating will be stopped in certain classes of club racing.

Club racing is expensive enough and as a competitor in a non-cheating class I would be far from willing to pay a "little extra" for my licence or entry fees.

I would suggest that the special scrutineers are funded in one of two ways (or perhaps a combination of both)

(a) People found to be cheating should be fined a substantial amount, (say £100 to £200plus; which would be used for scrutineers expenses;

(b) the competitors in the classes affected pay the bill, either by increased entry fees or extra licence fees.

To my mind there is far too much publicity given to certain classes of club racing and inevitably it is in these classes that the cheating takes place.

No, if it costs money to cheat then the cheaters can afford to pay, not Mr Average clubman whose particular formula hasn't even got a special scrutineer!

SILBY, YORKS

JIM EVANS



Brian Muir's Dolomite leads Andy Rouse's similar car, Gordon Spice's Capri and Brian Pepper's Camaro.

SNETTERTON

The Wheatcroft strikes

By PAUL KING

Photos by MIKE DIXON

The two main races at the BARC meeting at Snetterton last Sunday produced runaway victors. Richard Morgan, having his first outing in the Mike Pilbeam designed Wheatcroft since it was written off in private testing, simply walked away with the John Player Formula Atlantic round. His win reminded one of his Formula Ford races last year. Championship leader Tony Brise had all sorts of problems with the Modus, and finished a lucky third, close behind Jim Crawford's Chevron as some of the other leading runners ran in to trouble. It was also good to see twenty-one Atlantic cars on the grid after the recent aggravations.

The other major race was a round of the Southern Organs/RAC British Touring Car Championship, the results of which have thrown the series wide open, with just one point now separating Andy Rouse, Richard Lloyd and Stuart Graham. It was the latter's Brut Chevrolet Camaro that scored a runaway victory, with his closest rival in the series, Lloyd only managing fourth in the big class with a new engine that was "as flat as a pancake." Vince Woodman's Camaro somehow finished second, his car having been stuck in third gear for thirty of the thirty five laps. Andy Rouse's works Dolomite failed to score for once, the Broadspeed car having lost its oil pressure when it overheated.

The poorly supported Forward Trust Special Saloon and National Organs Clubmen's races were won by Dave Millington (Firenza) and Creighton Brown (Mallock U2) respectively, while Derek Lawrence lengthened his lead in the Allied Polymer FF2000 championship by winning with ease in his Crossle 31F. Several lap records were broken including the outright record which now stands to Richard Morgan at 1m 02.8s, 109.89 mph.

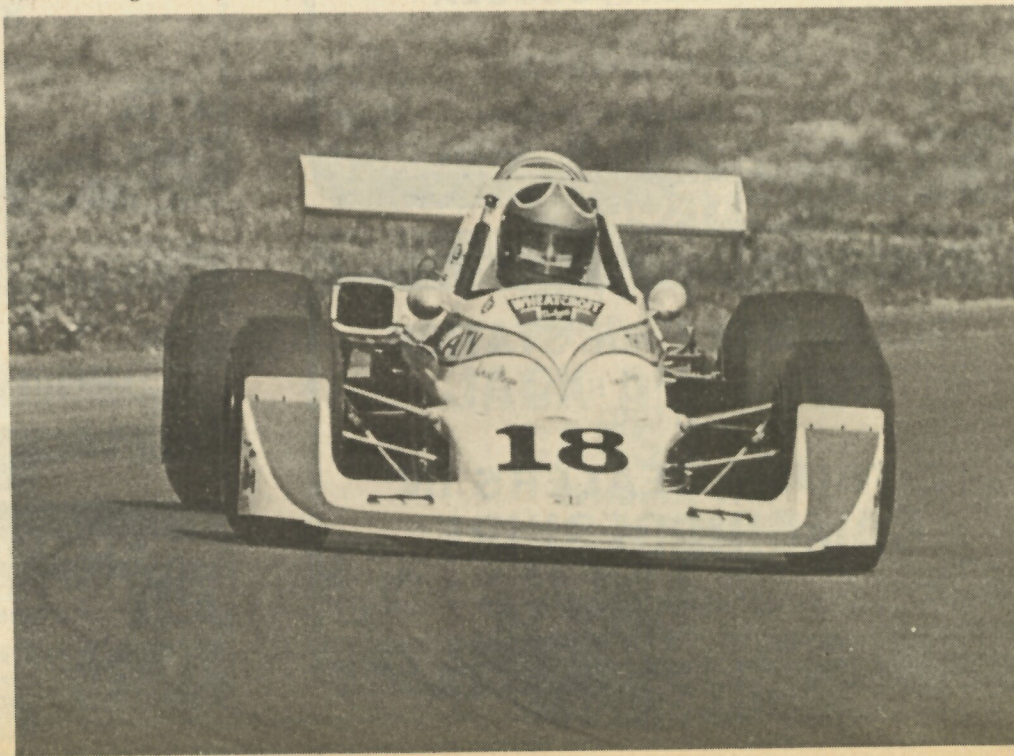
Syd Fox just can't get it right when it comes to actually racing his FF2000 Hawke DL14. After putting it on pole for the opening race, a round of the Allied Polymer FF2000 championship, he could only manage fourth at the end of the opening lap, the two Spax/Triple C Reynards of Adrian Reynard and Jeremy Rossiter being split by Derek Lawrence's Crossle for the lead. The constructor himself hung on until the sixth of fifteen laps, when Lawrence took over and promptly pulled away to win with ease. Meanwhile, Fox had been demoted a further place on the second lap by Bernard Vermilio's Merlyn, Mac's Hawke retiring after four laps leaking oil. Reynard lost a couple of places on lap eight after a moment round the back, but it was still one of his cars in second place, Rossiter being comfortably ahead of Vermilio. With two-thirds of the race gone, Reynard was pressing the Merlyn, and this paid off on the penultimate lap when Reynard went through to third place. However, both spun at the Esses on the last lap, although both were so far ahead of Ian Taylor's Dulon, that they were able to restart in the same order although the Reynard had a crumpled nose. Taylor had a lonely race in fifth place, while completing the top six was Frank Bradley, who wasn't in his usual Elden but in an MRE.

The Southern Organs/RAC Touring Car contenders paid their only visit to Snetterton last Sunday, this being round 10 of the closely fought championship. On pole, and by a comfortable 1.4s was the Fabergé Racing Camaro of Stuart Graham, while Richard Lloyd was running in a new 7.4 litre motor in his Simoniz Camaro to take up the middle position, 0.4s quicker than Vince Woodman's VMW/Esso Uniflo 5.7 Chevrolet

Camaro. It was an all Dolomite second row with Andy Rouse's works car being 0.2s quicker than Brian Muir's car. Rouse's engine had almost quit by the end of practice so an engine change was necessary. Those who practised but failed to make the grid were Tom Walkinshaw's London Sports Car Centre Escort RS2000 which was down on power (2.6s slower than Rouse), Shaun Jackson's Hammonds Sauce Opel Commodore, which had a vibration, this turning out to be the clutch, and Tony Shaw's National Organs Camaro, which had a weld on a pick up point break doing enough damage to render it a non starter.

Woodman got the better start from the outside of the front row at the start of the 35 lapper, but by the end of the lap it was the Brut Camaro that led through Russell, and thereafter pulled away at the rate of over a second a lap. In third place, Lloyd was getting his Camaro in some incredible angles as he tried to make up for what he lost on the straight with a flat engine, while at the end of the opening lap Muir was the leading Dolomite with Gordon Spice's Wisharts Capri being the meat in a Muir/Rouse sandwich. After dropping a place on the second lap Spice gained two places on the third lap to head the Camaro chase, but a lap later he found that he was chasing four Camaros, for Brian Pepper's General Relays car had come through after a third row start. Down in the smallest class, Win Percy's Samuri Racing Toyota

Richard Morgan really hit top form and gave the Wheatcroft its first win on only its second outing.



Celia GT, had a comfortable lead over Bernard Unett's Halesfield Motors Hillman Avenger GT, the Toyota being one and a half seconds quicker than Unett in practice, but that didn't last for long, unfortunately, for the distributor drive broke on the fifth lap and that was that.

Meanwhile the Dolomites swapped places on the sixth lap, and Rouse started to have a go at Spice's fifth place, while on lap nine, Jon Fletcher's Glazepa Camaro inherited seventh place at the expense of Muir, although any further progress by Fletcher was halted as he soon experienced petrol surge. It was also on lap nine that Pepper took over third place from Lloyd. On the sixteenth lap Rouse got by Spice at Riches, but a couple of laps later Spice got it back again. The ailing Camaro of Lloyd was caught by this Capri/Dolomite duo on lap twenty, but the Simoniz sponsored car was wide enough to hang on to its fourth place until Riches on the twenty sixth lap, the same lap as Muir retired to the pits with a broken front wheel bearing. However, all was not well with Rouse for his motor was overheating, and when the oil pressure took a dive with six laps to go, Rouse switched off and stopped at the Esses. So with the demise of Muir, Roger Bell, in the second works Dolomite, found himself leading the class. In fact, he was the only car left in that class. With five laps to go he was eighth, having just lost a couple of places to the Opel Commodores of John Handley (DOT) and Peter Hanson (Marshall Wingfield).

With Graham winning by nearly fifty seconds, Woodman was amazed that he finished second for his Camaro had been struck in third gear from the fifth lap onwards. Pepper was third, as at Mallory a couple of weeks previously, while Spice was fourth, comfortable victor of the 2501 to 4000 cc class. Lloyd fractionally avoided the embarrassment of being lapped by Graham, and was the last to complete the full 35 laps in a disappointed fifth place. The two Opels of Handley and Hanson were next up ahead of the only survivor of the 1601 to 2500 class, Bell. After his good showing earlier, Fletcher dropped to ninth, while the rest had done one less lap. In the absence of the Alfas and Percy retiring, Unett comfortably won the small class, although the Samuri team did salvage second place in the form of another Motor man, Rex Greenslade in the Toyota Celicia GT, which had Jenny Birrell's Halesfield Motors Avenger GT for company the whole distance.

The second 35 lapper followed, round nine of the John Player Formula Atlantic Championship, and it was good to see a plentiful supply of Atlantics (22 practised, 21 raced). On pole, not unexpectedly, was Tony Brise with the works Modus, although his practice wasn't without drama. The oil pressure took a dive in the first session, although luckily SuperTone switched off before any damage was incurred, and the replacing of the oil pump was the remedy. However, things could have been more serious in the second session for a radius rod pick up point broke under braking for Riches, and the Modus quickly swapped ends. Fortunately it didn't hit anything, and repairs were effected although that didn't do the settings much good. Equalling Brise's 1m 2.2s was Richard Morgan's Donington Park Collection Wheatcroft 001, this being chassis no 2 after Brian Henton had rubbished chassis no 1. After missing the last couple of JP rounds, Richard hadn't lost his edge at all, and simply flew round to Tom's obvious delight. He might well have taken pole away from Brise if he hadn't have run out of petrol. Bob Muir's much improved Birrana was on the inside of the second row of the 2-2 grid together with Nick May's Straker's Lola T360, which needed a new clutch after the second session.

Morgan made a perfect start, reminiscent of his FF days and by the end of the first lap was three or four seconds ahead of May, Muir and Matt Spitzley's Rapid Movements Chevron B29. In fifth place after an incredible start from the sixth row was Ray Mallock's Ardmore Racing March 75B. Where was Brise? He was three quarters of the way down the field, having incurred gearbox problems *en route*. Was he to make one of his stirring comebacks? Answer No. The gearbox problem continued, as well as a sticking throttle. There was also a lot of oversteer on the fast corners, so the young Embassy driver was having to work much harder than usual.

While Brise was having his problems, the leaders were having a much smoother run. Richard was extending his lead all the time even though the engine was sounding a little fluffly from the fifth lap onwards. Muir was now leading the chase, he'd take May on the second lap, but his tyres were beginning to chunk so he could make



Stuart Graham's easy win puts him just one point in arrears in the Drivers' Championship.

no impression on the leader. May caught Muir by ten laps, while Spitzley and Mallock were spaced out behind. Jim Crawford's SDC Chevron B29 was running sixth ahead of Ted Wentz's Wella Lola T360, another to need a clutch change after practice. New Zealander Brett Riley (Chevron B29) had been leading Wentz earlier, but he dropped to the back of the field after a spin on lap four.

On lap eleven May got back his second place as Muir's tyres got worse. Two laps before team patron Stephen Choularton (Chevron B29) came in to replace a punctured wheel on lap fifteen, Jim Crawford took over Mallock's fifth place. Two laps later Wentz also did Mallock. However on the nineteenth lap the Wella Lola fell well back again when he had a moment out of sight. On the twentieth lap Muir came in to the pits but was sent straight out again but he was now ninth and destined to lose more places. It was at this point that all did not look well with May's Lola. In fact it was stuck in fourth gear and by lap 23 Spitzley had gone into second place, and a lap later May was caught and passed by Crawford. Brise had, meanwhile, been benefitting from the others' problems and with ten laps to go, he was fourth with his eyes glued on Crawford's Chevron although there was a lot of ground to make up. Now Spitzley was slowing, as a wheel bearing gave trouble and with five laps left it was anybody's race for second place. Brise was on Crawford's exhaust, but there were several backmarkers to negotiate. Suddenly they were dicing for second, as they both shot by the ailing Spitzley Chevron on lap 33. As they crossed the line, Crawford still had the advantage by a scant 0.2s with Spitzley fourth. Peter Wardle had another steady drive in his Surtees TS15 to score more JP points for fifth place while Wentz got back to sixth place. After such a good drive May had to settle with seventh place, the only other car to complete the full 35 laps. After starting from the third row, Valentino Musetti's Bernigra Ice Cream March 74B could not repeat his practice form and finished eighth after a spin, while little Cyd Williams would have finished further up the results if he hadn't lost the nosecone of the Harrisons Brabham BT40 with seven laps to go. Mallock fell foul of some dirt on the track at the Esses and went off after twenty four laps with minor damage to his March.

Morgan knocked a full second off the Atlantic and outright lap record to leave it at 109.89 mph, while it was another fine weekend double for the Morgan family, brother David winning his class at the Osterreicherung 1000 kms.

There was a very poor entry for the Foward Trust Special Saloon round, with only one starter in the big class in the form of Dave Millington's Brook Hire Firenza. Championship leader Phil Winter put his 1300 Mini alongside having recorded the same time as the Firenza, and these two produced a good dice for four-fifths of the race. Millington led for all but laps four and seven, when Winter's incredible little Mini got through. However on the last couple of laps, Millington used the backmarkers to his advantage pulling out

7.4s on Winter by the end of ten laps. Richard Long had hardly any opposition in the 1000 cc class, finishing a comfortable third ahead of Tony Allie's 1.3 Mini Clubman. He couldn't shake the leading 850 free cars in the form of Roger Gill's Imp which shaved 3.4s off the 850 class record.

With the major Clubmen's attraction being at Brands, it was hardly surprising that only nine cars came to the line for this National Organs Championship round. Creighton Brown stood to gain so he opted for the Snetterton race. His decision was right for he led from start to finish after his Mallock U2 Mk 17 started from pole. David Orbell's Stallwood U2 was always right behind waiting for Brown to make a mistake, but no such luck and he settled for second place. Charles Tippet's Calor Transport Gryphon disappeared from third place after two laps, and so third went to the 'Major' himself, Arthur Mallock in the leading FF engine class car. Arthur is going better than ever this year and to prove it he equalled the small class record.

Allied Polymer Formula Ford 2000 Championship round (15 laps): 1. Derek Lawrence (Crossle-Titan 31F), 17m 33.2s, 98.28 mph; 2. Jeremy Rossiter (Reynard-Piper 75SF), 17m 37.8s; 3. Adrian Reynard (Reynard-Oselli 75SF), 17m 49.8s; 4. Bernard Vermilio (Merlyn-Scholar Mk 28), 17m 50.0s; 5. Ian Taylor (Dulon-Holbay MP16), 17m 55.2s; 6. Frank Bradley (MRE-Brown 75F), 18m 03.6s. **Fastest lap:** Lawrence and Rossiter, 1m 09.0, 100.02 mph (record).

Southern Organs/RAC National Touring Car Championship; Over 4000cc, 2501 to 4000cc, 1601 to 2500cc and up to 1600cc (35 laps): Overall and over 4000cc: 1. Stuart Graham (7.4 Chevrolet Camaro Z28), 45m 24.2s, 88.66 mph; 2. Vince Woodman (5.7 Chevrolet Camaro Z28), 46m 13.0s; 3. Brian Pepper (5.7 Chevrolet Camaro Z28), 46m 27.0s; 4. Gordon Spice (3.0 Ford Capri II GT), 46m 40.0s; 5. Richard Lloyd (7.4 Chevrolet Camaro Z28), 46m 50.4s; 6. John Handley (3.0 Opel Commodore), 34 laps. **Fastest lap:** Graham, 1m 15.8s, 91.04 mph (record).

2500 to 4000cc class: 1. Spice, 86.26 mph; 2. Handley, 3. Peter Hanson (3.0 Opel Commodore). **Fastest lap:** Spice, 1m 18.4s, 88.03 mph (record).

1601 to 2500cc class: 1. Roger Bell (2.0 Triumph Dolomite Sprint), 84.84 mph; only finisher. **Fastest lap:** Andy Rouse (2.0 Triumph Dolomite Sprint), 1m 18.6s, 87.80 mph (record).

Up to 1600cc: 1. Bernard Unett (1.6 Hillman Avenger GT), 81.86 mph; 2. Rex Greenslade (1.6 Toyota Celicia GT); 3. Jenny Birrell (1.6 Hillman Avenger GT). **Fastest lap:** Win Percy (1.6 Toyota Celicia GT), 1m 21.4s, 84.78 mph (record).

John Player Formula Atlantic Championship round (35 laps): 1. Richard Morgan (Wheatcroft-Nicholson 001), 37m 27.8s, 107.45 mph; 2. Jim Crawford (Chevron-Hart B29), 37m 51.0s; 3. Tony Brise (Modus-Nicholson M1), 37m 51.2s; 4. Matt Spitzley (Chevron-Hart B29), 38m 11.0s; 5. Peter Wardle (Surtees-Swindon TS15), 38m 21.4s; 6. Ted Wentz (Lola-Swindon T360), 38m 29.8s. **Fastest lap:** Morgan, 1m 02.8s, 109.89 mph (outright record).

Forward Trust Special Saloon Car Championship, over 1300cc, 1001 to 1300cc, 851 to 1000cc and up to 850cc (10 laps): Overall: 1. Dave Millington (2.3 Vauxhall Firenza), 143m 18.8s, 86.39 mph; 2. Phil Winter (1.3 Mini), 13m 26.2s; 3. Richard Long (1.0 Ford Anglia), 14m 04.6s; 4. Tony Allie (1.3 Mini Clubman), 14m 09.2s. **Over 1300cc:** 1. Millington, only starter. **Fastest lap:** Millington, 1m 17.2s, 89.39 mph. **1001 to 1300cc:** 1. Winter, 85.60 mph; 2. Allie, 3. Ted Taylor (1.3 Cooper S). **Fastest lap:** Winter, 1m 19.4s, 86.92 mph. **851 to 1000cc:** 1. Long, 81.71 mph; 2. Duncan Kirk (1.0 Cooper S), only finishers. **Fastest lap:** Long, 1m 22.8s, 83.35 mph. **Up to 850cc:** 1. Roger Gill (848 Hillman Imp), 81.21 mph; 2. Reg Ward (848 Mini); 3. Clifford Watts (848 Hillman Imp). **Fastest lap:** Gill, 1m 22.8s, 83.35 mph (record).

National Organs Clubman's Sports Car Championship 1001 to 1600cc fully modified and 1600cc Formula Ford engines (10 laps): Overall: Creighton Brown (1.6 Mallock U2-Ford Mk 17), 11m 41.0s, 98.45 mph; 2. David Orbell (1.6 Stallwood U2-Ford Mk 16), 11m 42.4s; 3. Arthur Mallock (FF Mallock U2-Ford Mk 16), 9 laps; 4. Nick Scott (FF Mallock U2-Ford Mk 11B/14), 9 laps. **1001 to 1600cc fully modified:** 1. Brown; 2. Orbell, only finishers. **Fastest lap:** Orbell, 1m 08.6s, 100.60 mph. **1600cc Formula Ford engines:** 1. Mallock, 88.03 mph; 2. Scott; 3. Ron Morgans (FF Mallock U2-Ford Mk 14). **Fastest lap:** Mallock, 1m 16.8s, 89.86 mph (equals record).



Chris Meek's Europa leads Peter Taylor's E type and Andrew Roughton's Europa in the Prodsport race before the latter two dropped back.

CASTLE COMBE

Wingfield's libre record

Last Saturday's BRSCC SW Centre's race meeting at Castle Combe had an energetic programme of ten races in four hours. Even though the sun did not shine, the small gathering of spectators were kept interested by the pace of the racing, in particular the *Formule Libre* event which saw John Wingfield smash the long standing class record. Terry Richards took the lead in the BRSCC SW Formula Ford championship after a daring last lap overtaking manoeuvre, while John Routley similarly pulled ahead in the local up to 1000 cc Special Saloon car championship although he did not quite manage to oust Brian Prebble's Imp during the race. Dominating wins were again taken by Chris Meek's Europa, Ian Flux' Formula Vee Scarab, Chris Simms' Vauxhall Viva GT and Neil McGrath's Renault 5, while the Formula Four brigade once again put up an entertaining race with Bruce Coate-Bond's pristine Ensign taking the honours.

Such was the entry for the Formula Ford race that it had to be split into two seven lap heats with the fastest 23 going forward to the final. In the first heat John Skinner pulled out a small lead on the last lap in his Chequers Garage Dulon to lead home Bryan Sharp's Merlyn. Rob Newall's Jamun had been second on the penultimate lap but in the ensuing shuffle, Sharp and Mike Wallaker's Jomic got ahead while Newall did manage to find off Peter Owles' Merlyn and John Peters' Jomic. The second heat proved to be even more fraught as Terry Richards' old Merlyn Mk II beat off repeated attempts by Ian Moore (Dulon MP15) to pass. The eventual third man was Tony Broster whose Dulon MP1 had caught and passed Nick Foy's Robin Hood Coachbuilders Reynard 74F, Foy again being stricken as he searched for second following a good start from the front row. In a last lap sort out, Peter Krefel (Royale RP21) just beat Cliff Webb's elderly Hawke DL2 and Murray Dudgeon's similar Royale RP21 in the battle for fifth, this heat being run at a faster pace than the first.

The final mirrored the contest between Richards and Moore during the second heat, with Moore holding the advantage over the last three laps. A surprised Moore nearly lost it at Camp on the last lap, however, as the determined Richards threw his Merlyn round the outside of the Dulon to win in grand style. Mike Wallaker's engine blew in the middle of the pack at Camp on the second lap breaking up the train and allowing Brian Sharp to come home third ahead of John Peters while Tony Broster again thwarted Nick Foy as the Newbridge driver inched his Dulon over the line in fifth.

Unfortunately, the non championship over 1000 cc special saloon car event attracted a meagre entry allowing Chris Simms' Viva GT to win as he pleased. A titanic struggle ensued over second with John Morgan's enterprisingly driven Jaguar Mk 1 fighting off Dave Thomas' short stroke Mini for all but the last lap when the Mini went sick,

keeping third overall. Morgan's fine second was just reward following clutch trouble during practice which saw the Welshman bash back to Risca in Wales to fit a new clutch before the race. Tony Pearce edged away from John Coundley in Jack Winter's second string long stroke Mini to take fifth.



A haze behind his Imp heralds Andy Holloway's imminent departure from the 1000 cc saloon car event.

The smaller saloon event was a round of the new BRSCC SW Championship for cars up to 1000cc and although John Routley's Longman Cooper S took over the championship lead he had to play second fiddle to Brian Prebble's well driven Hartwell Imp during the race. The other quick Imp of Andy Holloway had led until the second lap at Quarry when he retired with a serious water shortage. George Constantine's Longman Mini never had the speed of the first two as the Welshman held a lonely third ahead of a dicing Robin Bastable and Roger Saunders, the smaller engined Sigma Mini of Saunders showing an embarrassing turn of speed as he took the small class honours and harassed the Clements Mini of Bastable.

Formula Vees seem to have a habit of falling apart at Castle Combe, a first lap shunt at Quarry eliminating Peter Wimbush, Gordon Rae, and Nick Hawkins. Ian Flux's Royale bodied Shell-sport Scarab scored another impressive win while second was initially the preserve of Tim Green's CM Vee before engine trouble on lap 3 dropped him down the field. Tim Flynn held that place easily for three laps before he also dropped back with engine trouble, promoting the dice between Alex Lowe's Valiant and Malcolm Horwood's aerodynamic Caldwell. The Caldwell pulled away as Lowe, incredibly slowed on the last lap allowing the dice between Alan Smith's Project 73 and Les Mercer's Scarab to take over third and fourth.

Neil McGrath once more showed his superiority in a Renault by squealing off the line first and leading throughout with Jeff Williamson his constant shadow. More indicative of this type of

racing was the dice for third which always seemed to be headed by Stuart McCrudden but Trevor Peckham made up a lot of ground on the last lap and leap-frogged two places to cross the line absolutely side by side with McCrudden, David Hedges watching these antics only a few yards behind in fifth. Keith Collier and Peter Truscott usurped David Taylor on the last lap to take the last championship points.

The beautiful scream of 1 litre MAE's filled the air next as the competitors searching for points in the well contested Low Cost Racing Formula 4 Championship took the grid. With three cars off at Quarry on the first lap, most of the racing was inhibited by yellow flags but this did not prevent Ian Briggs' March 733 from enjoying a lively dice with Fergus Tait's Delta until Tait retired with engine problems on lap six. With Briggs also slowing down, the next lap the dice between Bruce Coate-Bond's Horseless Carriage Co of Hove Ensign and Roy Lewington's Brabham BT28 was elevated to the head of the field with Coate-Bond pulling away over the last two laps to win from Lewington with Coate-Bond's team mate, Ron Griffiths, fending off the Delta of John Brown to finish third. Lorina Boughton's GRD finished a disappointing fifth, the Romans of Woking driver never recovering from a persistent misfire which caused a tardy start.

Protests or no protests, Chris Meek still ran away from the rest of the field in his Radio Luxembourg Lotus Europa during the Championship Production Sports Car race. Andy Roughton's similar Europa lay second until he stopped out on the circuit while Peter Taylor's V12 Jaguar dropped to the tail of the field following a hairy spin at Old Paddock first time round. Rod Gretton's Jaguar E Type and Colin Blower's TVR disputed second with Blower losing the initiative as he nearly climbed into the boot of a backmarker Midget along the start/finish straight on lap seven. Geoff Till's battered Jensen Healey held third ahead of a fast recovering Peter Taylor with Chris Alford and Ken Davies taking the small class honours.

The meeting ended with a *Libre* thrash dominated by John Wingfield's record breaking Brabham BT35. John Bowtell's March 73B retired on the last lap promoting Peter Grzelinski's Mallock Mk11/14 to a distant second ahead of Roger Orgee's Super Vee Royale RP22, the last unlap runner.

COLIN MASTERMAN

Formula Ford, heat one (7 laps): 1, John Skinner (Dulon-Oselli MP15), 8m 22.8s, 92.22 mph; 2, Brian Sharp (Merlyn-Longman Mk 17), 8m 23.8s; 3, Mike Wallaker (Jomic-Wallaker Mk2), 8m 24.4s; 4, Rob Newall (Jamun-Lion T3C), 8m 25.2s. **Fastest lap:** Skinner, 1m 10.2s, 94.36 mph.

Formula Ford, heat two (7 laps): 1, Terry Richards (Merlyn-Rowland Mk 11A), 8m 19.8s, 92.77 mph; 2, Ian Moore (Dulon MP15), 8m 20.4s; 3, Tony Broster (Dulon-Newbridge MP17), 8m 32.6s; 4, Nick Foy (Reynard-Minister 74F), 8m 33.4s. **Fastest lap:** Richards and Moore, 1m 10.0s, 94.63 mph.

Special saloon cars over 1000cc (10 laps): 1, Chris Simms (2.2 Vauxhall Viva GT), 12m 17.8s, 89.78 mph; 2, John Morgan (3.8 Jaguar Mk1), 12m 25.0s; 3, Dave Thomas (1.3 Mini), 12m 28.6s; 4, Tony Pearce (1.3 Mini), 12m 36.2s. **Fastest lap:** Simms, 1m 12.6s, 91.24 mph.

1000 to 1300cc: 1, Dave Thomas 88.49 mph; 2, Tony Pearce; 3, John Coundley (1.3 Cooper S). **Fastest lap:** Thomas, 1m 12.8s, 90.99 mph.

Volkswagen (GB) Formula Vee championship (10 laps): 1, Ian Flux (Shell-sport Scarab), 12m 20.0s, 89.51 mph; 2, Malcolm Horwood (Caldwell D13), 13m 00.2s; 3, Alan Smith (Project 73A), 13m 03.0s; 4, Les Mercer (Scarab), 13m 03.6s. **Fastest lap:** Flux, 1m 12.6s, 91.42 mph.

Renault 5 Challenge round (10 laps): 1, Neil McGrath, 16m 08.6s, 68.39 mph; 2, Jeff Williamson, 16m 10.2s; 3, Trevor Peckham, 16m 13.8s; 4, Stuart McCrudden, 16m 13.8s. **Fastest lap:** Peckham, 1m 34.2s, 70.32 mph.

Formula Four National championship round (10 laps): 1, Bruce Coate-Bond (Ensign LNF4), 11m 47.4s, 93.64 mph; 2, Roy Lewington (Brabham BT28), 11m 49.2s; 3, Ron Griffiths (GRD 372), 59.0s; 4, John Brown (Delta IRF4), 12m 00.8s. **Fastest lap:** Lewington, Coate-Bond, and Ian Briggs (March 733), 1m 08.6s, 96.56 mph.

BRSCC SW Saloon car championship up to 1000cc (10 laps): 1, Brian Prebble (1.0 Hartwell Imp), 12m 50.0s, 86.03 mph; 2, John Routley (1.0 Mini), 12m 50.2s; 3, George Constantine (1.0 Longman Mini), 13m 10.6s; 4, Robin Bastable (1.0 Clements Mini), 13m 19.8s. **Fastest lap:** Routley, 1m 15.2s, 88.09 mph.

Up to 850cc: 1, Roger Saunders (Sigma Mini), 13m 20.0s, 84.80 mph; 2, Terry Price (Mini); 3, Barry Reece (Greenham Mini). **Fastest lap:** Saunders, 1m 18.0s, 84.92 mph.

BRSCC SW Formula Ford championship final (10 laps): 1, Terry Richards (Merlyn-Rowland Mk 11A), 11m 51.8s, 93.06 mph; 2, Ian Moore (Dulon MP15), 11m 58.4s; 3, Brian Sharp (Merlyn-Longman Mk17), 11m 56.4s; 4, John Peters (Jomic-Stanley Mk3), 11m 59.6s. **Fastest lap:** Richards, 1m 09.6s, 95.17 mph.

BRSCC Production Sports car championship round (10 laps): **£2,250 to £4,000 and overall:** 1, Chris Meek (1.6 Lotus Europa), 12m 43.2s, 86.79 mph; 2, Rod Gretton (5.3 Jaguar E Type), 13m 12.4s; 3, Colin Blower (3.0 TVR), 13m 13.2s; 4, Geoff Till (2.0 Jensen Healey), 13m 25.4s. **Fastest lap:** Meek, 1m 15.0s, 88.32 mph.

£1,400 to £2,250: 1, Chris Alford (1.6 Morgan 4/4), 76.73 mph; 2, Doc Griffiths (1.8 MGB); 3, Paul Harmer (1.6 Lotus Elan S4). **Fastest lap:** Griffiths, 1m 23.8s, 79.05 mph.

Up to £1,400: 1, Ken Davies (1.3 Austin Healey Sprite), 71.91 mph; 2, Howard Wadsworth (1.3 Austin Healey Sprite); 3, Dave Karaskas (1.3 Austin Healey Sprite). **Fastest lap:** Wadsworth, 1m 30.6s, 73.11 mph.

Formula Libre (10 laps): 1, John Wingfield (1.8 Brabham BT35), 10m 23.2s, 106.29 mph; 2, Peter Grzelinski (1.6 Mallock Mk11/14), 11m 00.8s; 3, Roger Orgee (2.0 Royale RP22 Super Vee), 11m 23.6s; 4, Keith Howell (1.6 Mallock Mk14), 9 laps. **Fastest lap:** Wingfield, 1m 00.6s, 109.31 mph (record).



Jean-Pierre Aux leads the Rotary Club prior to being involved in a nasty shunt which left him concussed.

MALLORY PARK

Blanchet docks the points

The Nottingham SCC were in charge of the championship racing at Mallory Park on Sunday, having to cope with an eventful afternoon combining close racing with several damaging incidents. Happily the only driver injured was Jean-Pierre Aux who sustained concussion after crashing his Mazda while dicing for the lead of one of two Radio 1 production saloon races. Mike Blanchet headed the National Organs FF 1600 final from promising championship newcomer, David Harbour, in an elderly Crosslé 20F after South Africans Kenny Gray and Rad Dougall had once come together at the hairpin. On a warm afternoon there was a reasonable crowd to welcome back the Radio 1 cars to Mallory Park but everything proceeded in an orderly manner this time.

Canadian Rod Bremner took charge of the first FF heat in his Crosslé 25F pressed all the way by Harbour despite a first lap scrummage at the hairpin when Harbour and Eddie Jordan rubbed wheels and bodywork. The Irishman lost most of his half a lap later but carried on undaunted in his naked Crosslé to successfully fend off Derek Warwick's Hawke DL12 which was pipped for fourth on the line by Miki Dee's old Merlyn Mk IIA. John Bright in the other fast old Merlyn had a moment at the Esses on the first lap but fought back to eighth from last, setting joint fastest lap on the way. The second heat was Rad Dougall's all the way, the South African's new Royale RP21 showing a fair turn of speed on the straights and giving nothing away in the corners. Geoff Lees' similar car was second for much of the race but the championship leader missed second gear at the hairpin two laps from the end and promptly found himself fifth behind Mike Blanchet's Crosslé 30F and the Van Diemens of Kenny Gray and Matthew Argenti.

The final began as a rare old scrap between Gray and Dougall, the Van Diemen driver successfully thwarting all his compatriot's efforts to pass until lap 7 when they went round the hairpin together, bounced off each other and Gray found himself in the Armco. Dougall continued in sixth place behind Blanchet, Harbour, Argenti, Jordan and Bremner, Lees having fallen back earlier after tangling wheels at the hairpin with the Canadian. Harbour tried very hard to take the lead, actually succeeding for half a lap on the twelfth, but it was the Jerseyman's race in the end by a length. Argenti was pleased to finish another race at last, a relatively lonely third, while Dougall retrieved fourth from Jordan who lost another place to Bremner a lap from the finish. Lees just missed out on a championship point by finishing 0.2s behind Jordan and 0.2s ahead of Warwick while Bright and Phil Dowsett (Crosslé) were just as close behind. Dee took a wheel off his Merlyn at the Esses while dicing in this bunch on lap seven.

The first Radio 1 race was the Mazda mayhem with "Aux" taking the lead from pole position from Tony Lanfranchi, Jock Robertson, Barry Andrews, Wendy Markey and Cosy Powell. Tony took the lead at the Esses on the second lap but

found himself elbowed down to third a lap after that behind "Aux" and Robertson. Meanwhile Powell had emerged from the hairpin with a swinging front number plate and no Mrs Markey in front of him, the lady having spun round and dropped to last. Powell put such pressure on Andrews that they both closed up on the three leaders. On the ninth lap Robertson forced past "Aux" into the Esses and a lap later the latter lost it at Gerards and banged into the barrier sideways quite hard. In the confusion Lanfranchi had to stand on his brakes and dropped behind Powell and Andrews, who changed places, and that was the way it finished. In the £1299 class it was just as hectic involving the Simca Rallyes of Neville Knight and Simon Kirkby, the Lada 1200 of Tony Stubbs and the Minis of Tim Dodwell and Peter Jopp. That's how they finished but it was very, very fraught at times and under two secs covered the lot.

A special saloon race in the Alan Pond-sponsored NSCC championship was a walkover for the Escort FVC of Paul Rhodes. All the excitement centred on the battle for second place between the 1300 Cooper Ss of Dave Horsley, Geoff Byman and Gerald Clark, Roger Cole's 1-litre Cooper S and Malcolm Johnstone's ex-Jeff Ward Imp which had started from the back row after losing second and third gears in practice. It seemed that Chrysler was going to triumph over British Leyland until Johnstone put all four wheels on the grass at the Esses on the last lap and dropped behind Horsley, Byman and Clark although he still just held off Cole for the class. Fastest Mini of the lot was Motospeed car of Clinton Bourke which was catching them all up after starting with a 10 sec penalty.

Blown engines robbed the Formula Super Vee race of pole man John Morrison and Ron Grant but Ian Williams was able to lend one of John's pistons to Mike Young so that the Wallspan Modus could make the grid. This generous gesture was rewarded with a win to further consolidate Young's lead in the championship after early leader Peter White (Royale RP19) had suffered a blown piston on lap seven. Young's race was not without its dramas for he switched off the fuel pump at the Esses on the second lap and fell to fourth before he could get going. Bill Burley's Royale RP16A, initially second to White, crunched the nose at Gerards after Young had swept past and it was left to Bruce Venn's Elden to finish second after White's retirement, just ahead of Simon Kirkby's Supernova BH5. To Young went a splendid new lap record, 1.8s under the old figure of 46.4s.

After following John Brindley's Camaro for four laps, Brian Rice asserted his authority in the second Radio 1 event and took an easy win in one of the day's more processional races. Ivan Dutton was equally dominant in the Capri class after disposing of Phil Dowsett on lap two but a little further back Noel Edmonds was putting in a stirring performance in his Capri II, closing up on Dowsett and Marc Smith in a spectacular drive

and finishing right behind them, Smith once again securing the under 21 award.

A round of the Northern Clubmen's Champagne championship produced the smallest grid of the day but 14 cars were still enough for a reasonable race. Veteran Clubmen's driver John Holroyd was the early leader in his U2 but, in between misfires, Ray Edge had his ex-works U2 going quickly and gradually hauled in the Yorkshireman. On the ninth lap Edge finally took the lead in his recuperating but still far from well motor car and went on to win by 1.2 s. Third was just as close in the end, too, as John Muirhead all but caught Dave Pattle's similar U2 on the line.

IAN TITCHMARSH

Formula Ford 1600, Heat 1 (10 laps): 1. Rod Bremner (Crosslé-Rowland 25F), 8 m 45.2s, 92.54 mph; 2. David Harbour (Crosslé-Scholar 20F), 8 m 45.8s; 3. Eddie Jordan (Crosslé-Aldon 30F), 8 m 50.4s. **Fastest lap:** Harbour and John Bright (Merlyn-Whitehurst Mk 11/11A), 51.4s, 94.55 mph.

BBC Radio 1 Production Saloon Car Championship round (12 laps): 1. Jock Robertson (2.0 Mazda RX3 Coupe), 12 m 31.6s, 77.59 mph; 2. Cozy Powell (2.0 Mazda RX3), 12 m 32.0s; 3. Barry Andrews (2.0 Mazda RX3 Coupe), 12 m 32.8s; 4. Tony Lanfranchi (2.0 Mazda RX3 Coupe), 12 m 36.2s.

£1,300 to £1,699 class: 1. Robertson, 77.59 mph; 2. Powell; 3. Andrews. **Fastest lap:** Powell and Jean-Pierre Aux (2.0 Mazda RX3 Coupe), 1 m 1.0s, 79.67 mph.

Up to £1,299 class: 1. Neville Knight (1.3 Simca Rallye 1), 72.61 mph; 2. Simon Kirkby (1.3 Simca Rallye 1); 3. Tony Stubbs (1.2 Lada 1200). **Fastest lap:** Kirkby, Stubbs and Tim Dodwell (1.3 Mini Clubman 1275GT), 1 m 5.2s, 74.54 mph.

Formula Ford 1600, Heat 2 (10 laps): 1. Rad Dougall (Royale-Scholar RP21), 8 m 42.2s, 93.07 mph; 2. Mike Blanchet (Crosslé-Minister 30F), 8 m 44.2s; 3. Kenny Gray (Van Diemen-Scholar RF75), 8 m 44.2s. **Fastest lap:** Dougall, 50.8s, 95.67 mph.

Alan Pond/NSCC Special Saloon Car Championship round (12 laps): 1. Paul Rhodes (1.9 Ford Escort FVC), 10 m 56.2s, 88.88 mph; 2. Dave Horsley (1.3 Mini-Cooper S), 11 m 24.6s; 3. Geoff Byman (1.3 Mini-Cooper S), 11 m 25.4s; 4. Gerald Clark (1.3 Mini-Cooper S), 11 m 25.6s.

Over 1300 cc class: 1. Rhodes, 88.88 mph; 2. Rod Birley (3.0 Ford Capri 3000GT); only finishers. **Fastest lap:** Rhodes, 53.2s, 91.35 mph.

1001 to 1300 cc class: 1. Horsley, 85.19 mph; 2. Byman; 3. Clark. **Fastest lap:** Clinton Bourke (1.3 Mini-Cooper S), 54.8s, 88.69 mph.

Up to 1000 cc class: 1. Malcolm Johnstone (1.0 Hillman Imp), 84.99 mph; 2. Roger Cole (1.0 Mini-Cooper S); 3. Martin Edwards (1.0 Mini-Cooper S). **Fastest lap:** Johnstone and Cole, 55.6s, 87.41 mph.

Volkswagen (GB) Ltd Silver Cup Formula Super Vee Championship round (12 laps): 1. Mike Young (Modus-Heidegger M2), 9 m 34.4s, 101.53 mph; 2. Bruce Venn (Elden-Heidegger PH14), 9 m 40.2s; 3. Simon Kirkby (Supernova-Heidegger BH5), 9 m 40.6s; 4. Mike Catlow (Supernova-Heidegger BH3), 9 m 50.2s; 5. Steve Tipping (Supernova-Heidegger BH3), 10 m 6.0s; 6. Barry Hopwood (Royale-Heidegger RP18A), 10 m 9.4s. **Fastest lap:** Young, 46.4s, 104.14 mph (record).

BBC Radio 1 Production Saloon Car Championship round (12 laps): 1. Brian Rice (5.7 Chevrolet Camaro Z28), 11 m 44.0s, 82.84 mph; 2. John Brindley (5.7 Chevrolet Camaro Z28), 11 m 52.4s; 3. Roger Payne (5.7 Chevrolet Camaro Z28), 12 m 3.8s; 4. Ivan Dutton (3.0 Ford Capri 3000GT), 12 m 16.2s.

Over £2,300 class: 1. Rice, 82.84 mph; 2. Brindley; 3. Payne. **Fastest lap:** Rice, 57.2s, 84.97 mph (record).

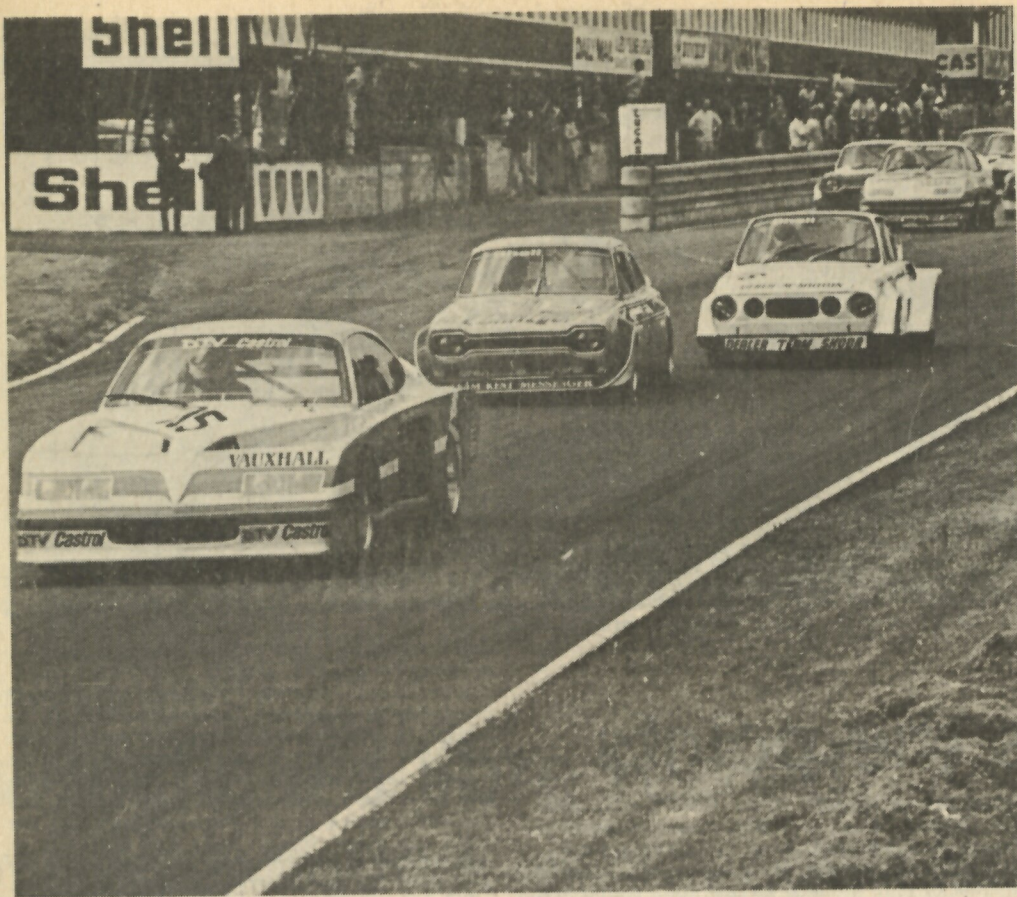
£1,700 to £2,299 class: 1. Dutton, 79.22 mph; 2. Phil Dowsett (3.0 Ford Capri 3000GT); 3. Marc Smith (3.0 Ford Capri 3000GT). **Fastest lap:** Dutton, 1 m 0.0s, 81.00 mph (equals record).

Northern Clubmen's Formula Champagne Championship round (12 laps): 1. Ray Edge (1.6 Mallock U2-Davron/Holbay Mk 12/17), 10 m 3.6s, 96.62 mph; 2. John Holroyd (1.6 Mallock U2-Holbay Mk 14/16), 10 m 4.8s; 3. Dave Pattle (1.6 Mallock U2-Davron/Holbay Mk 14), 10 m 30.2s; 4. John Muirhead (1.6 Mallock U2-Holbay Mk 14/16), 10 m 31.6s.

Race modified engines 1001 to 1600 cc class: 1. Edge, 96.62 mph; 2. Holroyd; 3. Pattle. **Fastest lap:** Edge and Holroyd, 48.0s, 101.25 mph.

Formula Ford engines class: 1. Ken Shipley (Mallock U2-Rowland Mk 11B), 89.97 mph; 2. Geoff Lambert (Mallock U2-Holbay Mk 14E); 3. Alistair Mackintosh (Mallock U2-Davron Mk 11B). **Fastest lap:** Shipley and Lambert, 53.2s, 91.35 mph.

National Organs Formula Ford 1600 Championship round (15 laps): 1. Mike Blanchet (Crosslé-Minister 30F), 12 m 58.4s, 93.65 mph; 2. David Harbour (Crosslé-Scholar 20F), 12 m 58.4s; 3. Matthew Argenti (Van Diemen-Scholar RF75), 13 m 1.34s; 4. Rad Dougall (Royale-Scholar RP21), 13 m 4.2s; 5. Rod Bremner (Crosslé-Rowland 25F), 13 m 5.4s; 6. Eddie Jordan (Crosslé-Aldon 30F), 13 m 6.0s. **Fastest lap:** Blanchet and Dougall, 50.8s, 95.67 mph.



Gerry Marshall, Nick Whiting and eventual winner Alec Poole lead away the Special Saloon field.

OULTON PARK

Poole pips Baby Bertha

Proving once again that a good little 'un can beat a good big 'un, Irishman Alec Poole in fellow countryman Derek McMahon's 2-litre Skoda BDG scored his second win in the Tricentrol Super Saloon series, bringing the Oulton Park crowd to its feet cheering and waving as he caught and passed Gerry Marshall in DTV's Baby Bertha Firenza-Recco V8. It was a great race between these two acknowledged saloon car maestros and was the highspot of a generally entertaining afternoon's racing organised with breathtaking speed and efficiency by the BARC NW Centre.

For this round of the championship there was a good entry reduced by only a few non-starters including the inevitable Dave Brodie Capri, Tony Strawson's Capri and Ian Richardson's Corvair, the latter two lacking rebuilt engines. One casualty of practice was Doug Niven's ex-Hawker, but now 5.7 litre, Capri which suffered a broken Rose joint in the front suspension which caused a minor bump at Old Hall. No-one improved on Martin Birrane's lap record of 1m 4.2s from the ShellSport 4000, the nearest being Nick Whiting, going really well in his All Car Equipe spaceframe Escort FVC on 1m 4.6s. Jointly 0.4s slower were the two cars which were to dominate the race, Marshall's Costin-designed Firenza and Poole's Skoda, while the best Birrane could manage for the inside of the second row was 1m 6.4s in the Mick Hill-run Adlards Capri, trying out a new carburation set up which was not quite right yet. Local man Dave Millington put the Brook Hire Firenza, of more conventional aspect, alongside Birrane with a good time of 1m 7.0s, equalled by Bill Dryden in the similar DTV car.

As the flag fell Marshall got the power down well to lead into Old Hall from Whiting and Poole while Birrane fluffed it and struggled away in the middle of the 17-car pack. In no time at all the cars had completed their first lap with Marshall seeming to pull away already from the two Ford-powered cars followed by the two 4-cylinder Vauxhalls, Millington leading a misfiring Dryden, and then Birrane charging through. By the third lap Poole had forced past Whiting and two laps later it was evident that he was after Marshall in earnest. Down and down came the gap until there was only a length between them by half distance by which time some of the back markers were being lapped for the second time. With the less

manageable car, Gerry was having to use his brakes to avoid the more errant slow coaches, and was very badly baulked by John Pope's interesting but slow Vauxhall Magnum-Aston Martin at Knickerbrook on lap 12. Poole was briefly past but Marshall hadn't given up and was in front again at the end of that lap. However, Alec had the Skoda really singing and completed the following lap in the lead by a hairsbreadth. A lap later the gap had begun to open, Gerry came past mopping his brow, and that was it. All that was left was for Poole to reel off the remaining laps at constant speed and for Derek McMahon to challenge Gerry Marshall to a 100 yd sprint at Silverstone this weekend!

After his poor start, Birrane started to press on in the Hill Capri until overheating set in after about five laps. He still moved up to third, however, after Whiting retired with a broken half shaft on lap 8, and stayed there, the only other car unslapped by the winner. Millington led home a slowing Dryden, who was also losing his brakes by the end. Arthur Collier completed the points scorers with the ex-John Turner Skoda-Chevrolet after bumping into Tony Sugden's Escort BDE at Lodge and sending the Yorkshireman into the pits to check for damage. Geoff Wood's Escort BDA looked set for seventh in one of its best outings yet but it ended up stuck in fourth gear and dropped behind a subdued Colin Hawker, whose Volkswagen 1600-DFV still needed its suspension sorted for the undulations of Oulton. Underlining their pace in the race, Marshall and Poole took 0.6s off Birrane's previous record.

A round of the BAF Formula Ford 1600 championship was preceded by two heats, the first won with contemptible ease by 1975's answer to Richard Morgan, Geoff Lees, in the DJ Bond/Rob Roy Racing Royale RP21 from the Crosslés of Eddie Jordan and Mike Blanchet. Several cars crashed on a backmarker's oil in this race including the Hawke of Lou de Marco and Chris Skellern's Crosslé, de Marco needing a few stitches in his leg. Rick Morris led the second heat throughout where it mattered but the similar Hawke DL12 of Jim Walsh passed him once or twice round the back. Canadian Rod Bremner almost deadheaded with Walsh for second in his Crosslé 25F while John Bright and his old Merlyn watched what was going on from a few yards

back.

The final was another Lees benefit after he had displaced Bremner from the lead on lap 4 and pulled away. The Canadian, together with Morris, Jordan and Blanchet battled over second place which went to Morris in the end while Bright, after a bump from Walsh, ran over the high kerb at the Mickey Mouse bit and fell down to eighth. Walsh performed the same trick while sixth and then retired with falling oil pressure. On the last lap Stuart Baird did it too in his Merlyn, leaving Tiff Needell (Elden) to take the place ahead of Derek Warwick's Hawke.

John Brindley won the Britax production saloon race by a huge margin, easing off towards the end as his Camaro ran out of brakes. Phil Dowsett's Capri hung on to second, threatened almost to the end by Bill Sydenham's Mazda RX3 which was the fastest of the Japanese Rotarians this week until its new Racing Services engine cooked itself. So Tony Lanfranchi's £1,000 road-going racer, the DJM Records RX3, took third and the class from a subdued Jock Robertson whose Mazda sat on the line spinning its wheels at the start and later visited the kerbs at the new corner, buckling a wheel. Down in the cut price class there was a real battle going on between a variety of marques which ended with Simon Kirkby's Simca Rallye crossing the line literally inches (at the most three) ahead of the Lada of Tony Stubbs with Peter Jopp's Mini 1275GT a distant third by all of 0.4s.

Driving his third Formula 1300 car of the year, championship leader Philip Lloyd consolidated his lead with the narrowest of wins in the Navajo of Mike Roberts from Brian Cocks' 1975 version of a 1965 Elva Mk 8S. Fastest lap went to Alan McBeath's Gopher which kept on having a gopher the lead until it eventually spun at the Folly and spent a lap restarting. Despite a smallish grid, the interesting mixture of self-built front and rear-engined specials provided a race at the front every bit as good as the faster Clubmen's Formula.

Richard Jenvey had no trouble winning the Miller Organs Modsports round, the first time this popular class has visited Oulton this year. Fellow Elan man John Evans had much trouble, however, in the ancient and modern guise of Robin Gray's Morgan Plus 8 which was retarded insufficiently quickly at the Folly on lap 4 and knocked off Evans, the Elan's bodywork being ripped off as it bounced over the silly kerbs. Gray stopped for a quick check before resuming to finish fourth behind Brian Murphy's immaculate E-type, the only car to stay anywhere near Jenvey, and Dave Bettinson's Lotus Seven. In the 1150 cc class Barry Wood's perennial Ginetta G15 fought a race-long duel with Simon Packford's smart Merrychef Davrian Mk 7 and just held the advantage at the flag.

A motley collection of Special Saloons ended the programme, many falling by the wayside before the 15 laps were over. One which didn't was Mike Newman's well-prepared Viva GT and this won easily from Derek Walker's 1-litre Fiat-Ford. Fred Hall's Escort BDG broke its exhaust just before the end while lying right behind Walker and failed to take the flag.

IAN TITCHMARSH

Formula Ford 1600, Heat 1 (6 laps): 1, Geoff Lees (Royale-Minister RP21), 7 m 11.0s, 82.89 mph; 2, Eddie Jordan (Crosslé-Aldon 30F), 7m 13.6s; 3, Mile Blanchet (Crosslé-Minister 30F), 7m 14.0s. **Fastest lap:** Lees, 1m 9.6s, 85.55 mph.

Formula Ford 1600, Heat 2 (6 laps): 1, Rick Morris (Hawke-Scholar DL12), 7m 10.0s, 83.08 mph; 2, Jim Walsh (Hawke-Scholar DL12), 7m 10.8s; 3, Rod Bremner (Crosslé-Rowland 25F), 7m 10.8s. **Fastest lap:** Morris, Walsh, Bremner and John Bright (Merlyn-Whitehurst Mk 11/11A), 1m 10.0s, 85.06 mph.

Britax Production Saloon Car Championship round (15 laps): 1, John Brindley (5.7 Chevrolet Camaro Z28), 20m 11.2s, 73.74 mph; 2, Phil Dowsett (3.0 Ford Capri 3000GT), 20m 27.4s; 3, Tony Lanfranchi (2.0 Mazda RX3 Coupe), 20m 32.6s; 4, Jock Robertson (2.0 Mazda RX3 Coupe), 20m 46.6s. **Over £2300 class:** 1, Brindley, 73.74 mph; only finisher. **Fastest lap:** Brindley, 1m 18.6s, 75.76 mph (new record). **£1700 to £2299 class:** 1, Dowsett, 72.77 mph; 2, Marc Smith (3.0 Ford Capri 3000GT); 3, Rod Birley (3.0 Ford Capri 300 G1). **Fastest lap:** Dowsett, 1m 20.8s, 73.69 mph (record). **£1300 to £1699 class:** 1, Lanfranchi, 72.46 mph; 2, Robertson; 3, Wendy Markey (2.0 Mazda RX3 Coupe). **Fastest lap:** Bill Sydenham (2.0 Mazda RX3 Coupe), 1m 20.2s; 74.24 mph (new record). **Up to £1299 class:** 1, Simon Kirkby (1.3 Simca Rallye 1), 65.91 mph; 2, Tony Stubbs (1.2 Lada 1200); 3, Peter Jopp (1.3 Mini Clubman 1275GT). **Fastest lap:** Stubbs, 1m 28.0s, 67.66 (new record).

Tricentrol Super Saloon Car Championship round (20 laps): 1, Alec Poole (2.0 Skoda S110R BDG), 21m 41.4s, 91.51 mph; 2, Gerry Marshall (5.0 Vauxhall Firenza Recco/Holden V8), 21m 46.2s; 3, Martin Birrane (5.0 Ford Capri V8), 22m 19.6s; 4, Dave Millington (2.3 Vauxhall Firenza t/c), 19 laps; 5, Bill Dryden (2.3 Vauxhall Firenza t/c), 19 laps; 6, Arthur Collier (5.0 Skoda S110R-Chevrolet V8), 19 laps. **Fastest lap:** Poole and Marshall, 1m 3.6s, 93.62 mph (record).

Formula 1300 National Championship round (15 laps): 1, Philip Lloyd (1.3 Navajo-Ford Mk 3), 17m 53.0s, 83.24 mph; 2, Brian Cocks (1.3 Elva-Ford Mk 8S), 17m 53.0s; 3, Paul Webb (1.3 Delapena-Ford), 18m 3.2s; 4, Peter Skellorn (1.3 Mallock U2-Ford Mk 8), 14 laps; 5, Michael Brett (1.3 Centaur-Ford Mk 14T), 14 laps; 6, Alan McBeath (1.3 Gopher-Ford), 14 laps. **Fastest lap:** McBeath, 1m 9.0s, 86.30 mph (new record).



Bernard Mordacq drove smoothly and serenely to a surprise victory last weekend in Belgium.

24 HOURS OF YPRES

Mordacq is surprise winner

by MARTIN HOLMES

photos by DICK LOVELL

It was a most extraordinary rally. Secret routes that were not announced until the "off"; compulsory drivers' briefing that told you how the rally would be run, a fairground atmosphere as competitors were led from reception to reception before the rally proper began, and a route that would have done a British club event proud. In the circumstances it was pretty clear that the results would throw up something a little unusual: and so it did. A Group 3 car won outright! As a little continental rally catering for frustrated British drivers who do not care for forests or for going to Ireland, the 24 hours of Ypres provided a super rally indeed, though as a serious round in the European Championship, through its very circumstances it fell short of its ambitions.

Belgium takes its rallying very seriously, and Ypres is rated as its best event. In common with other events, the Ypres rally is based on the home town and the rally performs many laps (or "boucles") which enable simplicity in organisation, ease of practising and reduction in cost of competing. The terrain is naturally pretty flat — no hillier than Kent, for example, and the roads are no more exciting than those you will find in the South East of England. There is, however, all the pageantry of the Continent to be added to the rally, which immediately raises it above the level of a British event so far as a competitor is concerned. There is also the facility to practice, which gives a British competitor an opportunity to live with pacenotes that even Donegal or the Manx cannot offer. This practising is only confined to the special stages and the road sections of the second night, but it is an officially accepted activity. Even the regulations state that practising is not forbidden between the hours of 9pm and 2am! And perhaps the best part of the scene is the enthusiasm of the people. They enjoy the rally, they stand out on the roadside every evening watching the rally teams getting themselves down to competitive times and on the night they throng round every section and control. In short it is in many ways a rally that caters for the amateur enthusiast but which lacks the polish and finesse of the really great events in Europe.

ENTRY

Being an event with coefficient two, the standard of the European entry was obviously higher than we saw on the recent coefficient one event in Ireland: there were works cars for Staepelaere (an old RAC Rally RS1600, which will eventually be exchanged for an RS1800 when Fords settle down); remarkably, a couple of works SEATs from Spain, for regular driver Salvador Canellas and journalist Ricardo Munoz. Their star driver, Antonio Zanini, is spending some time in disgrace for alleged sporting offences, which was a pity since the speed of these angular cars around corners was impressive enough for onlookers, and had Zanini been present the effect would have been staggering. Also from Spain came Pradera, in the Alpine which he had hoped to use in Wales but which was delivered too late. From the UK came the Lancia Stratos of the Chequered Flag team, with Cahal Curley at the wheel for the second week running. The car had been repaired by rifling foreign parts, and co-driver John Jensen

expressed much of the team's difficulty by explaining that they were acting without the support of the factory at a time when they needed all the help they could obtain from Turin. Lars Carlsson entered his Dutch Opel Team Ascona, while other important foreign entries came with Heinz Walter Schewe, the frowning little German who drives a 3-litre Carrera, the works Polskis for Stawowiak (125) and Jaroszewicz (124 Rally Abarth). The team leader used an 8-valve engine for this event as against the 16-valve motor he had in Bulgaria the week before. The Dutch British Leyland team entered a Dolomite Sprint for Wim Luybrechts. There were many highly fancied local crews, people like the legendary "Pedro" with an Alpine who was determined to break the records at the stages. He crashed in the attempt. The people at the rally certainly had character! No fewer than 20 crews ventured over from Britain, with perhaps Jan Churchill being the driver most likely to succeed (he had a 2.8 Carrera), while Tony Maslen, a regular Continental competitor, entered his 2-litre RS1600 and Leo Bertorelli his rare Alfa Romeo GTAm. Vin Huxley entered an old Porsche with registration 8VC (remember the

works Triumphs which carried 2 through to 6 VC, and the Escort of Vaughan Bond that by coincidence has 7VC), there were three promising Group 1 entries for Peter Hilliard (2000GTV) and Bob Jeffs and Chris Daisy (Avengers) while Bill Gwynne, a road rally driver of great experience, had a 1.8 RS1600.

RALLY

The secret night route was something to which the British crews looked forward with anticipation. These sections were "Chronometric" sections, thus evading the FIA rules that "special stages" must be announced by scrutineering at the latest. They were used twice, so alert co-drivers could amuse themselves by making pacenotes the first time through and seeing how good they were at the job on the re-runs later. There were no difficult road sections the first night. Much of the excitement and interest on these sections fell away when it was reported that a number of them were cleanable by the fastest crews, and that power was a far more important requirement than skill. Still, the classes were there for the picking, or so it seemed until people started to notice a little green Avenger driven by the Belgian driver Goblet that went like the wind. It left black lines away from the start of each section and went screaming along in a manner like no Group 1 Avenger does in Britain. Even Guy

Moment of depression for Luybrechts who was forced to retire.





The winner gets ready to go.

Colsohl, an experienced Ascona driver, was powerless against this little weapon, while Jeffs and Daisy were mumbling about the admission of a Group 1½ car on an FIA rally, fearful of speaking too loudly as it wouldn't please Coventry too much if an Audi or an Opel won Group 1 instead. Within minutes of the start the rally people started falling by the wayside. On the first Chronometric section both Maslen and Bertorelli were out, with broken steering after going off. Maslen was thrilled that he had taken time off his old rival on the first stage (Hollebeke), although Huxley was even denied the satisfaction of finishing the stage at all. His navigator spoke afterwards of the corners coming up much faster than expected, and that he was not entirely surprised when they went flying off the road. Huxley was dragged from the wreckage with fortunately only bruising for his trouble.

The pace of the leaders was undiminished. With every cleanable chronometric section, the importance of the special stages increased, particularly as the road sections of the second night, which many crews thought had impossible time schedules, were also expected to be cleanable. Lars Carlsson was another victim of the pace. His Opel got out of phase over the bumps and he landed off the road on a rough stretch at Kemmel. His axle was deranged. "Oh yes," the organisers



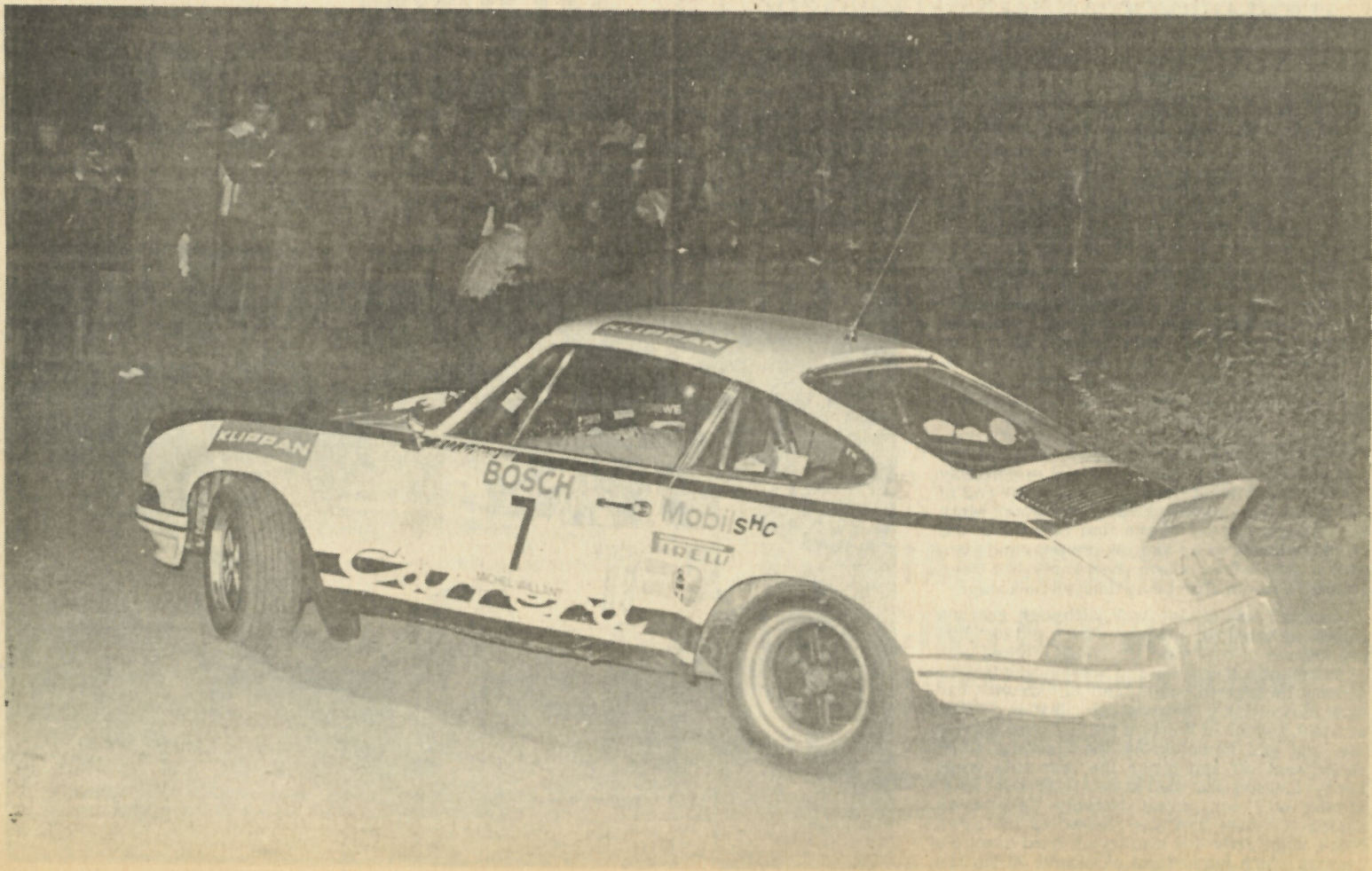
Gilbert Staepelaere holds the crowd's attention as he blasts through the town streets.

were said to have explained," we have the rough sections to please you British drivers!" It became increasingly important to drive like mad over even the roughest stretches, with the low slung cars scraping and bouncing on the ridges and gulleys. By the end of the first section the results were incredibly close, with many cars being separated by mere seconds. Three seconds separated the leader Mordacq from second man Staepelaere whilst third was Curley who had a dispute over a minute. Goblet was almost a minute ahead of his Group 1 rivals, which confirmed their general disquiet, while Churchill was driving steadily in 11th position.

Cars were impounded in parc fermé at dawn, and kept there until mid afternoon when an hour of servicing was permitted. Canellas changed a

differential as a precaution and the Chequered Flag mechanics set about remedying a gearbox that had been sticking in third gear. Then followed a boring procession around the neighbouring towns. One of the rendezvous points was in aid of charity, some (like a lap of a pony trotting field) were just for spectacle. The Stratos found this parade the final straw and expired, stuck (like Pinto on the Acropolis) in reverse, while the other cars arrived back in Ypres in order to tackle the second night. This was without doubt much the most interesting part of the event. For hardened road rally enthusiasts it was nothing more demanding than a London Counties' road event — except this was important, it was the real thing! An international which used ordinary time controls! The strain from the previous night,

Heinz-Walter Schewe in his 3.0 litre Porsche Carrera tackles one of the rare loose surface sections on his way to second place.





This round-the-houses scene is typical of the character of Ypres.

together with the stresses of the special stages which interspersed the road sections, was taking its toll. Hilliard refilled from some cans which held rust, and his car stopped at Hollebeke. Didi (starting at number one) put a con-rod through his Abarth block, while Staepelaere in making his great bid for the lead, went off. He was lucky to regain the road after losing only a couple of minutes, but unfortunately the Boreham man in Belgium had bent his steering, and this caused him to have a bad time at Kemmel as well. His challenge was spent, although he carried on gamely and was still only one of three drivers to complete the route clear of road penalties. Meanwhile Schewe was having his troubles. He had arrived at a control early after a miscalculation and then had a puncture. Petersen explained that this happened only 500 metres after the start of the 6½ km test, yet they only lost some 30 seconds, even with the loss of third gear as well. With Schewe and Staepelaere delayed, Mordacq was able to consolidate his lead. He drove his Carrera so smoothly and quietly that nobody watching the rally thought he was anyone special — certainly not the man holding the lead. Only at the end of the night when suddenly he appeared about tenth car through, instead of the first or second, did people suddenly sit up and take note — and even then it was a false alarm: he simply had been awarded a re-run after being delayed on a stage.

Churchill was driving well, although gearbox trouble at one point concerned him and lost him two minutes of road time. Luybrechts retired with a combination of gearbox and overheating trouble midway through the night, and Jaroszewicz had what Stawowiak's co-driver described as a "little accident," which in Western terms means leaving the road and immobilising the steering. Chris Daisy went off and broke the rear axle while Sandy Lawson did the same, with her DAF. Munoz was continuing bravely despite an alternator failure and was pleased to see dawn break, while Jeffs was also trying hard despite a gearbox which jumped out of second. About the

Belgian Avenger he could do nothing; eventually he was 10 minutes behind. Even Bill Gwynne in his RS1600 could do nothing about that car, either. Churchill finished third best Porsche, ahead of the Belgian Gustavson who had only two gears left in his Group 3 Carrera, and Moortgat in his well driven 1.8 litre RS1600.

The neutral territory of Belgium had proved a leveller in many ways it had offered club drivers a most enjoyable weekend away, but as a major rally it seemed rather odd. There were 140 starters and 64 finishers.

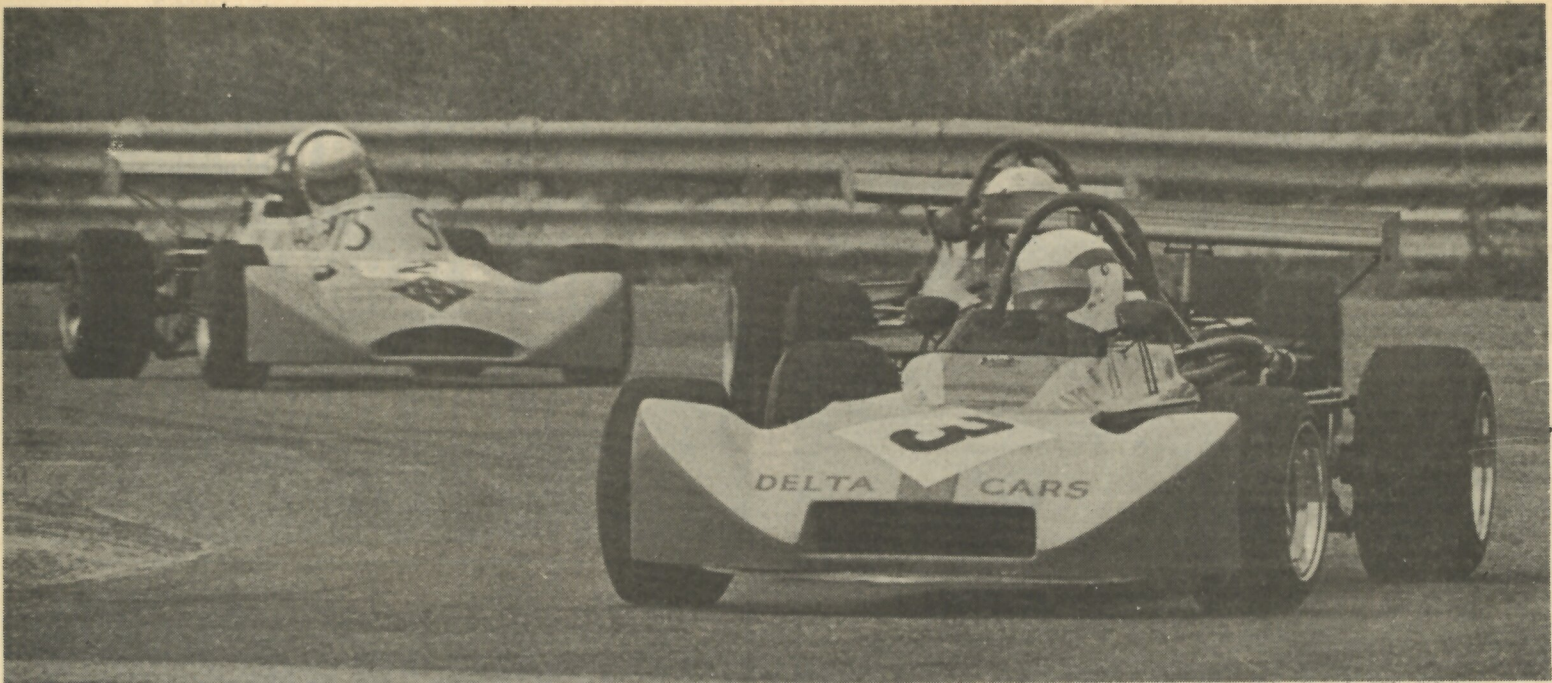
24 Hours of Ypres

ECR coefficient 2

1. Bernard Mordacq/Jean-Luc Bret (Porsche Carrera G3) 1h 03m 8.1s
2. Heinz Schewe/Peter Petersen (Porsche Carrera G4) 1* 4 18.9
3. Salvador Canellas/Daniel Ferrater (SEAT 1430/1800 G2) 1h 4m 54.2s
4. Gilbert Stapelaere/'Vaillant' (Ford Escort RS1600 G2) 1h 5m 54.0s
5. Jan Churchill/Peter Valentine (Porsche Carrera G4) 1h 6m 42.6s
6. 'Gustavson'/Werner de Clerck (Porsche-Carrera) 1h 7m 18.7s
7. Rudolf Moortgat/'Andy' (Ford Escort RS1600 G2) 1h 7m 31.8s
8. Ricardo Munoz/Rony Deruyter (SEAT 1430/1800 G2) 1 12 33.9
9. Jean Louis Goblet/Alain Lopes (Chrysler Avenger G1) 1 12 46.6
10. Roger Engels/Jean Picry (Porsche Carrera G3) 1 14 55.7

Experienced road rally man, Bill Gwynne, gets his RS sideways on the cobbles.





Fergus Tait on his way to yet another Formula Four win in the works Delta.

LLANDOW

750s lop 21s off record

At Sunday's BARC Llandow meeting, run in sunshine for a change, there was a disappointment for Ian Moore in the Formula Fords, a new F750 class record by the small margin of 21s, a short run for a famous Modsports Lotus 7 in the Allcomers, a new class record of 100 mph for Fergus Tait and Ian Briggs in the Formula 4 race and a twice run Special Saloon race to finish the programme.

The meeting started well with the old rivals Ian Moore and Tony Broster in Dulons MP15 and 17 respectively battling it out, as ever, for a win. But Ian Moore was in too much of a hurry to get away and was penalised 5s for a jumped start so a comfortable 2.6s lead disappeared at the stroke of a pen. Tony Broster, appearing a little down on power to Moore, was grateful that Ian saw the board but didn't think it meant him.

The F750's were scheduled to run two races but this was reduced to one following non-arrivals and practice mishaps. Kim Perry in the DNC Mk3 led from start to finish passing all but three of the field and setting a joint fastest lap with second man Rodney Hill of 42s, 83.33 mph, which is some 21.1s quicker than the old record set on a soaking wet day in 1968. The highlight of the race was the battle between Mike Chittenden (Libra Motive), Roland Nix (Wessex) and Colin Robinson (Damsic) which lasted throughout the race spoilt only occasionally by the leaders and back markers. The only casualty in this race was Rob Wells in his immaculate orange Trick Fore which clouted a back wheel on the Armco at Devil's Elbow.

The Allcomers race produced a very mixed bag ranging from Guy Bedington's impressive V12 E-type through to R. James in an F3 March. Peter Grzelinski in the Denton Oils Ltd Mallock U2 set off to win as he pleased with James following at a respectful distance followed by a lapped Tony Broster (Dulon MP17). Dave Bettinson's Caterham Car Sales Modsports Lotus 7 had come to do a little practising for the championship round in a month's time but, unfortunately, didn't get past Devil's Elbow before removing part of the front on the Armco after a long trip on the grass. Clive Power, making a welcome return in a friend's borrowed Nike, had an interesting dice with Tony Broster which Tony won.

The Formula Fours seem to improve with each visit and on this occasion they really let it rip. Fergus Tait in the Delta IRF4 having a relatively quiet time in the lead followed by a tight and exciting bunch featuring Ian Briggs (March 733), Roy Lewington (Brabham BT28), and Bruce Coate-Bond in the Horseless Carriage Co Ensign LNF4. They battled hammer and tongs throughout the 20 laps with the occasional back marker getting a waved fist from Ian Briggs on Devil's Elbow. On the penultimate lap Bruce Coate-Bond tried for the inside line at Devil's but couldn't get

past Briggs, the commentator waxing ecstatic as they hurtled on the limit through Old Paddock, down the start straight, through the double bend known as Bottom Bend and up the biggest straight in the business. Again Coate-Bond tried the inside line and didn't make it, spinning slowly over the concrete kerbing on the inside leaving Briggs to take a well deserved second place and Lewington third. Coate-Bond restarted to finish in front of Lorina Boughton's GRD 373 which had a rather lonely race. Ian Briggs and Fergus Tait jointly set a new class record of 36s, 100 mph, an improvement of 1.6s so far this season.

The final race of the day was for the Special Saloons which unfortunately had to be run twice. On the first occasion Phil Rees in his 1600 Mini Ford non-started on the grid due to an oil leak. Pole man Chris Sims, in his 2.3 litre Vauxhall Viva GT, was slow away, probably due to the usual problem of axle tramp, and Bernard Richards 1.3 Mini-Ford and Georgie Constantine (1.0 Mini-Ford) both had good starts. Sitting on the back row of the grid was Clive Baker in his 5.7 litre ex-G2 National Organs Camaro, who suffered a puncture on the way to practice and hence had to start from the back of the grid for practicing out of session. He stormed through the field into fifth place at Devil's and disappeared off down to Bottom Bend where an accident occurred involving the Camaro and Chris Sims' Vauxhall Viva GT. Both cars suffered extensive damage, the Camaro from the earth bank and the Vauxhall from the collision and subsequent roll. Both drivers were physically all right. Several protests were made after the race and it seems probable that there will be an RAC tribunal.

Phil Rees, with oil leak fixed, elected to run for

George Constantine's Mini heads Reg Palmer's Mk1 Jaguar on his way to a class winning sixth place.



the pleasure of it in the rerun and chased John Morgan's 3.8 Risca Garages Jaguar from the line at one stage getting in front until John got into the groove and established a comfortable lead. There then followed a gap to Nolan Pitts (1.3 Mini) and another to a horde of Minis chasing Reg Palmer's 3.8 Jaguar. Georgie Constantine (1.0 Mini-Ford), Derek Chambers (1.0 Manx Mini) and Dave Williams (1.3 Wolsley Hornet) not having the speed on the straight to get past and not having the room round the corners. Dave Williams eventually used the inside line on Devil's on the last lap to come out side by side and just found an advantage through Old Paddock to take the decision by a couple of teet.

ANDREW THOMAS

Formula Ford (15 laps): 1, Tony Broster (Dulon-Newbridge MP17), 9m 44.2s, 92.43 mph; 2, Ian Moore (Dulon MP15), 9m 46.6s; 3, Bryan Sharp (Merlyn Mk1A), 9m 49.6s; 4, David Toye (Royale RP21), 9m 50.0s; 5, Paul Wootten (Dulon MP15), 10m 11.2s; 6, Graham Jones (Royale RP16), 10m 15.8s. **Fastest lap:** Toye, 37.6s, 95.74 mph.

750 Formula championship round (15 laps): 1, Kim Perry (DNC Mk3), 10m 48.0s, 83.33 mph; 2, Robney Hill (Mystic T2), 10m 55.2s; 3, Mark Birrell (Reliant), 11m 26.6s; 4, Dick Harvey (Darvi), 11m 27.4s; 5, Richard Stephens (PSL 3B), 14 laps. **Fastest lap:** Perry and Hill, 42.0s, 85.71 mph (record).

Allcomers race (15 laps): 1, Peter Grzelinski (Mallock U2), 9m 3.0s, 99.45 mph; 2, R. James (March 733), 9m 16.4s; 3, Tony Broster (Dulon MP17), 14 laps; 4, Clive Power (Nike), 14; 5, Keith Howell (Mallock U2 Mk14), 6, Guy Bedington (5.4 Jaguar E V12), 14. **Fastest lap:** James, 35.2s, 102.25 mph.

Formula Four (20 laps): 1, Fergus Tait (1.0 Delta-MRE F4), 12m 26.4s, 96.46 mph; 2, Ian Briggs (1.0 March 733), 12m 29.6s; 3, Roy Lewington (1.0 Brabham BT28), 12m 30.2s; 4, Bruce Coate-Bond (1.0 Ensign DNF4), 12m 53.6s; Lorina Boughton (1.0 GRD 373), 12m 56.2s; 6, Jim Burrows, 19 laps. **Fastest lap:** Tait and Briggs, 36.0s, 100 mph (record).

Special Saloon Cars, up to 850 cc, 851-1000 cc, 1001-1300 cc and over 1300 cc (15 laps): Overall: 1, John Morgan (3.8 Jaguar Mk1), 10m 23.6s, 86.59 mph; 2, Phil Rees (1.0 Mini-Ford), 10m 37.0s; 3, Nolan Pitts (1.3 Mini-Cooper S), 10m 38.8s; 4, Dave Williams (1.3 Wolsley Hornet), 10m 52.2s; 5, Reg Palmer (3.8 Jaguar Mk1), 10m 52.4s; 6, George Constantine (1.0 Mini-Ford), 10m 53.0s. **Up to 850 cc:** 1, Derek Chamber (850 Mini), 10m 53.2s; 2, Barry Reece (850 Mini); 3, W. J. Finlayson (850 Mini). **Fastest lap:** Chambers, 42.4s, 84.91 mph. **851-1000 cc:** 1, Constantine, 82.69 mph; 2, Bob Hemmings (1.0 Mini Cooper S), 3, Graham Lavis (1.0 Sunbeam Imp); **Fastest lap:** Constantine, 42.4s, 84.91 mph. **1001-1300 cc:** Pitts, 84.53 mph; 2, Williams; 3, Chris Moyse (1.3 Mini Clubman). **Fastest lap:** Pitts, 41.4s, 86.96 mph. **Over 1300 cc:** 1, Morgan; 2, Rees; 3, Palmer. **Fastest lap:** Morgan, 40.0s, 90 mph.



Jeff Ward takes his Imp to yet another convincing win.

BRANDS HATCH

The red flag dominates

The Rochester Motor Club had more than their fair share of bad luck at their Townsend Thoreson championship meeting at Brands last Sunday. Under an overcast sky the red flags were shown no fewer than five times. Both the small Esso Uniflo saloon round and the 250cc Kart race had to be started three times while in the unlimited Esso Uniflo race Colin Hawker's immaculate Cosworth DFV powered Volkswagen was nearly written off in a horrifying accident on the Top Straight. Apparently a rear rose joint broke as he powered out of Clearways, in the lead on the first lap, and the car veered sharp left. It bounced back across the track, ending up against the pits barrier. Thankfully, the driver was only shaken but the race had to be restarted, resulting in an easy win for Nick Whiting's FVC engined Escort. Half the car races had to be shortened due to the dramas including the feature race, the FF final, won by David Kemp's Abbott powered Merlyn Mk20A. In a very rapid Clubmen's race Peter Cooke tried hard to prove that Geoff Friswell is a mere mortal, but failed, while Jack Sears must have been wondering what has happened to racing drivers since he retired as he broke both lap and race records in the Shellport Escort race. The two small saloon races saw easy wins for the Imps of John Homewood and Jeff Ward.

First event on the programme was one of the heats to sort out the huge FF entry for the Townsend Thoreson round. An early spin by Geoff Smailes (Royale RP21) left John Poxon's ex-Frank Hopper Crossle 25F in the lead for most of the race. However lap record holder, Rob Wicken (Merlyn Mk17A) was catching all the time and on the last lap drove round Poxon on the outside of Paddock. The Crossle driver stayed in contention, trying hard at Clearways, but Wicken closed the door and emerged a close winner. The second heat featured a three car battle between recent discovery, Lee Wroe-Johnson (Rostron CT3), David Kemp (Merlyn Mk20A) and Rob Newall (Jamun T3C) who had changed his engine overnight following the previous days' Castle Combe meeting. Wroe-Johnson led for over half distance before a mistake at Druids let both his opponents past. Kemp, who had changed a head gasket between practice and the race, now pulled away to a one second victory while the Jerseyman reclaimed second place at Paddock on lap eight.

The final, the last race of the day, was reduced from fifteen to ten laps, as the meeting was running late. The race saw another win for David Kemp. However it was John Poxon who led on the first lap, Kemp taking the lead the second time around Paddock. Rob Wicken, who had made a very poor start was coming up fast, though, and by half distance was putting the pressure on Kemp. A monumental slide out of Kidney ruined his chances, however, and dropped him back to fifth. The rest of the race saw him pull back to third with a rough sounding motor while up front Poxon really began to reel in Kemp again. He sat right behind the Merlyn's exhaust pipes but was unable to get past and lost out by less than half a second.

It must be every one litre Mini driver's ambition to lead John Homewood's unbeatable Imp. For one glorious lap St. Leonards sport car dealer, Steve Hall, led the Kent Messenger 1000cc saloon

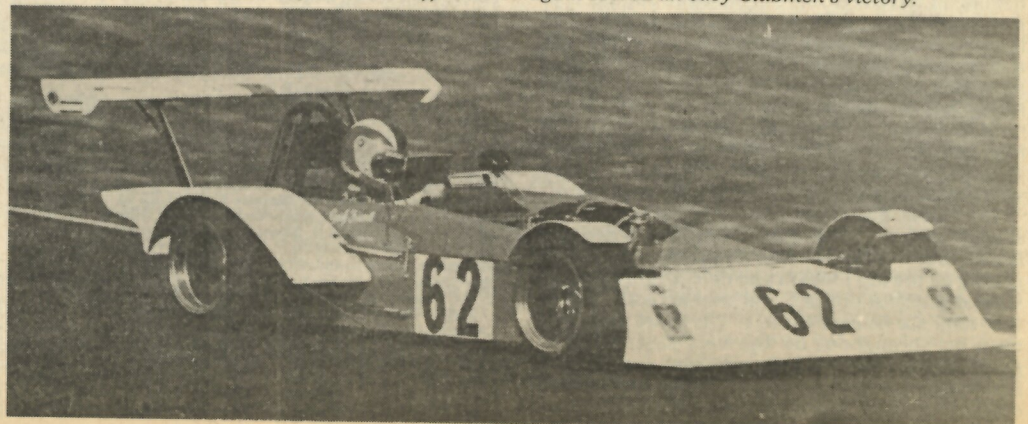
round in front of the man he dreams of beating before the inevitable happened and Homewood was on to another easy victory. Richard Oliver's Imp also came up to blast past the hard working Hall, with his Imp, leaving him to do battle with Mike Chapple's Imp and Terry Attoe's Cooper S. It was a close thing but Chapple determined to make it an Imp one, two, three. So it was but as he crossed the line ahead of the two Minis the watches couldn't find a gap between him and Hall. It is interesting to note that in their efforts to say with the Imps the two Cooper drivers were lapping far faster than they had ever done before.

In spite of the claim by Ian Phillips that Jack Sears had a three litre engine and the excuse by the previously unbeaten Chris Witty that he had a hangover, it makes no difference to the fact that neither of these gentlemen deserve any mention in the Shellport Escort race. Not even the excellent commentary by publisher Simon Taylor could urge the AUTOSPORT staff on. The race itself became a bit of a bore as that great saloon and sports car driver, Sears, showed how it used to be done followed at a respectable distance by John Lyon who ought to know what Group One is all about.

At this stage in the meeting things began to go wrong as some nasty accidents in the Kart race caused the meeting to be held up for a long while. Things began to happen again when the over 1000cc Special Saoons came out for the first of the Esso Uniflo rounds with Nick Whiting's Kent Messenger/All Car Equipe Escort on pole position. Next to him lurked the menacing shape of Colin Hawker's fabulous VW with its Grand Prix engine and it was this that powered him into the lead. The subsequent accident at the end of the lap dampened everyone's enthusiasm although, miraculously, no one else was involved. The restart saw Whiting sail away to an easy ride to first place. The 1300cc class and third place battle was initially more exciting with Graham Goode's BDA engined Escort fighting it out with Peter Baldwin's Cosworth motivated Mini Clubman. However Goode's retirement on the fourth lap ruined this bit of interest and the race came to an uneventful close, the first three well spaced out.

Geoff Friswell is unbeatable, or is he? With Peter Evans to tell us all about it we watched as

Although only third fastest in practice Geoff Friswell again scored an easy Clubmen's victory.



the LEC Clubmen's crowd came to the line and observed that both Noel Stanbury's Zerostat Gryphon and Peter Cooke's Harrison with its downdraught Cosworth had been faster than Friswell's U2 Mk16 in practice. Stanbury, in fact, had been under the lap record. An even start saw Cooke in the lead from Friswell with "the Wizz" getting past on the third lap. Even then Cooke stayed in contention for a while before the former Atlantic pilot showed what it's all about and used his Hart engine to take him to a comfortable victory. Both Friswell and Cooke equalled the former lap record. Behind these two had sat Stanbury before a pit stop to check a recalcitrant fuel pump had left third place to Barry Foley's St Bruno Roughcutter chased all the way by Ruari Gillie's Gryphon. The FF engined class was easily won by Nick Adam's (U2) who came past the pits each time with his visor raised. The rest of the class, led by Alex Ferrada's U2 were lapped.

The small Esso Uniflo round was another chapter of accidents. Suspect starts by Alan Rogers' 850 Mini saw him lead off the grid for the two first starts. However, in neither case did the race last more than a lap. First Jon Adlard (Cooper S) hit the Armco coming out of Druids and the race had to be stopped and then the second time they tried to run the race Basil Dagge overturned his Imp at Paddock, without injury to the driver, and it was back to the start again. This isn't the first time here at Brands that the small saloons have taken three starts to get themselves sorted out! When the race was eventually run, cut down to six laps, Jeff Ward won with consummate ease in his extremely low Imp while Rogers took second place, and the 850 class, in just as commanding a manner.

IAN WAGSTAFF

Townsend Thoreson Formula Ford championship, heat 1 (10 laps): 1, Rob Wicken (Merlyn-Piper Mk17A), 9m 0.0s; 82.67 mph; 2, John Poxon (Crossle Minister 25F), 9m 0.2s; 3, Don Gray (Royale Minister RP16), 9m 0.8s. **Fastest lap:** Wicken, 52.8s, 84.55 mph.

Kent Messenger up to 1000 cc Special Saloon Car championship round (10 laps): 1, John Homewood (Sunbeam Imp), 9m 20.2s, 79.68 mph; 2, Richard Oliver (Chrysler Imp), 9m 30.2s; 3, Mike Chapple (Chrysler Imp), 9m 32.6s; 4, Stephen Hall (BL Mini), 9m 32.6s; 5, Terry Attoe (Mini-Cooper S), 9m 33.0s; 6, John Schneider (BL Mini), 9m 49.0s. **Fastest lap:** Homewood, 54.8s, 81.46 mph.

Townsend Thoreson Formula Ford championship, heat 2 (10 laps): 1, David Kemp (Merlyn-Abbott Mk20A), 9m 2.4s, 82.30 mph; 2, Lee Wroe-Johnson (Rostron-Minister CT3), 9m 3.4s; 3, Rob Newall (Jamun-Lion T36), 9m 4.6s. **Fastest lap:** Kemp, 52.8s, 84.55 mph.

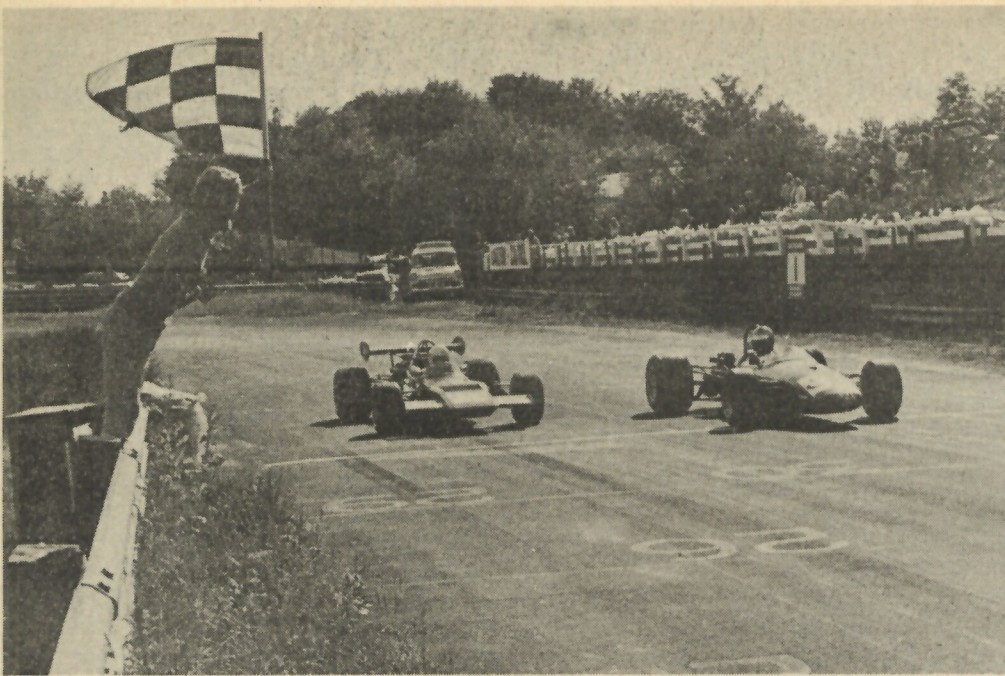
Shellport Escort Sport Celebrity race (10 laps): 1, Jack Sears, 11m 13.4s, 66.29 mph; 2, John Lyon, 11m 16.8s; 3, Freddie Jacks, 11m 21.2s; 4, R. S. Littler, 11m 21.6s; 5, Ian Phillips, 11m 22.6s; 6, Cliff Davies, 11m 28.4s. **Fastest lap:** Sears, 1m 6.4s; 67.23 mph (record).

Esso Uniflo Special Saloon Car championship, 1001-1300 cc and over 1300 cc (8 laps): overall: 1, Nick Whiting (2.0 Ford Escort FVC), 6m 59.4s, 85.15 mph; 2, Zekia Redjep (2.0 Ford Escort), 7m 3.0s; 3, Peter Baldwin (1.3 Mini Cooper S), 7m 29.4s; **1001-1300 cc:** 1, Baldwin, 79.47 mph; 2, Jeff Drew (1.3 Mini Cooper S); 3, Barry Hathaway (1.3 Mini-Cooper S). **Fastest lap:** Graham Goode (1.3 Ford Escort BDA), 54.2s, 82.36 mph. **Over 1300 cc:** 1, Whiting, 85.15 mph; 2, Redjep; 3, Jeff Ward (3.0 Ford Capri). **Fastest lap:** Whiting, 50.4s, 88.57 mph.

LEC Refrigeration Clubmen's Super Sport championship round, 1600 cc FF engines and 1001-1600 fully modified (10 laps): overall: 1, Geoff Friswell (1.6 Mallock Hart Mk17), 8m 3.8s; 92.27 mph; 2, Peter Cook (1.6 Harrison-Abbott Mk7), 8m 8.6s; 3, Barry Foley (1.6 St Bruno Roughcutter-Holbay), 8m 16.4s; 4, Ruari Gillies (1.6 Gryphon-Gillies C74), 8m 18.0s. **Fastest lap:** Friswell and Cooke, 47.4s; 94.18 mph (equals record). **1600 cc FF:** 1, Nick Adams (1.6 Mallock U2), 83.22 mph; 2, Alex Ferrada (1.6 Mallock U2); 3, Chris Greville Smith (Phantom). **Fastest lap:** 52.4s, 85.19 mph.

Esso Uniflo Special Saloon Car championship round, 851-1000 cc and up to 850 cc (6 laps): overall: 1, Jeff Ward (1.0 Chrysler Imp), 5m 42.6s, 78.18 mph; 3, John Schneider (1.0 BL Mini), 6m 1.0s; 2, Alan Rogers (850 BL Mini), 6m 0.0s; 4, Colin Craven (1.0 Chrysler Imp). **851-1000 cc:** 1, Ward; 2, Schneider; 3, Craven. **Fastest lap:** Ward, 55.8s, 80.00 mph. **Up to 850 cc:** 1, Rogers, 75.45 mph; 2, Geoff Gilkes (Mini); 3, Keith Wilson (Mini). **Fastest lap:** Rogers, 57.8s, 77.23 mph.

Townsend Thoreson Formula Ford championship round, final (10 laps): 1, David Kemp, 9m 6.2s, 81.73 mph; 2, John Poxon, 9m 6.6s; 3, Rob Wicken, 9m 8.4s; 4, Rob Newall, 9m 11.6s; 5, Don Gray, 9m 13.0s; 6, Lee-Wroe Johnson, 9m 14.2s. **Fastest lap:** Wicken and Kemp, 52.8s, 84.55 mph.



Close finish — as Joe Applegarth pips Warren Booth for the Libre flag.

LONGRIDGE

Dramatic final caps the day

A formula libre event which began with a dramatic first heat and ended with an almost dead-heat finish in the final was undoubtedly the main event at Sunday's Longridge meeting. In addition, there was plenty of action in the other five races on the programme run in their customary friendly and informal way by Lancashire AC.

With only 30 seconds to the start of the first Libre heat, pole position holder Warren Booth's mechanics were still frantically changing plugs in the Lotus 69's motor; officials insisted on the car being pushed into the pit lane and the race began

on schedule with Booth, now fully plugged, joining in from the pits in last place. Dave Aukland (Chevron B18) put in a spirited drive to lead for seventeen laps until Booth, who had decisively carved his way up through the field, squeezed past at Weighbridge. The Lotus' engine immediately died allowing the Chevron to get by again but then recovered and Booth managed to regain the lead on the penultimate lap. For his crew's failure to leave the grid at the two-minute signal, Booth was penalised 1m, dropping him to fourth but still with a place in the final.

Alan Stringer and Dave Morgan provided the FF interest in the race, their struggle eventually being resolved in favour of Stringer.

By contrast, the second Libre heat saw an easy win for Joe Applegarth (Brabham BT23C), after Harry Gilbert's March 733, fastest in practice, was pushed off the grid with electrical troubles. The Libre final just had to be good, with Warren Booth obviously determined to overcome his third row grid position and renew his battle of the last meeting with Applegarth. The Brabham led away followed by Aukland but by lap three, Booth was through into second and closing on Applegarth; for 21 laps the two leaders were nose to tail and as they started the last lap there was less than a second between them. Coming into Weighbridge, the last corner, Booth was ahead but then, in a repeat of the previous meeting but with the roles reversed, he half spun, recovered, but lost the race to the flag by less than a car's length to Applegarth. Dave Aukland was a lonely third followed by David Winstanley in the Radio Piccadilly/Roosters Ford who needed all his new-found speed to overcome the Crossle of Alan Stringer.

Mini 7's once again showed themselves ideally suited to Longridge and Colin Hesford, who led initially, was hounded all the way by Phil Hepworth until the 18th lap when Hepworth scabbled past and then opened up a slight lead. Allan Broad moved up at one time and joined in the fight for the lead but soon fell back to finish a secure third.

Having missed practice, John Kent (Royale RP16) was given a 5s penalty and naturally his attempt to climb through the field and get on terms with the leaders was a feature of the FF race. Kent managed to reach third place by lap 13 but thereafter remained a steady 8s behind Mike Wrigley, who was driving Bill Reece's Merlyn 11A to extremely good effect and at the same time, holding off repeated attacks from Brian Thompson (Royale RP16). Locking up every lap into Weighbridge, Thompson tried desperately to get the lead until, on lap 21, his outraking attempts succeeded only for the car to run just wide enough to allow Wrigley to re-pass on the inside. Wrigley held on for a good win while Kent equalled the lap record and George Emmett (Hawke DL10) got the better of a race-long dice with Alan Stringer to come in fourth.

The Modsports race saw a comfortable win for Ken Allen (Clan Crusader), who led from the start followed by the equally comfortable second-placed John Bury who now has Crown Paint and Wallcoverings sponsoring his very smart MG Midget.

Following his brief, but somewhat traumatic, introduction to Super Saloon racing the day before, Brian Whiting managed to place his Escort on pole for the Special Saloon event but trouble soon intervened in the shape of gearbox maladies dropping him to the rear of the field and leaving Derek Walker to disappear into the distance in his "Fiat 850." Ralph Bryans (Escort) held second place before dropping out and John Myerscough (Escort) was unfortunate to be following Whiting very closely when the latter's gearbox troubles caused a sudden loss of speed; the resulting bump brought Myerscough into the pits to fix loose bodywork before he rejoined finally coming in fourth overall. The Mini dice between Norman Hinds and Ken Tomlinson kept clear of the troubles up ahead and they were eventually rewarded with second and third, they too having suffered a coming together towards the end of the race.

PETER McFADYAN

Mini 7 (25 laps): 1, Phil Hepworth (BMC Mini), 13m 19.0s, 48.64 mph; 2, Colin Hesford (Howetuned Mini), 13m 21.0s; 3, Allan Broad (Mini), 13m 23.6s. **Fastest lap:** Hepworth, 31.2s, 49.82 mph.

Formula Ford (25 laps): 1, Mike Wrigley (Merlyn Mk 11A), 11m 10.0s, 58.85 mph; 2, Brian Thompson (Royale RP16), 11m 12.2s; 3, John Kent (Royale RP16), 11m 18.0s. **Fastest lap:** Kent, 26.0s, 59.79 mph.

Modsports (25 laps): 1, Ken Allen (Clan Crusader), 11m 11.2s, 57.90 mph; 2, John Bury (MG Midget), 11m 31.2s; 3, Peter Green (MG Midget), 24 laps. **Fastest lap:** Allen, 26.4s, 58.88 mph.

Special Saloons (25 laps): 1, Derek Walker (Fiat 850 Coupe), 11m 54.2s, 56.59 mph; 2, Norman Winds (Mini Cooper S), 24 laps; 3, Ken Tomlinson (Mini), 24 laps.

Class winners: Up to 1000 cc: Walker. **Fastest lap:** Walker, 26.6s, 58.43 mph. **1001-1300 cc:** Hinds. **Fastest lap:** Tomlinson, 27.4s, 56.73 mph. **Over 1300 cc:** John Myerscough (Ford Escort) 51.32 mph.

Formula Libre, final (25 laps): 1, Joe Applegarth (Brabham BT23C), 10m 22.8s, 62.40 mph; 2, Warren Booth (Lotus 69), 10m 22.8s; 3, David Aukland (Chevron B18), 24 laps. **Fastest lap:** Booth, 23.8s, 65.31 mph.

Heat 1 (20 laps): 1, D. Aukland, 8m 52.2s, 58.42 mph; 2, Alan Stringer (Crossle 16F) 9m 15.4s; 3, David Morgan (Merlyn 20A), 9m 21.6s. **Fastest lap:** Booth, 24.0s, 64.77 mph.

Heat 2 (20 laps): 1, Applegarth 8m 35.0s, 60.37 mph; 2, Bill Reece (Merlyn 11A) 19 laps; 3, Richard Peacock (Merlyn 11A), 8m 36.2s, 18 laps. **Fastest lap:** Applegarth, 25.0s, 62.18 mph.

SILVERSTONE

Harry Phillips scores twice

On Saturday it was the turn of the Motor Cycle Club to show off their organisational capabilities at Silverstone by putting on a programme of ten events catering for both the two- and four-wheeled brigades. Of the four car events, two sports car races were won by the big Corvette of Harry Phillips, his first wins of the season, while Peter Baldwin scored a fine up to 1300 cc saloon victory for the MCC's historic 'Gold Cup', equalling the class lap record in the process.

Two motorcycle and one car High Speed Trials were held before lunch and in the latter Chris Cooke put up a very creditable performance in Rob Wells' Middlesex Polytechnic Morgan 4/4 lapping twenty-one times in the allotted twenty-five minutes, just beating Steve Carr's Autofarm Porsche Carrera on the road, though the latter ran out of petrol on the last lap.

The sixth event of the day, for saloon and sports cars, witnessed a close dice between the much modified Chevrolet Corvette and the Jaguar E of Henry Phillips and Brian Mills respectively. The bigger car led through Woodcote on every lap, though out at Becketts things were different with Mills running rings around the Corvette before losing out on the straight with his very down-on-power engine. The next three places never changed in the order Steve Carr (Carrera), Graeme Dodd, who drove his 1150 cc Midget very well indeed, and Richard Oliver's 1300 cc version.

The "Gold Cup Race" was for up to 1300 cc special saloons and had been organised by Escort-driver Susan Tucker-Peake as a means of getting all the top 1300s in one race. Unfortunately several practice dramas and non-arrivals meant that only six fit cars came to the start and they were led throughout by the very fast BDA-engined Mini of Peter Baldwin, who thus avenged his last week's defeat by Graham Goode and in fact equalled the latter's class lap record. Graham had

no problems this week with his Autocare Escort-BDA but could not match the Mini's new-found power. Tony Mann (Anglia-BDA) took third place after a titanic struggle with Freddy Heaney, whose Motospeed Mini was able to outbrake Mann at all the corners only to be overtaken again by the extra Ford-power. The late-braking and wheel-smoking antics of Heaney proved very popular with the small but enthusiastic crowd.

The final race provided Harry Phillips with another win over Brian Mills, this time by a more respectable margin. Chris Cooke brought the Morgan 4/4 into a good third, still complaining about the front springs being too hard, just in front of Graeme Dodd, who again drove his Midget in great style and lengthens his Vandervell Novices lead. Ray Kershberg took his road-going Lotus Elan (except for ex-Pace FI slicks which he bolts on in place of Torinos for racing!) into fifth place from Keith Ashby in Richard Oliver's kindly loaned Midget after his own had seized its engine in practice.

JEREMY SHAW

Saloon and Sports Cars (8 laps): 1, Harry Phillips (7.0 Chevrolet Corvette), 8m 54.6s, 86.62 mph; 2, Brian Mills (4.2 Jaguar E), 8m 55.4s; 3, Steve Carr (2.7 Porsche Carrera), 9m 16.2s; 4, Graeme Dodd (1.1 MG Midget), 9m 22.4s; 5, Richard Oliver (1.3 MG Midget), 9m 32.2s; 6, Alan Kennedy (1.6 Morgan 4/4), 9m 44.6s. **Fastest lap:** Phillips and Mills, 1m 0.58s, 87.98 mph.

The Gold Cup Race for Special Saloons up to 1300 cc (10 laps): 1, Peter Baldwin (1.3 Mini Clubman-BDA), 10m 47.4s, 89.51 mph; 2, Graham Goode (1.3 Ford Escort-BDA), 10m 53.2s; 3, Tony Mann (1.3 Ford Anglia-BDA), 11m 17.8s; 4, Freddie Heaney (1.3 Motospeed Mini), 11m 17.8s; 5, John Robinson (1.3 Ford Escort-BDA), 11m 20.6s; 6, Bob Fox (1.3 Austin Cooper S), 11m 27.8s. **Fastest lap:** Baldwin, 1m 03.6s, 91.02 mph (record).

Sports Cars (8 laps) overall: 1, Harry Phillips (7.0 Chevrolet Corvette), 8m 40.4s, 87.47 mph; 2, Brian Mills (4.2 Jaguar E), 8m 50.2s; 3, Chris Cooke (1.7 Morgan 4/4), 9m 08.6s; 4, Graeme Dodd (1.1 MG Midget), 9m 09.4s. **Up to 2000 cc:** 1, Cooke, no speed given; 2, Dodd; 3, Ray Kershberg (1.6 Lotus Elan). **Fastest lap:** not given. **Over 2000 cc:** 1, Phillips; 2, Mills; 3, Graham Bryant (3.5 Morgan + 8). **Fastest lap:** Phillips, 1m 04.2s, 90.17 mph.

ADO dominates Shelsley

Last weekend the Midland Automobile Club staged two separate meetings at Shelsley Walsh, Britain's oldest surviving motor sport venue, and a real triumph both days it proved for the NJR Installations Pilbeam of Alister Douglas Osborn. Although the Saturday meeting placed the emphasis on the vintage and veteran motor cars, a class was also staged for modern racing machines and a fine battle took place between ADO and the Grunhülle Lager March of Chris Cramer with the former just stealing the honours by 0.09s.

The Sunday meeting again saw these two at each others throats but again it was the Pilbeam driver who just maintained the upper edge nipping to a class victory at 29m 05s, just 0.11s up on Cramer whose two class runs were separated by just 0.01s. As always at Shelsley Tony Griffiths was in fine form with the Kidderminster Motors Brabham-DFV BT33 taking third place at 29.83s while despite taking just one run due to a faulty solenoid, Reg Phillips effort at 30.33s just netted him fourth place. He was a meagre 0.01s ahead of the Severn Advertising McLaren M10B of Martyn Griffiths which, by courtesy of the Kidderminster Motors mechanics had undergone an overnight rebuild following a crankshaft breakage on Saturday. Richard Brown made his second appearance in the David Good Lyncar-DFV and really is starting to show well in single seaters, failing by just 0.05s to catch Griffiths despite a misfire.

Seventh place in the class was taken by the Brabham DFV BT37 of Geoff Rollason who had suffered clutch problems on the Saturday and despite taking just one run on the Sunday, managed 30.64s.

Unfortunately the top five run off was reduced to four on the first runs when Reg Phillips smote the bank at the Esses with his Fairley Steels Chevron and although the driver was as always smiling within a few minutes of the excursion, the motor

car was a little less happy. Richard Brown could not better his class time with the Lyncar and so took fourth place behind Tony Griffiths who was just 0.01s slower than his class best but both Cramer and ADO improved.

It was Douglas Osborn who really set the crowd buzzing with a super climb of 28.67s to really stamp his mark on the meeting and although Cramer really gave his all, he was forced to concede defeat by just under a third of a second.

Of the classes the real sensation was the performance of Michael White with the Autofarm Porsche 911S who not only secured a fine victory in the large modsports car class but also trimmed the class record set by the Cobra of Brian Wilson while in the well supported historic 500ccs racing car class, Tim Cameron, despite a second run spin in the Joe Potts Special, emerged with yet another win and trimmed his own class record with his first very brave ascent of 36.35s. The other two racing car classes both saw fairly comfortable winners with Chris Dowson sewing up the up to 1100cc division with his Brabham BT15 while Rob Turnbull and the B & W Motors Brabham BT35 really were stamping on the loud pedal to just clip the 31s barrier and take the 1600ccs class by well over a second from the Ensign FVA of David Way.

BTD: Alister Douglas Osborn (2.2 NJR installations Pilbeam-BDG R15), 28.67s.

Top Five Run Off: 1, Douglas Osborn, 28.67s; 2, Chris Cramer (2.2 Grunhülle Lager March-Hart 74B), 28.98s; 3, Tony Griffiths (3.0 Kidderminster Motors Brabham-DFV BT33), 29.84s; 4, Richard Brown (3.0 Lyncar-DFV MS4), 30.57s; 5, Reg Phillips (2.2 Fairley Steels Chevron-BDA B25/27), did not finish.

Class winners: Frank Bayliss (1.0 Morris Minor), 41.0s; Robin Yeomans (1.4 Mini Cooper S), 37.92s; Wridgeway Horton (2.2 Vauxhall Fireza), 37.8; Russ Ward (1, 3 John Brown Motors Allard Healey Sprite), 37.5s; Andrew Duncan (1.7 Morgan-BDA 4/4), 36.99s; Michael White (2.3 Autofarm-Porsche911S), 34.42s; (record): 31.91s; Southall (1.6 Mallock U2-BRM TC (Mk 11B)), 31.91s; I'm Cameron (0.5 Joe Potts Special JAP), 36.35s (record); Chris Dawson (1.1 Penrhos Court Restaurant Brabham-Ford BT15), 33.24s; Rob Turnbull (1.6 B & W Motors Brabham-BDA BT35), 30.97s; Tony Griffiths (3.0 Kidderminster Motors Brabham-DFV BT33), 29.83s.



The sad remains of Colin Hawker's 3.0 VW which went off into the bank at Brands Hatch on Sunday. It's now a doubtful starter for the GP Silverstone Tricentrol round

Lane's hill record

A new course record on the last run of the day; a surprising class defeat for David Franklin and four class records, were the ingredients of a sunny Scammonden hill climb run by Huddersfield MC last Sunday.

Roy Lane crushed his own two-year-old record when he flashed up the course in the Fenny Marine GM1 in 21.97s and then spun across the area immediately after the finish and landed up with a slightly damaged nose very close to his own transporter.

A round of the Guyson/BARC Hill Climb Championship, the meeting saw the first appearance of the championship sponsor Jim Thompson who dusted the cobwebs off his big Vauxhall and promptly clipped a fraction off his own class record for special saloons over 1001 cc with a run of 26.36s. In the class before, Alan Watts scored a mild surprise when he beat class record holder Colin Rogers into second place in the up to 1 litre class, his time of 27.07s beating Rogers' old record of 27.22s.

Rogers, currently leading the

championship, has now been hauled in a little by Lane who is currently second and of course, he is charging away with the BTD series.

Bob Prest's Mallock U2 collected a class record in the up to 1600 cc clubmans sports section. His time of 24.79s clipped a little off Joe Ward's Ward WD6 record, and left Joe himself in second spot. So to the Franklin class where the Bristol driver was expected to be a strong contender for BTD. Instead it was Fred Kaye who was man of the moment in his Brabham BT35X who stormed up in 23.28s to take half a second off the class best and Bob Sunderland's similar car also managed to put it across Franklin by 0.4s.

The day's closest battle was among the marque sports, all capacities with Guy Brooker's Elan collecting the class in 27.64s, Dennis Liversedge, was second eventually in 27.08s, and Mike Gleave (Sprite) was third in 27.82s and probably taking a class record for up to 1300 cc cars.

BTD: R. Lane (GM 1), 21.97s (record). **Class winners:** N. Porter (Cooper S), 27.89s; S. Browne (RS 1600), 28.93s; A. Watts (Cooper), 27.07s; J. Thomson (Vauxhall Magnum), 26.36s; G. Brooker (Elan), 27.64s; N. Galbraith (Ginetta), 26.99s; P. Wilson (Elan), 27.31s; B. Prest (Mallock U2), 24.79s; I. Curtis (Mallock U2), 24.84s; J. Crowson (Rawlings Chaser), 24.72s; F. Kaye (Brabham BT 35X), 23.28s; R. Lane (GM 1), 22.19s.

Guyson/BARC Hill Climb Championship: 1, Rogers, 34.70 pts; 2, Lane, 33.46pts; 3, Meredith, 31.98pts; 4, Franklin, 29.18pts; 5, Porter, 28.74pts. **BTD series:** 1, Lane, 48pts; 2, Cramer, 31pts; 3, Franklin, 28pts; 4, Douglas-Osborn, 21pts; 5, MacMaster, 19pts.

New 1.3 Escort

Out in public for the first time last weekend was John Robinson's new 1300 cc Ford Escort, powered, of course, by one of his own special BDA units mated to a ZF gearbox in place of the Hewland used in last year's car (since sold to Jamaica). In fact it was this ZF that plagued him all Saturday when in practice at Silverstone he could not get fourth gear and then on the warm up lap, he lost first, so elected to start from the back of the small grid. John made a good getaway but selection bothers delayed him again so that he could not better fifth place, though the car will be well up with Messrs Baldwin, Goode and Co when finally sorted.

Legal Meek

As he predicted, Chris Meek's Lotus Europa was found legal last week when it was stripped by a team of three scrutineers headed by Peter Jowett. The Radio Luxembourg sponsored Europa was given a thorough going over, and by dint of it being found legal, can now officially claim the lap record at Croft which was provisionally 2s better than the previous one.

Last weekend, with a rebuilt gearbox from Lotus, and rebuilt engine from Vegantune, the car took a win at Castle Combe. With this success, Radio Luxembourg are becoming more interested in Meek and have transferred their own number, 208, to the Europa. They are also plugging every round of the production sports car championship and from this month, will be giving out prizes for listeners who can guess the nearest time to the lap record their car will record, or by what margin the lap record will be broken.

Successful 2CV'cross

The hustle and bustle of 2CV auto-crossing came to the South of England last weekend when Hants and Berks MC had a good entry of 55 cars for the two day event based at Blackbushe airfield. Throughout the previous week, the club had built an entirely new course of about three quarters of a mile. A total of 55 entries, roughly split 50-50 between British and French entrants, entered in two classes for 435 cc and 602 cc.

On each day after qualifying practice on the Saturday only, a host of events was held to the complicated Continental rules and ended up with ten lap finals in both the small and larger capacity classes but the mixed finals on both days were run over 12 laps.

Leading the French challenge — all the major awards went back across the channel — was Daniel Lespinas in his 435 version who was third in both his capacity finals but then put in an extremely good run to walk off with the £100 first prize and

Citroen trophy by winning the final event of the meeting — the super final over ten laps.

British hopes of success over the two days were given a boost on Saturday when A. B. Hibberd of Newbury won the large capacity final but he did not feature again and the best Englishman in the final event of the meeting was Brian Dalkin of Newcastle-upon-Tyne who finished twelfth. All the other French stars collected wins as expected and Patrick Lapie was adjudged the best foreign entry behind Lespinas.

Attendance on both days was approximately similar with about 1,000 people watching the new sport. The organisers — who put in a lot of hard work — were pleased with the results and feel that the new type of sport could well catch on.

● New committee members, strengthening B class representation in the Supersport Clubmans Register, are Keith Stanbury and Jeff Fisher.

Turpin in the dust

The BT&RDA Four Abreast Autocross Championship gulped in considerable measures of dust down in the West Country last Sunday — so bad were the conditions, the Exeter MC had no option but to run cars singly and even with three cars on the course together, it was still something of a problem. Quickest of the dust raisers was Mike Turpin, who in a see saw battle this season with Nick Seymour, took the honours on the day by four seconds.

It was as well that the dust was thick because it was able to hide the blushes of several competitors who did not suffer mechanical failure but who nevertheless failed to get a total time after nonsensical performances on their first runs.

First winner in a field of 75 was Paul Kynaston who easily won the 18 strong rally class in his Escort TC having some eight seconds advantage over Ivor Pengelly. The Datsun 240Z of Martin Barnard beat David Pitcher's BMW 2002 by a slightly bigger margin and Nick Garner's Mini was in no mood for defeat in the next class. Against newcomer to the series, Alan Howkins, he blasted out a 12 seconds win without ever having to extend himself.

Rob Gibson looked to be on the end of a mild hiding when Ron Easton opened up a two seconds lead in the sports car class on the first run but the TVR man was overhauled by the 'yellow peril', Gibson taking the class by two seconds. Roger Brunt led 11 one litre Minis, the best scrap of the day occurring behind him between John Lancaster and Bruce Male. Lancaster finally took second by the smallest margin possible.

The Merridale brothers scored class wins. Bob again headed Welshman Clive Trueman by seven seconds in the 1300 cc class as expected, but Tony was not expected to be able to dust up George Warren even allowing for three bites at the cherry!



Martin Barnard — usual win.

However that's what happened and by some five seconds on aggregate and the rest of the 10 starters in the over 1300 front engined rwd class all retired... not all with mechanical failure either! David Baskerville made himself a firm favourite for the title with another neat performance with his big engined Mini. He was some four seconds quicker than first-time-out-in-the-series Richard MacDonald.

BTD: M. Turpin (Turpin Special), 226.3s.
Class winners: P. Kynaston (Escort TC), 255.2s; M. Barnard (Datsun 240Z), 254.4s; N. Garner (Mini), 255.1s; B. Merridale (Escort), 252.0s; R. Gibson (Sprite), 245.3s; T. Owen (Imp), 276.8s; R. Brunt (Mini), 246.1s; T. Merridale (Escort), 236.2s; D. Baskerville (Mini), 239.3; N. Seymour (Volnik), 230.6s.

● West Suffolk MC are offering £10 for a class win at their four abreast round of the BTRDA autocross championship on Saturday, July 19. The event starts at 4 pm at Hall Farm, Hawkedon near Bury St Edmunds. Regs are available from Mrs S. Vevers, Gallowgate Farm, Hawkedon, Bury St Edmunds, Suffolk, and they state that if insufficient entries are received for the four abreast, a special two a side event will be held.

Lobb's surprise Opel

Using his Opel Ascona which was not fully repaired following incidents on the Circuit of Donegal when it was driven by Ari Vatanen, Geoff Lobb nevertheless surprised himself and navigator Tony Thorne by winning last weekend's Uniflo Rally of Breckland run by the West Essex CC.

So lacking in confidence about the car's ability was Lobb that he did not expect to get more than a few miles because the car, among its bruises, was also minus a decent left lock. In the event, the car did the 150 mile route over the winding whites and disused airfields of Suffolk with the loss of only 2m and he won the event on cubic capacity. Second in their RS2000 — giving away 100 cc to the winners — were Mike Harrington and John Dixon. Both crews dropped their first minute on Knettishall airfield, a control which caught out the entire entry of 120. A five mile selective was included but an errant watch forced its cancellation.

Peter Russell was a much happier driver after he had managed to take third place with Brian Smith in their Dolomite. The car had expired very early on in the Welsh and Russell

and Smith were very much lacking in confidence but with only four minutes lost, some of this has been restored.

Two crews finished on five minutes, fourth place going to Richard Worrall and Doug Smith in their RS1600 while Rod Cattini and Preston Ayres were fifth in their Ascona. Keith Bushby and Ian Simpson brought their Mexico into sixth place dropping six minutes. The best novice crew were Robert Goodwin and David Baker in their Escort on 40 minutes.

● The annual outing of National Motor Museum cars takes place this weekend at Beaulieu, round their exhibition area, with an expert commentary. Among the cars that can be seen at 11 am, 2.30 pm and 4 pm, will be the 1899 Daimler, the first British car to race on the continent, an ex-Mike Hawthorn Alfa Romeo, the 1907 Napier relic which S. F. Edge took round Brooklands at 65.91 mph for 24 hours and a 1924 Bugatti Type 35, one of the most successful and good looking GP cars ever. All this at no extra charge.

Marston...

Most of Britain's leading rallycross drivers will be making their way to Long Martston near Stratford-on-Avon on the next two Sundays for Philips Electrical Rallypoint sponsored by Castrol. Among the entries are Bernard Rodemark's Porsche Carrera, the Escorts of Ron Douglas, Dave Fuell, Tony Merridale and John Welch. Among those entered in Minis are Nick Garner, Wayne O'Connor, and Roger Smith. Mix in a Triumph GT6 for Paul Northall and Roger Dowson and the Clan of Roger Burn, the VWs of Peter Harrold, John Button and the 2.4 version for Hugh Wheldon and you have variety.

For a little light entertainment, there's the Reliant which performs endless wheelies in drag racing and Britain's answer to Evel Knievel, a gentleman who climbs off and onto his motor cycle during his 30 minute stunt.

ATV will televise an hour's worth of racing and entertainment if you can't make it, and the action starts at 10 am, finishing at 3 pm and organised by Motostage.

The following weekend, many of the same names will be joined by such stars as Rod Chapman, John Taylor and John Smith (Escorts) and Mick Bird's Mini, who have been away on the continent rallycrossing. A further attraction will be the clearing of the course for two hour's worth of drag racing for ATV transmission on Sunday, July 27 with many of the top names entered performing on an eighth of a mile strip. Once again, the day's Rallypoint will be transmitted on ATV.

and the Pod

This weekend the BDR&HRA hold their big International drag race at Santa Pod, with their own big entry of Funny Cars. Star entry will be Dale Emery in LeRoy Chadderton's Vega, one of the leading American drivers in the class and former American National Record Holder, though in a different car. The car is a Butera built one with a '75 Vega body, and has been used by Ed Pink as a test bed for engine development since debuting at last year's Ontario SuperNationals.

This will obviously provide a stiff challenge to the British entrants, who will include Allan Herridge and Owen Haywood in the two 'Pod American cars and of course Denis Priddle, who can be expected to respond to this challenge with some startling times, and could well pull off the win of his life. Up to eight cars are expected to compete for the £2,800 prize fund, with Dave Stone possibly joining in with the new "Tee-Rat" blown altered.

Other entries will of course include Pete Crane still looking for his five-second run, Owen Haywood in the Hounddog rail and Ron Picardo in "Firefly," with fully subscribed classes elsewhere.

Danny Johnson, who was such a success in 1973 when he came over from the States will be back with his fearsome double-engined Harley Davidson bike that is the scourge of the Fuel Bikes in America with 8.2s/180 mph times, and it is hoped that there will also be some Dutch and Swedish entries as well. Practice takes place on Saturday, with racing on Sunday as usual.

Bolton's Mini beats Birkett

Cyril Bolton and David Stephenson scored a narrow but deserved victory last weekend in the North when they won the Astons Fine Furniture Mild and Bitter rally run by the Morecambe Car Club. In their newly engined 1,450 cc Cooper S they completed the 125 mile route with the loss of 8m 53s to beat Geoff Birkett and Dave Orrick in the Bradys Barrow Ascona by six seconds. These two crews collected fastest times on each of the two selectives which were the sting in the tail. The rally was a bit slack up to TC12 but thereafter tightened up considerably during the rest of the night.

Third overall and only three seconds down on Birkett/Orrick was the Lakeland Motors/Guardian RS1600 of Peter Edwards and Gordon Capstick while fourth were Trevor Roberts and Ian Grindrod in the second of the Minisport of Padiham Cooper Ss on 10m 52s.

The leader board was completed by Robin Farrington/Alex Thorraffa in their RS1600 on 11m 2s with Ian Fishwick/Mike Schofield in a similar car 33s behind and sixth overall. From an entry of 75, the leading novices, John Tait/Dave Starr brought their Escort into 22nd place on 19m 48s having made a round trip of more than 400 miles round from Essex to do the event.

Busy man

Robin de Garston deliberately entered two events last weekend and what's more, he not only got away without a wiggling from officialdom, but he actually did both events.

The events were the 361 championship round at Cranham, Essex and the Boro 19 autocross at Dartford. Careful planning and plenty of co-operation enabled him to do both events and he collected a class win at Cranham with his one litre Mini and a second in the same car at Dartford. His other Mini, with the large engine, was fourth at Dartford.

His time table was as follows: practise early at Cranham, followed by loading two cars onto double trailer and a quick sprint of about 25 miles to Dartford to stay for practice and two runs with each car before making return trip to Cranham where he was allowed to run out of class with permission from all other class runners.

Good venue

Longton and District Motor Club have come up with a very good venue for their autocross this weekend with remarkable facilities. They have arranged a 1,000 yard course at the Park Hall Leisure Centre, Eccleston, Lancs near the Charnock Richards Service Station on M6. The leisure centre has facilities for boating, swimming, squash and a good restaurant in attractive grounds.

If the response is good, the venue may become permanent with a six event programme for next year depending on the owners' reaction to the support.

Baker in the wars

Torquay driver Clive Baker, who has been in racing longer than most, arrived at Oulton Park with sponsorship from Southern Organs and Levis on the ex-Brian Muir/Martin Thomas/Ali Hussein Chevrolet Camaro which Clive acquired over the winter from Gerry Marshall at a giveaway price. Four months' work has brought the weight down to 24 cwt but the engine showed a marked reluctance to hold its water. After stopping in a cloud of steam three times Clive christened the car the Coffee Percolator and threatened it with a visit to Llandow. He has hopes of returning to Formula 5000 in the near future, not in the March which has gone north for hillclimbing, but in the John Turner Lola T330 if suitable sponsorship can be found. Turner is apparently not over-enthusiastic about F5000 and has thoughts of taking up 2-litre sports car racing with a Chevron.

But Baker made himself particularly unpopular down in Welsh Wales on Sunday when he took his

Camaro to Llandow. After the scrutineers had deemed his car illegal for honours due to lack of alternator nor dynamo, he started the saloon race from the back row of the grid. By lap two, he'd carved his way, somewhat literally, to second place and came up on Chris Simms' leading Vauxhall Viva at Bottom Bend where he attempted to overtake, half spun and rammed the Viva. The ensuing roll wrote off the Vauxhall and an enraged Simms took off to see the stewards of the meeting, who virtually told him not to waste his time.

But then Barry Reece, Nolan Pitts and Georgie Constantine all appeared on the scene claiming Camaro contact on the first lap, and their RAC protests were all duly logged. However, the observers on the track made no mention on the results sheet of any further contact than that with Simms. Baker's final remark was, reportedly, tainted with the tone that the drivers needed more experience.

Gates again

BARC (Surrey centre) had an entry of 75 for their first of two sprints over the full Goodwood circuit last Sunday and Maurice Gates, as usual, collected BTD with his TVR Griffiths. His best run over one lap of the course was 1m 37.1s which was six seconds quicker than the 1.6 Taydec of Dennis Basson. The event — restricted to exclude racing cars — was run in twenty classes but with the usual amalgamation where entries were thin.

The best class battle was among the production saloons where the Sunbeam Imp Sport of David Scargill finished a whisker ahead of Wally Pratt in his Fiat Abarth. Reg Powell took victory in the modified saloons to 1300 cc by less than a second over Dennis Jellett in his Mini and in the sports racing car class, up to 1,500 cc, John Lewis' Lotus 7 beat David Wilson's Silhouette by just over two seconds.

BTD: M. Gates (TVR Griffiths), 1m 37.1s.
Class winners: D. Scargill (Sunbeam Imp), 2m 5.2s; C. Thomas (Cooper), 1m 54.1s; J. Jackson (Mexico), 2m 5.6s; R. Armes (Greetham Imp), 1m 50.5s; R. Powell (Cooper), 1m 44.6s; R. Funnell (Escort), 1m 45.1s; J. Colburn (Jaguar E), 1m 45.9s; D. Beams (Ginetta), 1m 51.7s; B. Curd (Elan), 1m 48.9s; S. Brookman (TVR Tuscan), 1m 46.2s; D. Strange (Midget), 1m 43.3s; J. Gillham (Morgan), 1m 44.6s; J. Lewis (Lotus 7), 1m 43.4s; D. Basson (Taydec), 1m 43.1s.

Daf's problems

Although its recent fettle at the hands of its constructor Tony Hazelwood has seen a marked improvement in Alan Minshaw's DAF-Oldsmobile, the 1974 Triplex champion was still in the wars at Oulton Park. After only four laps he went off at Knickerbrook on oil spilled by a wayward Escort, manhandled the car out of the ditch and then found it unwilling to run on more than seven cylinders. Alan was last seen going in search of a Mexico for the *Penthouse* championship: "So that I can have three weekends racing in between one week's aggravation!"

Stripteaser challengers

One of the best supported drag racing classes at present is Middle Competition, with at least twenty cars appearing at some meetings, all chasing after the Jaguar powered "Stripteaser" which is still holding its own against the V8s.

Two cars which came close a few weeks ago were Sue Coles' Chev/T and Mick Saunders' similar car. Unfortunately Sue lost an engine at the last Pod meet, but Mick Saunders will be out at the International again following an axle failure recently. He has now replaced his Jaguar set-up with the much stronger and increasingly rare '57 Oldsmobile unit, which should take anything that his Chevy engine can give. Together with more suitable gearing, the set-up should get him down into the 10s.

Rapped

Embarrassment department: David MacPherson, chief instructor of MRS was blackflagged out of the Shellsport celebrity race at Brands Hatch on Sunday for alleged dangerous driving. He was reported for weaving unnecessarily and cutting in on the entry to corners. Although the RAC steward present sympathised with MacPherson's explanation, the experienced FF driver found his FF tactics not required in this type of saloon car racing.

● Classic Prescott takes place this weekend when the Bugatti and Ferrari Owners Club hold their Cordon Rouge event, sponsored by G. H. Mumm Cordon Rouge champagne for pre-1960 cars and a fine entry has been received. There's Saturday practice for the cars, and Sunday climbing against the clock. And don't forget the reduced price champagne.

More Niven frustrations

Doug Niven had a frustrating day at Oulton Park on Saturday with his "new" Capri, the ex-Colin Hawker chassis into which he has inserted the 5.7 Boss Mustang engine from his written-off Escort. After very little practice a Rose joint in the front suspension pulled out, sending the car gently into the Old Hall sleepers to the detriment of the front spoiler. A quick visit to Jeff Goodliff in Rochdale procured the necessary parts but the car could not be reassembled for the Tricentrol race. However, it was all back together again for the final special saloon event, starting with a push from the 10s mark. After seven laps Doug had worked his way up to sixth when the oil pump seized. "See you at Silverstone, Doug?" "Theoretically!"

Dealer

Mike Smith did not lose any time thinking about repairs when his Mini packed up at last Sunday's 361 Autocross Championship event at Cranham. Having been a keen admirer of the jointly owned 1450 Mini of Messrs Thomson and Hathaway, he concluded a deal smartly, climbed into the car and took second in class behind Robin de Garston. Moreover he sold the remains of his own car to Messrs Thomson and Hathaway for spares.

Phillips' shunt

Reg Phillips survived a high speed shunt when his Chevron B25 clouted the bank at the bottom Esse at Shelsley Walsh last Sunday at a fair old rate of knots. Reg, according to eye witnesses, seemed short of brakes as he arrived at the left hander and stood no chance of negotiating the bend. The incident made rather a mess of the Chevron and it's believed the tub has been dented somewhat.

● Zekia Redjep's lap record in the saloon car event at the Britannica 2000 was some 3s inside the previous Brands GP circuit saloon record held by Mick Hill and Norman Abbott, set in 1972. Zekia had only fourth gear when the record was set.

● In the absence of any local dealership sponsoring Longridge's Sunday meeting, the usual compulsory parade of the said dealer's ware was replaced by a much more interesting event, namely a half lap sprint for mechanics, drivers, officials, etc, etc. Not counting those who took less than legal routes, the victor was one David Howe of Hesford Racing Team.

● Hoping for 9s runs at Santa Pod this weekend will be Dick Sharpe, who should have rebuilt the "Dorset Horn" Pontiac A35 altered by the weekend, all being well, after its unfortunate Whitsun accident.

This would give the Pages some sorely needed competition in the Senior Comp class, which they have dominated more or less continuously for two years.

Tour competition

An interesting competition, with a £1 entry fee is being advertised in this issue of *AUTOSPORT*, and the winner could take part in one of the most interesting events in Britain, the Avon/Motor Tour of Britain.

The competition is being run by the amiable West Countryman, Gethin Jones who has been campaigning a Renault 5 in this year's Renault challenge, and who needs the proceeds from the competition to finance his entry on this year's event. He will be running his Renault under the Renault Elf banner and has extensive experience in both special stage rallying, winning his class in this year's Welsh rally, and road racing in the Renault. He's taken part in the last two years' Tours and would be an amusing and competent chauffeur for the lucky winner of the competition.

● On a happy vein at Llandow, the main topic of conversation in the paddock was the £1,650 of prize money that the home club, SWAC, are offering for their August Monday meeting.

Championship positions

Tricentrol Clubmans sports championship; fully modified class: 1. Frank Sytner, 8; 2. Peter Cooke, 6; 3. Creighton Brown, Malcolm Jackson, 5. **FF engines:** 1. Nick Adams, 14; 2. Alan Webb, 7; Alex Ferrada, 6.

Jaybrand Formule Libre championship: 1. John Wingfield, 33; 2. John Jordan, 14; 3. Michael Edean, 13; 4. Nick May, 9; 5. Chris Barnett, John Hardesty, Chris Choat, Bobby Bell, Ray Mallock, 4.

Allied Polymer Driver of the Day Award: 1. Jim Walsh, 105; 2. Geoff Lees, 79; 3. John Wingfield, Tony Strawson, 75; 5. John Jordan, 61; 6. Jeff Ward, 58.

Vandervell Award for Novice Drivers: 1. Graeme Dodd, 38; 2. Eddie Cheever, 9; 3. Derek Warwick, Nick Scott, Bill Wykeham, Miles Marshall, Ray Kershberg, 4.

Brush Fusegear Formula Ford championship: 1. Geoff Lees, 39; 2. Jim Walsh, 27; 3. Matthew Argenti, 26; 4. Richard Eyre, 15; 5. Eddie Jordan, 9; 6. Kenny Gray, 7.

DC Cook Datsun and Direct Tapes production sports car series: 1. Rod Gretton, 26; 2. Andy Roughton, 21; 3. Colin Blower, John Britten, 20; 5. Chris Alford, 18; 6. Chris Meek, 12.

Tate FF trophy: 1. John Simpson, 33; 2. Kelvin Hesketh, Mick Starkey, Bruce MacMichael, 18; 5. Richard Dutton, 10; 6. Allan Wilson, 7.

Troy Tire and Auto Centre series: 1. Roger Matthews, 22; 2. Colin Hesford, 19; 3. Peter Pitman, 11; 4. Vic Borrowdale, Chris Hill, 11; 6. Paul Ratcliffe, Chris Lawson, 10.

Northern Saloon car championship: 1. Eric Paterson, 15; 2. Gerald Clark, 12; 3. Jimmy Pinkerton, Norman Hodgson, 9; 5. Brian Whiting, Owen Corrigan, Stuart Oliver, 8.

Northern Clubmans champagne championship: 1. Tim Wood, 19; 2. Ray Edge, 16; 3. Ken Shipley, 14; 4. Geoff Lambert, 12; 5. Caldwell Smythe, David Orbell, 9.

Northern Libre championship: 1. Tony Dean, 18; 2. Andy Barton, 15; 3. Ian McLaren, Johnny Calvert, 9; 5. Derek Cook, Bill Burley, Andrew Jeffrey, Richard Simms, 6.

Allied Polymer Group FF2000 championship: 1. Derek Lawrence, 62; 2. Bernard Vermilio, 49; 3. Ian Taylor, Jeremy Rossiter, 37; 5. Damien Magee, 26; 6. Adrian Reynard, 16.

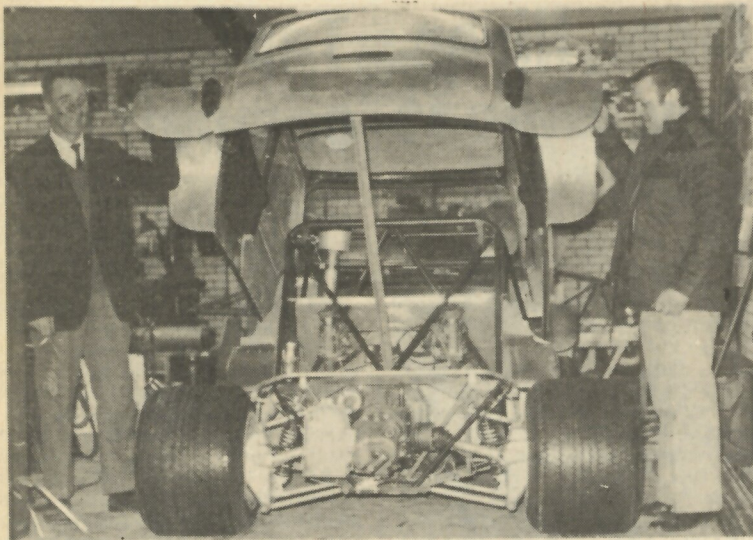
LEC Refrigeration Clubmans championship: 1. Geoff Friswell, 43; 2. Chris Greville-Smith, 42; 3. Nick Adams, 40; 4. Peter Clark, 30; Alex Ferrada, 20; Peter Deal, 17.

National Organs Formula Ford championship: 1. Geoff Lees, 48; 2. Kenny Gray, 47; 3. Rad Dougal, 22; 4. Matthew Argenti, 19; 5. Phil Dowsett, 16; 6. Mike Blanchet, 14.

BBC Radio One Production Saloon series: 1. Jock Robertson, 27; 2. John Brindley, 25; 3. Ivan Dutton, 22; 4. Gerry Marshall, Simon Watson, Simon Kirkby, 19.

Townsend Thoresen Formula Ford championship: 1. Rob Wicken, David Kemp, 13; 3. Lee Wroe-Johnson, 10; 4. Kenny Gray, 9; 5. Len Fletcher, 7.

Kent Messenger 1000 cc saloon car challenge: 1. John Homewood, 36; 2. Ray Calcutt, 18; 3. Stephen Hall, 16; 4. Mike Chapple, Richard Oliver, 10.



Maylem and Terry's Porsche engined Mini.

Fastest ever Mini?

Cyril Maylem and Len Terry of the Dorset Car Company have recently produced what must be the ultimate in Mini special saloons (although not conforming to our Tricentrol regulations). It is built on a space frame structure with reinforced aluminium panels, and powered by a 2.4 Porsche engine, driving through the rear wheels. It has been built for Tore Halle Racing of Sweden for Torsten Palm to drive in Swedish *Formule Libre* events.

The car is in fact a single seater with 15 in rear wheels and 10 in fronts. It has a 90 in wheelbase and a height of less than four feet. The estimated dry weight is 1,200 lbs, which will have to be ballasted up to

1,400 lbs for Swedish *libre* events, but should the car race in this country, and it might, then the ballast will be removed and a 3.2 engine installed, which should then produce 600 horse power per ton, and the designers reckon that this performance should well exceed that of current Formula Atlantics.

While it is not their intention to produce exact replicas, Maylem and the well-known Terry have found the exercise very interesting and would be happy to produce similar exercises as well as bespoke single or two seaters. The cost involved, they say, is surprisingly low, and construction time is normally less than three months.

IoM Sprint

Regulations are now available for the only motor racing event to be held on the Isle of Man, the Longton and District Motor Club's Isle of Man Sprint. A specially chartered boat takes across competitors' cars at no extra charge to the entry fee and the club has arranged an all in charge of £12.50 for spectators or entrants which includes the boat ticket (return), two nights bed and breakfast in a good hotel and a ticket for the dance, cabaret and prize giving. There is space for 1,400 bookings, and last year there was a number of disappointed would-be spectators, so book early. The event takes place on September 20, and entries and booking forms may be obtained from J. P. W. Hylton, Town End Cottage, Smithy Lane, Stalmine, Nr Balckpool.

The club's cancelled round at Aintree for their sprint, has now been rescheduled for August 2 and there are 120 entries available. Entry forms also from J. P. W. Hylton.

● Clubmans Supersports regulations for 1976 have been finalised at committee stage and have been submitted to the RAC for formal approval. Changes include improved specification for rear lights and a clearer definition for aerofoils. Full details will be available as soon as RAC agreement has been obtained.

Dixon's plans

Caterham Auto Accessories Centre have become very involved with motor racing of late under the managing director, Peter Hand. Apart from assisting such notables as Damien Magee and Peter Deal, they have fully sponsored former Mini man, Tony Dixon of Addiscombe who will be racing the Elden raced in 1974 by Wil Arif. Plans are for a full major FF championship contending season for 1976 and obtain full sponsorship for F3 the following year.

Caterham Auto Accessories are now also assisting the D. J. Bond entered 1.3 Mini of Terry Harmer who leads the up to 1.3 class in the Simoniz saloon car championship.

Richest ever

July 20 will mark a historic day in the Clubmans Register when their richest ever event takes place at Ingliston. This will be their "spare" LEC championship round, and both Scot Circuits and Calor have come up with over £1,200 in start and prize money, including a crate of champagne for the poleman in each class, each of the two classes having their own race. There's also a Supersports International challenge race for the Calor Trophy by invitation only.

Modsports Register ideas

Modsports Elan pilot, Peter King, is making a serious effort to form a Modified Sports Car Register for competitors. The idea is to liaise with the RAC, BARC and BRSCC with regard to rule and regulations changes, eligibility, etc. This, in particular, follows the recent RAC open day so that competitors who couldn't go to that meeting may have a chance to discuss their findings with fellow competitors. King is well aware that reaction may be "oh, not again" from some competitors, but he will send out regulation proposals to anyone who is interested in registering as soon as

he receives the proposals from the RAC.

If possible, at a later date, he would like to set up a committee with two members from each class to represent all shades of opinion. "Confusion as to rules and regulations produces apathy and could lose the sport potential competitors. Don't let modsports slip from the pinnacle it achieved in 1974" he says.

Those interested in contacting him should write to Queen Mary Chapel, South Weald, Nr Brentwood, Essex, or phone 01-594 2051/2507 (day) or Brentwood 223313 (evenings).

361 hots up

Last Sunday was the halfway stage in this year's 361 Autocross Championship being run at Cranham, Essex, and four drivers are locked together with a maximum number of three wins. Jon Pharez's Elan collected his third win and his first outright win in 91.06s, slightly slower than a fortnight earlier when he only won his class and the other undefeated contenders are Ian Thomson (Mini), Graham Hathaway (Escort), and Bill Vevers in his Porsche engined VW.

The dusty, rock hard conditions did not suit a lot of people at Cranham and even more so their cars for of the entry of 90 plus, only 70 actually started the competition proper. Thomson and Hathaway both collected class wins with ease and the rear engined class was again almost a dirty expression.

Phil Clark managed to put it across Barry Crump by a whole second in the one litre Mini class while in the day's biggest class — 23 Escorts and Anglias over 1300cc — Graham Wilkinson collected his first championship class win in an Escort beating the class leader Michael Helm by very nearly two seconds.

Graham's brother Robin made it a family double by collecting the sports car class in an Elan and Robin de Garston and Jim Young both collected first wins in their Cooper S and Scorpion special respectively. Henry Stilwell's 1275 Cooper S went indecently quickly in the "road going" class, his time of 92.08s being fourth BTD!

BTD: J. Pharez (Elan), 91.06s.
Class winners: I. Thomson (Mini), 93.07s; G. Hathaway (Escort), 92.04s; R. Wilkinson (Elan), 94.02s; W. Vevers (VW), 104.01s; P. Clark (Mini), 94.06s; G. Wilkinson (Escort), 94.01s; R. de Garston (Mini), 92.03s; J. Young (Scorpion), 98.04s; H. Stilwell (Mini), 92.08s. **Novice:** V. Smith (Mini), 107.06s.

Gratitude

It seems a little gratitude can go a long way. A letter in the Supersports Register Noos Lettah from Sidney Miller of National Organs, appreciates their gratitude for his championship, and states that the Clubmans championship is the last from which he would withdraw if times got hard.

● New President for the Clubmans Supersports Register is Derek Bell who succeeds Mike Hailwood following his two year term of office. Bell, of course, started his career in a Lotus 7, so naturally fits in well.

Moreton back

John Moreton will be making a return to the drag strips very soon with the popular "Invader" Firenza/Chev. It will be recalled that some two years ago the car did a 10.7s when in the hands of Colin Mullen, but has not been as consistent since then, gearbox troubles letting the car down several times.

A complete and thorough engine rebuild has been accompanied with a switch to a clutch/Turbo transmission, and John is now seriously hoping to get into the nines with the car — it should certainly challenge "Stripteaser" again as it did in the early part of last year.

Rose slips

Bob Rose's crown as King of Curborough slipped for the second weekend in succession last Sunday when it was the turn of Londoner David Render to collect BTD at the BARC (East Midlands) meeting. A first run of 32.10s was enough to give Render's Brabham BT35 the honours, Rose replying with 32.35s as his best offering.

Graham Wood continues to travel indecently quickly in his Elan getting down to 34.97s, a time which would have given him fourth place in the up to 1600 single seater class.

This latter class produced close competition with Neil Mabbett's Lotus 41 which he shares with D. Cooke taking the honours in 34.03s and 34.04s respectively with A. Taylor's Lotus 69 third on 34.84s. From a horde of 18 one litre Minis, etc, Dave Cheney's Cooper emerged victor on 37.17s, Geoff Farmer's Imp did 37.22s while D. Hardman (Cooper) was third on 37.42s.

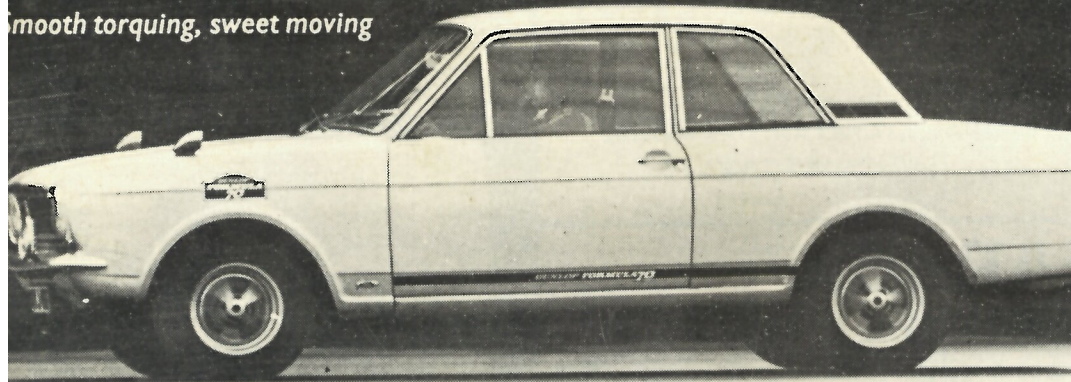
BTD: D. Render (Brabham BT35), 32.10s.
Class winners: C. Matthews (Imp), 41.08s; C. Hewardine (Shelby Mustang), 40.88s; D. Cheney (Cooper), 37.17s; B. Sutcliffe (Cooper), 40.72s; H. Shepherd (Jag E), 39.20s; K. Johnson (Midget), 39.26s; G. Wood (Elan), 34.97s; P. Fay (Morgan + 8), 38.60s; M. Burke (Seta 002), 35.54s; N. Mabbett (Lotus 41), 34.03s; R. Rose (McLaren M14D), 32.35s.

● Houbigant are to sponsor the main race at the St John Horsfall race meeting at Silverstone on July 12. The company already sponsor Simon Riley's sprint and hillclimb championship contending McLaren M10B. The perfume manufacturers celebrate this year, their bi-centenary and will sponsor the St John Horsfall Trophy race for vintage Aston Martins.

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